FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1

SR 80

from N of Captain Hendry Dr to W of Forrey Dr
Hendry, Florida
Financial Project Number: 447878-1-52-01

DESIGN DOCUMENTATION

Prepared by:

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Date Prepared: June 19, 2025

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SECTION A SCOPE OF SERVICES

ATTACHMENT "A"
SCOPE OF SERVICES

Contract Number: CA149

Authorization Number: 07
FPID: 447878-1-32-02
Description: SR 80 from N of Captain Hendry Dr to W of Forrey Dr
Section: 07010-000, MP 8.273 to MP 10.390
Hendry County

INTENT: Perform all design services necessary for the safety improvement project along SR 80 from north of Captain Hendry Dr to W of Forrey Drive (MP 8.273 to MP 10.390). The primary goal is to improve safety the implementing improved access control. The project includes median modifications, milling and resurfacing, drainage evaluation, signing and pavement marking replacement, and signal upgrades. All improvements will be constructed within the existing right of way.

I. Plan Assembly

Prepare the plan assembly in accordance with all applicable manuals, guidelines, standards, handbooks, procedures, and current design memorandums, along with any special instructions given by the DEPARTMENT's project manager. Plan production will adhere to FDM 900 series.

1. Roadway

   The CONSULTANT shall prepare roadway plan sheets, traffic control plan sheets, utility adjustment sheets, notes, details, and Estimated Quantities Report. The plans shall include the following sheets necessary to convey the intent and scope of the project for the purposes of construction.

   The plans shall include:

   A. Key Sheet
   B. Signature Sheet
   C. Existing Drainage Structures
   D. Typical Section
   E. Typical Section Details
   F. Model Management
   G. Optional Materials Tabulation
   H. Project Control
   I. General Notes
   J. Plan Sheets (1" = 40')
   K. Drainage Structures
   L. Cross Sections
   M. Temporary Traffic Control Plans
   N. Utility Adjustments
   O. Summary of Verified Utilities

2. Drainage

Prepare the plan assembly in accordance with all applicable manuals, guidelines, standards, handbooks, procedures, and current design memorandums with the FDOT Design Manual (FDM) and FDOT Drainage Handbook. The existing drainage system on SR 80 consists of a closed drainage system where stormwater runoff is conveyed to curb inlets. A spread analysis should be completed in areas where median work modifies the existing drainage patterns to ensure spread criteria is met. Drainage structures in conflict with the proposed improvements will be relocated as necessary.

3. Signing and Pavement Marking

Prepare the plan assembly in accordance with all applicable manuals, guidelines, standards, handbooks, procedures, and current design memorandums with the FDOT Design Manual (FDM) and Manual on Uniform Traffic Control Devices (MUTCD) for all required signing and markings related to the improvements. Evaluate all existing signing for possible replacement to ensure signs meet current design criteria for size, placement, and reflectivity. Review all guide signs and replace panel only. Multi-post signs to remain. Provide NEXT SIGNAL multi-post signs for new signal at Shady Oaks Avenue/Dr. Martin Luther King Blvd.

Install arterial wrong way signage per FDM. Install RRFB assemblies for mid-block pedestrian crossing east of Martin St. Include advance signing for RRFB (R1-5bl and W11-2/W16-9P). Replace all existing RPMs and striping affected by milling and resurfacing operations with standard. Include SR 29 Route Shields and North on west approach to SR 292 North if required. Use special emphasis crosswalks at all signalized intersections and mid-block pedestrian crossings.

The plans shall include:

A. Key Sheet
B. General Notes/Pay Item Notes
C. Plan Sheets (1" = 40')
D. Guide Sign Work Sheets

4. Signalization

Prepare the plan assembly in accordance with all applicable manuals, guidelines, standards, handbooks, procedures, and current design memorandums with the FDOT Design Manual (FDM) and Manual and Standard Plan Indices. Keep existing video detection at intersections. Provide backplates with retroreflective borders for all overhead signal heads. Install a new mast arm signal at the intersection of SR 80 and Shady Oaks Avenue/Dr. Martin Luther King Blvd. Coordinate with the maintaining agency on equipment requirements. Coordinate with District TSM&O for an appropriate signal configuration based on an approved SOP. Include Emergency Preemption and LED internally illuminated street name signs.

The plans shall include:

A. Key Sheet
B. Signature Sheet
C. General Notes/Pay Item Notes
D. Signalization Plan Sheets (1" = 40')
E. Guide Sign Work Sheet
F. Mast Arm Tabulation Sheet
G. Mast Arm Assemblies Data Table
H. Report of Core Borings

The plans shall include:

I. Key Sheet
J. General Notes/Pay Item Notes
K. Signalization Plan Sheets (1" = 40')
L. Guide Sign Work Sheet
M. Mast Arm Tabulation Sheet

5. Structures

Provide Structural Condition Evaluation Report for the bridge culvert (Bridge No. 170059) within the project limits. Four (4) mast arm signal structures are anticipated at the SR 80 and Dr. MLK Blvd/Shady Oaks Ave intersection. An Ancillary Structures Report is anticipated to be included for this project. Light pole spread footing design is anticipated for the project.

6. Lighting

Provide lighting at the proposed signalized intersection at Shady Oaks/Dr. Martin Luthor King Jr Blvd. and mid-block crossing at Martin St per FDM 231 criteria. Coordinate design at signal if there are any shared conduit bores or power sources. Coordinate power service and lighting maintenance agreement with UAO and District Maintenance Office/Maintaining Agency, respectively. Signal Lighting at Main St, SR 29, and S Lee St have recently been reconstructed with new lighting and will not require any additional design.

Analysis of all intersections and mid-block crossings will be performed and included in a Lighting Analysis Memo.

The plans shall include:

A. Key Sheet
B. General Notes/Pay Item Notes
C. Lighting Plan Sheets (1" = 40')

7. Traffic Control Plan

The CONSULTANT shall analyze and provide for Maintenance of Traffic during construction, including, as necessary:

A. Reduced scale plan view showing individual sign details.
B. Reference Index for Traffic Control Plan(s) and display advance warning signs on Traffic Control Plan Sheet(s).
C. Lane Closure Restrictions
D. Phasing Notes (if applicable)

8. 3D Modeling

The CONSULTANT shall prepare a 3D model and provide cross sections.

II. PAY ITEMS AND PRELIMINARY QUANTITIES

Pay items and preliminary quantities shall be loaded in TRNS*port prior to the Phase II submittal and updated at each submittal. Beginning with the PH IIR submittal, the CONSULTANT will develop the Estimated Quantities (EQ) Report and supporting electronic shape files and other appropriate documentation that support the quantities shown in the report.

III. SUBSURFACE UTILITY ENGINEERING (SUE)

Conduct Designation and/or Location (as defined below) at locations of all proposed design and/or safety improvements that have the potential to affect underground facilities. Provide Survey of SUE, including CADD files and reports compiling results of SUE investigations.

Designation includes 2-dimensional collection of existing utilities and selected 3-dimensional verification as needed for designation. Location includes non-destructive excavation to determine size, type and location of existing utility, as necessary for final 3-dimensional verification. Survey of SUE includes collection of data on points as needed for designates and locates. Includes analysis and processing of all field collected data, and delivery of all appropriate electronic files.

Soil removed for obtaining locates on utility lines shall be placed back in the excavation in a way that does not disturb or damage the utility. Locates through asphalt pavement shall be finished with cold pack asphalt to at least the same thickness as the base and asphalt that was removed. Locates through concrete pavement, sidewalks, etc. shall be finished using a high strength concrete mix to the same depth as what was removed. The cuts made in asphalt and concrete for locates shall be made in a manner that provides a patch with regular sides that will be level with no protruding or jagged edges.

IV. PAVEMENT DESIGN

The CONSULTANT shall develop a pavement design in accordance with the FDOT Flexible Pavement Design Manual. The pavement widening is to match the adjacent pavement per as-built plans. The DEPARTMENT is to provide the as-built plans or prior pavement design package for the pavement design.

V. UTILITIES

The CONSULTANT shall identify utility facilities and secure agreements, utility work schedules, and plans from the Utility Agency Owners (UAO), and ensure that all conflicts that exist between utility facilities and the DEPARTMENT's construction project are addressed. The CONSULTANT shall certify all utility negotiations have been completed and that arrangements have been made for utility work to be undertaken.

VI. PERMITS

The proposed improvements will be exempt from permitting from the South Florida Water Management District and a 404 permit will not be required. The DEPARTMENT will verify the project exemption.

VII. ENVIRONMENTAL MANAGEMENT OFFICE

The project site will be generally surveyed for protected species and a gopher tortoise survey will be conducted. The DEPARTMENT will conduct any required species-specific surveys.

VIII. PUBLIC INVOLVEMENT

The CONSULTANT shall coordinate the public involvement efforts for the median modifications. The CONSULTANT shall prepare a Level 3 Community awareness plan, applicable notifications, and public meeting documents. The CONSULANT will attend one public meeting.

IX. CONTRACT SPECIFICATIONS

The CONSULTANT shall provide a complete specifications package for all items of work, including any applicable Technical Special Provisions (TSP) and/or Modified Special Provisions (MSP).

X. DIGITAL/ELECTRONIC DELIVERY

Complete plans and specifications are to be submitted before the Production Date, as shown in the DEPARTMENT's Production Schedule. The submittal is to consist of a Record Set and a Bid Set in electronic format, per the DEPARTMENT's digital/electronic delivery guidelines.

XI. PHASE REVIEWS/SUBMITTALS

The CONSULTANT shall submit all documents required for each phase submittal electronically.

1. Phase II shall be submitted twelve (12) weeks after survey is received.
2. Revised Phase II shall be submitted four (4) weeks after the Phase II Review.
3. Phase IV shall be submitted six (6) weeks prior to the scheduled Specifications Date.
4. Final plans and specifications are due one (1) week prior to the Production Date.
   Phase Reviews/Submittals shown above are tentative and may be adjusted based on local coordination and right of way needs.

XII. POST DESIGN

Post-design construction assistance services will be handled under a separate task work order.

XIII. CRITICAL PATH DATES (Subject to change):

Production Date – 4/11/2025
Specifications – 4/15/2025
Mailing Date – 5/28/2025
Letting Date – 7/23/2025

SECTION B COST ESTIMATE

Date: 11/28/2022 2:00:47 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 447878-1-52-01 **Letting Date:** 07/2025

Description: SR 80 FROM CAPTAIN HENDRY DR TO E OF FORREY DR

District: 01 **County:** 07 HENDRY **Market Area:** 09 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.766 MI

Project Manager: JMK-STP-ZTT

Version 8-P Project Grand Total **$2,536,658.44**

Description: November 2022 Update from Version 7P - 11/15/22

Sequence: 1 MIS - Miscellaneous Construction **Net Length:** 2.766 MI 14,604 LF

Description: Safety

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
107-1	LITTER REMOVAL	33.70	AC	$47.76	$1,609.51
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,874.26	$37,874.26
110-4-10	REMOVAL OF EXIST CONC	352.90	SY	$28.88	$10,191.75
120-6	EMBANKMENT	14,048.30	CY	$24.02	$337,440.17
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	15,071.80	SY	$3.79	$57,122.12
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,243.40	TN	$155.68	$193,572.51
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	824.00	SY	$92.06	$75,857.44
527-2	DETECTABLE WARNINGS	160.00	SF	$39.57	$6,331.20
570-1-2	PERFORMANCE TURF, SOD	4,683.00	SY	$4.27	$19,996.41
710-11-190	PAINTED PAVT MARK,STD,WHITE, ISLA NOSE	50.00	SF	$2.21	$110.50
710-11-290	PAINTED PAVT MARK,STD,YELLOW,ISLAND NOSE	300.00	SF	$2.88	$864.00
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	1.00	LS	$17,274.03	$17,274.03
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	3,200.00	LF	$2.84	$9,088.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,116.00	LF	$5.06	$5,646.96
711-11-141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	2.58	GM	$1,919.30	$4,951.79
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	10.00	EA	$127.26	$1,272.60
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	62.00	EA	$70.51	$4,371.62
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	300.00	LF	$3.93	$1,179.00
711-11-241	THERMOPLASTIC,STD,YELLOW,DOT / GUIDE, 6"	0.17	GM	$2,890.49	$491.38
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	2,632.00	LF	$7.38	$19,424.16
711-14-125	THERMOPLASTIC, PREFORM,	2,180.00	LF	$15.84	$34,531.20

	WHITE, SOLID,24"				
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	50.00	EA	$206.63	$10,331.50
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	50.00	EA	$114.73	$5,736.50
711-14-660	THERMOPLASTIC, PREFORMED, MULTI, ROUTE S	2.00	EA	$2,845.45	$5,690.90
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.76	GM	$4,907.09	$13,543.57
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	4.20	GM	$1,643.88	$6,904.30
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	4.68	GM	$4,968.38	$23,252.02
711-17-1	THERMOPLASTIC, REMOVE	20.00	SF	$2.34	$46.80
	Roadway Component Total				$904,706.20

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	14,048.30	LF	$23.53	$330,556.50
	Shoulder Component Total				$330,556.50

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	94.00	AS	$389.02	$36,567.88
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	31.00	AS	$1,442.26	$44,710.06
700-1-60	SINGLE POST SIGN, REMOVE	56.00	AS	$26.74	$1,497.44
700-3-201	SIGN PANEL, F&I OM, UP TO 12 SF	4.00	EA	$781.82	$3,127.28
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	4.00	EA	$4,616.49	$18,465.96
705-10-1	OBJECT MARKER, TYPE 1	2.00	EA	$189.06	$378.12
705-11-1	DELINEATOR, FLEXIBLE TUBULAR	46.00	EA	$88.80	$4,084.80
706-1-3	RAISED PAVMT MARK, TYPE B	950.00	EA	$3.52	$3,344.00
	Signing Component Total				$112,175.54

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Full signal & RRFB

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

630-2-11	CONDUIT, F& I, OPEN TRENCH	520.00 LF	$12.18	$6,333.60
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	625.00 LF	$22.44	$14,025.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$8,822.88	$8,822.88
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	25.00 EA	$666.68	$16,667.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$3,391.21	$3,391.21
639-2-1	ELECTRICAL SERVICE WIRE, F&I	100.00 LF	$9.69	$969.00
641-2-12	PREST CNC POLE,F&I,TYP P-II SRV POLE	1.00 EA	$1,646.56	$1,646.56
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	8.00 EA	$2,042.73	$16,341.84
649-21-24	STEEL MAST ARM ASSEMBLY, F&I, 78'-50'	2.00 EA	$79,872.93	$159,745.86
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	10.00 AS	$1,263.56	$12,635.60
650-1-16	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W	6.00 AS	$1,541.84	$9,251.04
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$767.92	$6,143.36
654-2-21	MID BL:RECT RAPID FLASH BE, F&I SOL,SING	2.00 AS	$9,344.02	$18,688.04
654-2-22	MID BL: RECT RAPID FL BCN, F&I SOL, BB	1.00 AS	$9,502.14	$9,502.14
660-1-109	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9	8.00 EA	$308.67	$2,469.36
660-1-110	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10	1.00 EA	$330.65	$330.65
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12.00 AS	$912.17	$10,946.04
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	6.00 AS	$1,348.74	$8,092.44
663-1-111	SIGNAL PRIO & PREEMP, F&I, OPT,CAB E	1.00 EA	$5,771.62	$5,771.62
663-1-112	SIGNAL PRIO & PREEMP, F&I, OPTICAL,DETEC	2.00 EA	$1,661.63	$3,323.26
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$269.07	$2,152.56
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$30,878.49	$30,878.49
685-1-13	UPS, F&I, LINE INTERACTIVE W CAB	1.00 EA	$8,199.54	$8,199.54

Signalization 2

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Additional work on signals (Main, Bridge, Lee Street signal)

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
650-1-44	VEH TRAF SIGNAL,F&I PROGRAM, 3 S 1 W	12.00	AS	$4,883.66	$58,603.92
650-1-60	VEH TRAF SIGNAL, REMOVE-POLES TO REMAIN	12.00	AS	$143.82	$1,725.84
670-5-400	TRAF CNTL ASSEM, MODIFY	3.00	AS	$1,878.02	$5,634.06

Signalizations Component Total $422,290.91

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MAX

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	2,760.00	LF	$2.04	$5,630.40
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	9.00	EA	$7,915.90	$71,243.10
715-4-70	LIGHT POLE COMPLETE, REMOVE POLE/FOUND	2.00	EA	$808.17	$1,616.34
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	1.00	EA	$14,987.81	$14,987.81
715-21-2	LIGHTING REPAIRS AND RETROFITS, LED RETR	2.00	EA	$1,261.19	$2,522.38
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	9.00	EA	$711.35	$6,402.15
	Lighting Component Total				$102,402.18

Sequence 1 Total $1,872,131.33

Date: 11/28/2022 2:00:48 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 447878-1-52-01 **Letting Date:** 07/2025

Description: SR 80 FROM CAPTAIN HENDRY DR TO E OF FORREY DR

District: 01 **County:** 07 HENDRY **Market Area:** 09 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.766 MI

Project Manager: JMK-STP-ZTT

Version 8-P Project Grand Total **$2,536,658.44**

Description: November 2022 Update from Version 7P - 11/15/22

Project Sequences Subtotal			**$1,872,131.33**
102-1	Maintenance of Traffic	15.00 %	$280,819.70
101-1	Mobilization	10.00 %	$215,295.10
Project Sequences Total			**$2,368,246.13**
Project Unknowns		5.00 %	$118,412.31
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$50,000.00	$50,000.00
Project Non-Bid Subtotal					**$50,000.00**

Version 8-P Project Grand Total	**$2,536,658.44**

SECTION C PROJECT SCHEDULE

Project Scheduling (PSM) for Project 447878-1 (SR 80 FROM N OF CAPTAIN HENDRY DR TO W OF FORREY DR)

Activity	Description	Person Responsible	Start Date (A is Actual)	Finish Date (A is Actual)	Remaining Days	Total Float
935110000	PROJECT ASSIGNMENT	48776	6/10/2022 A	6/10/2022 A		
233010000	DESIGN CONTRACT EXECUTED / TASK WORK ORDER AUTH	48776	1/27/2023 A	1/27/2023 A		
299310000	PHASE 31 AUTHORIZATION PROCESS	48776	1/27/2023 A	1/27/2023 A		
250000000	P.E. WORK BEGIN	48776	1/30/2023 A	1/30/2023 A		
969005300	PM's PROJECT FIELD REVIEW	48776	1/31/2023 A	1/31/2023 A		
299320000	PHASE 32 AUTHORIZATION PROCESS	48776	1/31/2023 A	2/27/2023 A		
297210000	L. R. E. - REQUEST	48776	3/9/2023 A	3/10/2023 A		
956011730	GREEN LINES - UTIL COORD REQUEST	KNOMNSC	6/2/2023 A	6/5/2023 A		
956011720	GREEN LINES - UTIL COs DEVELOP	KNOMNSC	6/29/2023 A	7/28/2023 A		
228010000	GREEN LINES - CLIP SHEETS FOR UTILITY	48776	7/10/2023 A	7/17/2023 A		
228155000	GREEN LINES ? DPM SUBMITS TO D1 UTILITIES (THRU ERC)	48776	7/14/2023 A	7/17/2023 A		
228060000	GREEN LINES - UAO SUBMITS TO FDOT (UPM)	KNOMNSC	7/27/2023 A	7/28/2023 A		
106000000	DESIGN SURVEY	48776	8/1/2023 A	1/16/2024 A		
113011220	PHASE II (2) PLANS - PREPARATION	48776	8/14/2023 A	10/19/2023 A		
228070000	GREEN LINES - INCORP INTO PH II PLANS	48776	8/16/2023 A	9/1/2023 A		
956120000	DESIGN VARIATION/EXCEPTION REPORT - PREPARE	48776	9/21/2023 A	10/5/2023 A		
956130000	DESIGN VARIATION/EXCEPTION REPORT - SUBMIT	48776	10/4/2023 A	10/5/2023 A		
956160000	DESIGN VARIATION/EXCEPTION REPORT - REVIEW	48776	10/5/2023 A	11/17/2023 A		
956170000	DESIGN VARIATION/EXCEPTION REPORT - APPROVE	48776	11/30/2023 A	12/1/2023 A		
235400400	PHASE II (2) PLANS - SUBMITTAL FOR REVIEW (THRU ERC)	48776	1/3/2024 A	1/4/2024 A		
336000000	ENVIRONMENTAL DETERMINATION WORKSHEET - PM PROVIDE TO DEMO	48776	1/25/2024 A	1/26/2024 A		
222000000	PERMITS - NPR	3236	1/26/2024 A	1/26/2024 A		
302000000	PHASE II (2) PLANS - REVIEW BY DEPARTMENT	48776	1/31/2024 A	2/1/2024 A		
279000000	RAIL CLEAR - NO RAIL INVOLVED	5384	1/31/2024 A	1/31/2024 A		
113011270	PHASE II (2) PLANS - RESPONSES	48776	2/1/2024 A	2/29/2024 A		
131024000	GEOTECH INVESTIGATION	48776	2/8/2024 A	7/24/2025	29	20
901000000	CONSTRUCTABILITY / MOT REVIEW	48776	2/11/2024 A	2/12/2024 A		
228200000	SUE NTP / UPDATE SUE TWO DURATION	48776	2/13/2024 A	2/14/2024 A		
228090000	DPM PROVIDE SUE REQUEST	48776	2/15/2024 A	2/19/2024 A		
228100000	SUE MEETING	48776	2/19/2024 A	2/20/2024 A		
228050000	SUE FIRM PROVIDE SUE	48776	2/21/2024 A	6/27/2025	11	-52
110400100	PUBLIC MEETING		4/22/2025 A	4/22/2025 A		
228000130	UPM REVIEW SUE DELIVERABLE	48776	6/30/2025	7/7/2025	5	-52
228000030	SUE - ADD LOCATIONS TO PLANS	48776	7/8/2025	7/21/2025	10	-52
235240000	PHASE II REVISED (2R) PLANS SUBMITTAL FOR REVIEW (THRU	48776	7/22/2025	8/19/2025	21	-52

	ERC)					
965000000	PHASE IIR (2R) PLANS - SEND TO UTIL COs & SCHEDULE UTILITY D	KNOMNSC	8/20/2025	8/26/2025	5	-52
228150000	UWS/RGBs - UTIL COs DEVELOP	KNOMNSC	8/27/2025	10/8/2025	30	-51
265000000	UTILITY DESIGN MEETING	KNOMNSC	9/11/2025	9/11/2025	1	-52
113011420	PHASE IV PLANS - PREPARATION	48776	10/8/2025	11/19/2025	30	-52
110400000	PHASE IV TRAFFIC SIGNAL PLANS	48776	10/8/2025	11/19/2025	30	-52
111042000	PHASE IV SIGNING/MARKING PLANS	48776	10/8/2025	11/19/2025	30	-52
228300000	UWS/RGBs - UAO SUBMITS TO UPM	KNOMNSC	10/10/2025	10/10/2025	1	-52
228320000	UWS/RGBs - PROVIDE TO THE RCE/Local OpsCenter & EOR/DPM	KNOMNSC	10/13/2025	10/13/2025	1	-52
228330000	UWS/RGBs - RCE/Local OpsCenter/EOR/DPM REVIEW	KNOMNSC	10/14/2025	10/27/2025	10	-52
336000020	DEMO ISSUE ENVIRONMENTAL CERTIFICATION	60239	10/23/2025	10/23/2025	1	9
228350000	UWS/RGBs - RCE/Local OpsCenter/EOR/DPM COMMENTS RE:TO UPM	KNOMNSC	10/28/2025	10/28/2025	1	-52
228360000	UWS/RGBs - UTIL PM REVIEW COMMENTS/COORDINATE W/ UAOs FOR RE	KNOMNSC	10/29/2025	11/4/2025	5	-52
228480000	UWS/RGBs - INCORPORATE INTO PHASE IV PLANS	48776	11/5/2025	11/19/2025	10	-52
204000000	PRODUCTION DATE	5159	11/5/2025	11/5/2025	1	
226000000	PLANS TO DISTRICT SPECS	5159	11/6/2025	11/6/2025	1	
242000000	SPECIFICATIONS	5159	11/6/2025	12/18/2025	28	
235400000	PHASE IV PLANS - SUBMITTAL FOR DEPT (THRU ERC)	48776	11/20/2025	11/20/2025	1	-52
930049050	FINAL CONTRACT TIME - REQUEST	48776	11/21/2025	11/21/2025	1	-33
310000000	PHASE IV PLANS - REVIEW BY DEPARTMENT	48776	11/21/2025	12/22/2025	20	-52
955110000	R/W CERTIFICATION - REQUEST	48776	11/21/2025	11/21/2025	1	-14
171000000	PROVIDE FINAL CONTRACT TIME	10874	11/24/2025	12/23/2025	20	-33
255000000	R/W CERTIFIED	48776	11/24/2025	11/24/2025	1	-14
212000000	TRANSMIT PACKAGE FOR LETTING (MAIL DATE)	5159	12/19/2025	12/19/2025	1	
985000000	PLANS PROCESSING	5159	12/22/2025	1/22/2026	21	
935050200	UWS/RGBs - UAOs REVIEW FOR CORRECT LOCATIONS	KNOMNSC	12/23/2025	1/7/2026	10	-48
113011470	PHASE IV PLANS - RESPONSES (10 DAYS)	48776	12/23/2025	1/7/2026	10	-52
203000000	CEI CONTRACT EXECUTION - IN JAN PER PSU PLAN	CN106AM	1/2/2026	1/2/2026	1	37
269000000	UTILITIES CLEAR	KNOMNSC	1/8/2026	1/8/2026	1	-48
163010000	SIGNAL MAINTENANCE AGREEMENT	48776	1/8/2026	1/14/2026	5	-46
113500000	FINAL PLANS - PREPARATION	48776	1/8/2026	1/22/2026	10	-52
266000000	UTILITIES CERTIFICATION	KNOMNSC	1/9/2026	1/15/2026	5	-48
278220000	ADVERTISEMENT PERIOD	5159	1/23/2026	2/21/2026	30	3
278000000	ADVERTISEMENT DATE	5159	1/23/2026	1/23/2026	1	
235500000	FINAL PLANS/SUBMITTAL PACKAGE	48776	1/23/2026	1/23/2026	1	-52
280000000	LETTING DATE	5159	2/25/2026	2/25/2026	1	

SECTION D TRNSPORT

Florida Department of Transportation

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Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0001 SUMMARY OF ROADWAY					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0101- 1-	MOBILIZATION 44787815201	LS	1.000	1.000
		0102- 1-	MAINTENANCE OF TRAFFIC 44787815201	(LS)	1.000	1.000
		0102- 4- 1	PEDESTRIAN OR BICYCLE SPECIAL DETOUR 44787815201	(LS)	1.000	1.000
		0102- 14-	TRAFFIC CONTROL OFFICER	HR	32.000	32.000
		0102- 60-	WORK ZONE SIGN	ED	22154.000	22154.000
		0102- 71- 13	TEMPORARY BARRIER, F&I, LOW PROFILE, CONCRETE	LF	144.000	144.000
		0102- 71- 23	TEMPORARY BARRIER, RELOCATE, LOW PROFILE CONCRETE	LF	144.000	144.000
		0102- 74- 1	CHANNELIZING DEVICE- TYPES I, II, DI, VP, DRUM, OR LCD	ED	51800.000	51800.000
		0102- 74- 8	CHANNELIZING DEVICE- PEDESTRIAN LCD (LONGITUDINAL CHANNELIZING DEVICE)	FD	4634.000	4634.000
		0102- 76-	ARROW BOARD / ADVANCE WARNING ARROW PANEL	ED	400.000	400.000
		0102- 99-	PORTABLE CHANGEABLE MESSAGE SIGN, TEMPORARY	ED	458.000	458.000
		0102-104-	TEMPORARY SIGNALIZATION AND MAINTENANCE, INTERSECTION	ED	600.000	600.000
		0102-107- 1	TEMPORARY TRAFFIC DETECTION AND MAINTENANCE, INTERSECTION	ED	670.000	670.000
		0104- 10- 3	SEDIMENT BARRIER	LF	341.000	341.000
		0104- 18-	INLET PROTECTION SYSTEM	EA	65.000	65.000
		0107- 1-	LITTER REMOVAL	AC	105.250 N	105.250
		0107- 2-	MOWING	AC	105.280 N	105.280
		0110- 1- 1	CLEARING & GRUBBING 44787815201	(LS)	1.000	1.000
		0110- 4- 10	REMOVAL OF EXISTING CONCRETE	SY	288.000	288.000
		0120- 1-	REGULAR EXCAVATION	CY	141.800	141.800
		0120- 6-	EMBANKMENT	CY	2605.900	2605.900

Florida Department of Transportation

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Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0001 SUMMARY OF ROADWAY					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0327- 70- 6	MILLING EXISTING ASPHALT PAVEMENT, 1 1/2" AVG DEPTH	SY	15039.000	15039.000
		0337- 7- 83	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-12.5, PG 76-22	TN	1240.700	1240.700
		0520- 1- 10	CONCRETE CURB & GUTTER, TYPE F	LF	240.000	240.000
		0520- 2- 2	CONCRETE CURB, TYPE B	LF	11597.000	11597.000
P		0520- 70-	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	SY	987.000	987.000
		0522- 2-	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	198.000	198.000
		0524- 1- 1	CONCRETE DITCH PAVT, NON REINFORCED, 3"	SY	11.000	11.000
		0527- 2-	DETECTABLE WARNINGS	SF	213.000	213.000
		0570- 1- 2	PERFORMANCE TURF, SOD	SY	6622.000	6622.000
		0706- 1- 3	RAISED PAVEMENT MARKER, TYPE B	EA	1213.000	1213.000
		0710- 11-101	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID, 6"	GM	1.020	1.020
		0710- 11-102	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR INTERCHANGE AND URBAN ISLAND, 8"	GM	0.228	0.228
		0710- 11-123	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR CROSSWALK AND ROUNDABOUT, 12"	LF	582.000	582.000
		0710- 11-124	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR DIAGONAL OR CHEVRON, 18"	LF	154.000	154.000
		0710- 11-125	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SOLID FOR STOP LINE OR CROSSWALK, 24"	LF	585.000	585.000
		0710- 11-131	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, SKIP, 10-30 OR 3-9 SKIP, 6" WIDE	GM	0.399	0.399
		0710- 11-141	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 DOTTED EXTENSION, 6"	GM	0.192	0.192

Florida Department of Transportation

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Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0001 SUMMARY OF ROADWAY					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0710- 11-160	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	12.000	12.000
		0710- 11-170	PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, ARROWS	EA	121.000	121.000
		0710- 11-201	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID, 6"	GM	3.576	3.576
		0710- 11-224	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, SOLID FOR DIAGONAL OR CHEVRON, 18"	LF	193.000	193.000
		0710- 11-241	PAINTED PAVEMENT MARKINGS, STANDARD, YELLOW, 2-4 DOTTED GUIDELINE/6-10 DOTTED EXTENSION, 6"	GM	0.207	0.207
		0999- 25-	INITIAL CONTINGENCY AMOUNT, DO NOT BID 44787815201	LS	1.000 N	1.000

Florida Department of Transportation

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Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0002 SUMMARY OF SIGNING					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0654- 2- 40	MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, RELOCATE COMPLETE SIGN ASSEMBLY	AS	1.000	1.000
		0700- 1-111	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF	EA	77.000	77.000
		0700- 1-112	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, 12.0-20.0 SF	EA	38.000	38.000
		0700- 1-113	SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, 20.1-30.0 SF	EA	3.000	3.000
		0700- 1-500	SINGLE COLUMN GROUND SIGN ASSEMBLY, RELOCATE	EA	1.000	1.000
		0700- 1-600	SINGLE COLUMN GROUND SIGN ASSEMBLY, REMOVE	EA	65.000	65.000
		0700- 2-115	MULTI-COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, 50.1-100.0 SF	EA	2.000	2.000
		0700- 3-601	SIGN PANEL, REMOVE, UP TO 12 SF	EA	1.000	1.000
		0700- 13- 15	RETROREFLECTIVE SIGN STRIP- FURNISH AND INSTALL, 5'	EA	47.000	47.000
		0704- 1- 3	TUBULAR MARKER, 36" WHITE POST	EA	31.000	31.000
		0704- 1- 4	TUBULAR MARKER, 36" YELLOW POST	EA	13.000	13.000
		0705- 10- 1	OBJECT MARKER, TYPE 1	EA	7.000	7.000
		0706- 1- 3	RAISED PAVEMENT MARKER, TYPE B	EA	1213.000	1213.000
		0710- 12-290	PAINTED PAVEMENT MARKINGS, DURABLE PAINT, YELLOW, ISLAND NOSE	SF	56.000	56.000
		0710- 90-	PAINTED PAVEMENT MARKINGS, FINAL SURFACE 44787815201	LS	1.000	1.000
		0711- 11-102	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND	GM	0.228	0.228
		0711- 11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	582.000	582.000

Florida Department of Transportation

Trnsport

Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0002 SUMMARY OF SIGNING					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0711- 11-124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	154.000	154.000
		0711- 11-125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	122.000	122.000
		0711- 11-141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	0.192	0.192
		0711- 11-160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	2.000	2.000
		0711- 11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	111.000	111.000
		0711- 11-224	THERMOPLASTIC, STANDARD, YELLOW, SOLID, 18" FOR DIAGONAL OR CHEVRON	LF	193.000	193.000
		0711- 11-241	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE /6-10 DOTTED EXTENSION LINE, 6"	GM	0.207	0.207
		0711- 14-125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	LF	463.000	463.000
		0711- 14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	EA	10.000	10.000
		0711- 14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	EA	10.000	10.000
		0711- 16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	1.049	1.049
		0711- 16-131	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SKIP, 6",10-30 SKIP OR 3-9 LANE DROP	GM	0.399	0.399
		0711- 16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	3.778	3.778
		0711- 17- 1	THERMOPLASTIC, REMOVE EXISTING THERMOPLASTIC PAVEMENT MARKINGS- SURFACE TO REMAIN	SF	11991.000	11991.000

Florida Department of Transportation

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Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0003 SUMMARY OF LIGHTING					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0630- 2- 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	351.000	351.000
		0630- 2- 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	44.000	44.000
		0635- 2- 11	PULL & SPLICE BOX, F&I, 13" X 24" COVER SIZE	EA	6.000	6.000
		0715- 1- 13	LIGHTING CONDUCTORS, F&I, INSULATED, NO 4 TO NO 2	LF	2799.000	2799.000
		0715- 1- 60	LIGHTING CONDUCTORS, REMOVE & DISPOSE, CONTRACTOR OWNS	LF	549.000	549.000
		0715- 61-352	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 15' ARM LENGTH	EA	2.000	2.000
P		0715- 62-352	LIGHT POLE COMPLETE, F&I, STANDARD POLE SPECIAL FOUNDATION, 40' MOUNTING HEIGHT, 15' ARM LENGTH	EA	1.000	1.000
		0715- 65-366	LIGHT POLE COMPLETE, F&I, UTILITY CONFLICT POLE STANDARD FOUNDATION, 40' MOUNTING HEIGHT, 16' ARM LENGTH	EA	1.000	1.000
P		0715- 66-366	LIGHT POLE COMPLETE, F&I, UTILITY CONFLICT POLE SPECIAL FOUNDATION, 40' MOUNTING HEIGHT, 16' ARM LENGTH	EA	1.000	1.000
		0715- 69-000	LIGHT POLE COMPLETE, REMOVE POLE AND FOUNDATION	EA	1.000	1.000
		0715-500- 1	POLE CABLE DISTRIBUTION SYSTEM, FURNISH AND INSTALL, CONVENTIONAL	EA	5.000	5.000

Florida Department of Transportation

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Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0004 SUMMARY OF SIGNALIZATION					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0630- 2- 11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	173.000	173.000
		0630- 2- 12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	293.000	293.000
		0632- 7- 1	SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	1.000	1.000
		0635- 2- 11	PULL & SPLICE BOX, F&I, 13" X 24" COVER SIZE	EA	24.000	24.000
		0639- 1-112	ELECTRICAL POWER SERVICE, F&I, OVERHEAD METER PURCHASED BY CONTRACTOR FROM POWER COMPANY	AS	1.000	1.000
		0639- 2- 1	ELECTRICAL SERVICE WIRE, FURNISH & INSTALL	LF	200.000	200.000
		0639- 3- 11	ELECTRICAL SERVICE DISCONNECT, F&I, POLE MOUNT	EA	1.000	1.000
		0641- 2- 12	PRESTRESSED CONCRETE POLE, F&I, TYPE P-II SERVICE POLE	EA	1.000	1.000
		0646- 1- 11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	8.000	8.000
		0649- 21- 3	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 40'	EA	1.000	1.000
		0649- 21- 6	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 50'	EA	3.000	3.000
		0650- 1- 14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	10.000	10.000
		0650- 1- 16	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 4 SECTION, 1 WAY	AS	4.000	4.000
		0653- 1- 11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	8.000	8.000
		0660- 3- 11	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL CABINET EQUIPMENT	EA	1.000	1.000
		0660- 3- 12	VEHICLE DETECTION SYSTEM- MICROWAVE, FURNISH & INSTALL, ABOVE GROUND EQUIPMENT	EA	4.000	4.000

Florida Department of Transportation

Trnsport

Proposal Summary of Pay Items

For Proposal: T1908

Lead Project: 44787815201

Project(s): 44787815201 **District:** 01 **County/Section:** 07010000

County: HENDRY

0004 SUMMARY OF SIGNALIZATION					44787815201	Quantity Total
S	**ALT**	**Item Number**	**Description**	**UNIT**		
		0665- 1- 12	PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE	EA	8.000	8.000
		0700- 3-201	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	4.000	4.000
		0700- 5- 22	INTERNALLY ILLUMINATED SIGN, FURNISH & INSTALL, OVERHEAD MOUNT, 12-18 SF	EA	4.000	4.000

SECTION E TRAFFIC DOCUMENTATION

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 0700 HENDRY COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.95	0.98
2	01/02/2022 - 01/08/2022	1.00	1.03
3	01/09/2022 - 01/15/2022	1.06	1.09
4	01/16/2022 - 01/22/2022	1.04	1.07
5	01/23/2022 - 01/29/2022	1.02	1.05
6	01/30/2022 - 02/05/2022	1.00	1.03
7	02/06/2022 - 02/12/2022	0.98	1.01
8	02/13/2022 - 02/19/2022	0.96	0.99
9	02/20/2022 - 02/26/2022	0.96	0.99
10	02/27/2022 - 03/05/2022	0.96	0.99
11	03/06/2022 - 03/12/2022	0.96	0.99
12	03/13/2022 - 03/19/2022	0.96	0.99
13	03/20/2022 - 03/26/2022	0.97	1.00
14	03/27/2022 - 04/02/2022	0.98	1.01
15	04/03/2022 - 04/09/2022	0.99	1.02
16	04/10/2022 - 04/16/2022	1.00	1.03
17	04/17/2022 - 04/23/2022	1.00	1.03
18	04/24/2022 - 04/30/2022	1.01	1.04
19	05/01/2022 - 05/07/2022	1.02	1.05
20	05/08/2022 - 05/14/2022	1.02	1.05
21	05/15/2022 - 05/21/2022	1.03	1.06
22	05/22/2022 - 05/28/2022	1.05	1.08
23	05/29/2022 - 06/04/2022	1.06	1.09
24	06/05/2022 - 06/11/2022	1.08	1.11
25	06/12/2022 - 06/18/2022	1.09	1.12
26	06/19/2022 - 06/25/2022	1.09	1.12
27	06/26/2022 - 07/02/2022	1.09	1.12
28	07/03/2022 - 07/09/2022	1.08	1.11
29	07/10/2022 - 07/16/2022	1.08	1.11
30	07/17/2022 - 07/23/2022	1.07	1.10
31	07/24/2022 - 07/30/2022	1.06	1.09
32	07/31/2022 - 08/06/2022	1.06	1.09
33	08/07/2022 - 08/13/2022	1.05	1.08
34	08/14/2022 - 08/20/2022	1.04	1.07
35	08/21/2022 - 08/27/2022	1.05	1.08
36	08/28/2022 - 09/03/2022	1.06	1.09
37	09/04/2022 - 09/10/2022	1.07	1.10
38	09/11/2022 - 09/17/2022	1.08	1.11
39	09/18/2022 - 09/24/2022	1.05	1.08
*40	09/25/2022 - 10/01/2022	1.01	1.04
*41	10/02/2022 - 10/08/2022	0.98	1.01
*42	10/09/2022 - 10/15/2022	0.94	0.97
*43	10/16/2022 - 10/22/2022	0.95	0.98
*44	10/23/2022 - 10/29/2022	0.95	0.98
*45	10/30/2022 - 11/05/2022	0.96	0.99
*46	11/06/2022 - 11/12/2022	0.97	1.00
*47	11/13/2022 - 11/19/2022	0.97	1.00
*48	11/20/2022 - 11/26/2022	0.97	1.00
*49	11/27/2022 - 12/03/2022	0.96	0.99
*50	12/04/2022 - 12/10/2022	0.95	0.98
*51	12/11/2022 - 12/17/2022	0.95	0.98
*52	12/18/2022 - 12/24/2022	1.00	1.03
53	12/25/2022 - 12/31/2022	1.06	1.09

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 0701 SR 29

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.93	0.98
2	01/02/2022 - 01/08/2022	0.99	1.04
3	01/09/2022 - 01/15/2022	1.05	1.11
4	01/16/2022 - 01/22/2022	1.03	1.08
5	01/23/2022 - 01/29/2022	1.01	1.06
6	01/30/2022 - 02/05/2022	0.99	1.04
7	02/06/2022 - 02/12/2022	0.97	1.02
8	02/13/2022 - 02/19/2022	0.95	1.00
9	02/20/2022 - 02/26/2022	0.95	1.00
10	02/27/2022 - 03/05/2022	0.95	1.00
11	03/06/2022 - 03/12/2022	0.94	0.99
12	03/13/2022 - 03/19/2022	0.94	0.99
13	03/20/2022 - 03/26/2022	0.95	1.00
14	03/27/2022 - 04/02/2022	0.96	1.01
15	04/03/2022 - 04/09/2022	0.97	1.02
16	04/10/2022 - 04/16/2022	0.98	1.03
17	04/17/2022 - 04/23/2022	0.99	1.04
18	04/24/2022 - 04/30/2022	1.00	1.05
19	05/01/2022 - 05/07/2022	1.01	1.06
20	05/08/2022 - 05/14/2022	1.02	1.07
21	05/15/2022 - 05/21/2022	1.03	1.08
22	05/22/2022 - 05/28/2022	1.05	1.11
23	05/29/2022 - 06/04/2022	1.06	1.12
24	06/05/2022 - 06/11/2022	1.08	1.14
25	06/12/2022 - 06/18/2022	1.09	1.15
26	06/19/2022 - 06/25/2022	1.09	1.15
27	06/26/2022 - 07/02/2022	1.09	1.15
28	07/03/2022 - 07/09/2022	1.08	1.14
29	07/10/2022 - 07/16/2022	1.08	1.14
30	07/17/2022 - 07/23/2022	1.07	1.13
31	07/24/2022 - 07/30/2022	1.06	1.12
32	07/31/2022 - 08/06/2022	1.06	1.12
33	08/07/2022 - 08/13/2022	1.05	1.11
34	08/14/2022 - 08/20/2022	1.04	1.09
35	08/21/2022 - 08/27/2022	1.05	1.11
36	08/28/2022 - 09/03/2022	1.06	1.12
37	09/04/2022 - 09/10/2022	1.07	1.13
38	09/11/2022 - 09/17/2022	1.08	1.14
39	09/18/2022 - 09/24/2022	1.05	1.11
*40	09/25/2022 - 10/01/2022	1.01	1.06
*41	10/02/2022 - 10/08/2022	0.98	1.03
*42	10/09/2022 - 10/15/2022	0.94	0.99
*43	10/16/2022 - 10/22/2022	0.94	0.99
*44	10/23/2022 - 10/29/2022	0.94	0.99
*45	10/30/2022 - 11/05/2022	0.95	1.00
*46	11/06/2022 - 11/12/2022	0.95	1.00
*47	11/13/2022 - 11/19/2022	0.95	1.00
*48	11/20/2022 - 11/26/2022	0.95	1.00
*49	11/27/2022 - 12/03/2022	0.94	0.99
*50	12/04/2022 - 12/10/2022	0.94	0.99
*51	12/11/2022 - 12/17/2022	0.93	0.98
*52	12/18/2022 - 12/24/2022	0.99	1.04
53	12/25/2022 - 12/31/2022	1.05	1.11

* PEAK SEASON

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 0702 RURAL PRIN ART OTHER

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.96	1.00
2	01/02/2022 - 01/08/2022	1.01	1.05
3	01/09/2022 - 01/15/2022	1.06	1.10
4	01/16/2022 - 01/22/2022	1.04	1.08
5	01/23/2022 - 01/29/2022	1.02	1.06
6	01/30/2022 - 02/05/2022	1.00	1.04
7	02/06/2022 - 02/12/2022	0.98	1.02
8	02/13/2022 - 02/19/2022	0.96	1.00
9	02/20/2022 - 02/26/2022	0.96	1.00
10	02/27/2022 - 03/05/2022	0.96	1.00
11	03/06/2022 - 03/12/2022	0.96	1.00
12	03/13/2022 - 03/19/2022	0.96	1.00
13	03/20/2022 - 03/26/2022	0.97	1.01
14	03/27/2022 - 04/02/2022	0.98	1.02
15	04/03/2022 - 04/09/2022	0.99	1.03
16	04/10/2022 - 04/16/2022	1.00	1.04
17	04/17/2022 - 04/23/2022	1.00	1.04
18	04/24/2022 - 04/30/2022	1.01	1.05
19	05/01/2022 - 05/07/2022	1.02	1.06
20	05/08/2022 - 05/14/2022	1.02	1.06
21	05/15/2022 - 05/21/2022	1.03	1.07
22	05/22/2022 - 05/28/2022	1.05	1.09
23	05/29/2022 - 06/04/2022	1.06	1.10
24	06/05/2022 - 06/11/2022	1.08	1.13
25	06/12/2022 - 06/18/2022	1.09	1.14
26	06/19/2022 - 06/25/2022	1.09	1.14
27	06/26/2022 - 07/02/2022	1.10	1.15
28	07/03/2022 - 07/09/2022	1.10	1.15
29	07/10/2022 - 07/16/2022	1.10	1.15
30	07/17/2022 - 07/23/2022	1.10	1.15
31	07/24/2022 - 07/30/2022	1.09	1.14
32	07/31/2022 - 08/06/2022	1.09	1.14
33	08/07/2022 - 08/13/2022	1.08	1.13
34	08/14/2022 - 08/20/2022	1.08	1.13
35	08/21/2022 - 08/27/2022	1.08	1.13
36	08/28/2022 - 09/03/2022	1.08	1.13
37	09/04/2022 - 09/10/2022	1.08	1.13
38	09/11/2022 - 09/17/2022	1.08	1.13
39	09/18/2022 - 09/24/2022	1.04	1.08
*40	09/25/2022 - 10/01/2022	0.99	1.03
*41	10/02/2022 - 10/08/2022	0.95	0.99
*42	10/09/2022 - 10/15/2022	0.90	0.94
*43	10/16/2022 - 10/22/2022	0.92	0.96
*44	10/23/2022 - 10/29/2022	0.94	0.98
*45	10/30/2022 - 11/05/2022	0.95	0.99
*46	11/06/2022 - 11/12/2022	0.97	1.01
*47	11/13/2022 - 11/19/2022	0.99	1.03
*48	11/20/2022 - 11/26/2022	0.98	1.02
*49	11/27/2022 - 12/03/2022	0.98	1.02
*50	12/04/2022 - 12/10/2022	0.97	1.01
*51	12/11/2022 - 12/17/2022	0.96	1.00
*52	12/18/2022 - 12/24/2022	1.01	1.05
53	12/25/2022 - 12/31/2022	1.06	1.10

* PEAK SEASON

COUNTY: 07
STATION: 5002
DESCRIPTION: SR 80, WEST OF SR 29/MAIN STREET, LABELLE
START DATE: 10/25/2022
START TIME: 1200

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	13	10	5	3	31	12	8	12	8	40	71
0100	5	12	6	19	42	6	15	5	8	34	76
0200	22	11	7	15	55	4	9	6	8	27	82
0300	10	10	13	11	44	12	13	9	13	47	91
0400	23	30	22	27	102	21	29	57	51	158	260
0500	45	53	67	69	234	76	103	121	167	467	701
0600	91	97	108	126	422	177	205	164	172	718	1140
0700	117	157	138	150	562	138	163	192	216	709	1271
0800	172	129	142	166	609	218	187	210	209	824	1433
0900	165	167	165	169	666	179	169	232	188	768	1434
1000	167	178	190	174	709	228	200	228	170	826	1535
1100	181	176	196	175	728	205	189	178	182	754	1482
1200	217	236	197	198	848	204	215	212	209	840	1688
1300	207	209	215	187	818	205	189	165	197	756	1574
1400	199	235	187	219	840	172	149	213	231	765	1605
1500	242	222	240	222	926	228	207	269	184	888	1814
1600	259	259	255	216	989	235	188	163	202	788	1777
1700	272	280	276	279	1107	197	179	216	150	742	1849
1800	218	206	242	194	860	157	173	151	137	618	1478
1900	169	171	162	141	643	131	130	118	119	498	1141
2000	163	111	134	93	501	100	88	106	71	365	866
2100	82	70	107	45	304	64	52	52	39	207	511
2200	51	46	41	21	159	33	33	26	24	116	275
2300	32	15	26	12	85	30	12	17	19	78	163
24-HOUR TOTALS:					12284					12033	24317

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	663	745	831	845	1452
P.M.	1700	1107	1445	935	1445	1858
DAILY	1700	1107	1445	935	1445	1858

TRUCK PERCENTAGE 11.26 10.47 10.87

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	47	8056	2798	24	565	178	2	336	267	4	0	5	2	0	0	1383	12284
W	56	8022	2695	18	546	81	133	237	207	31	1	6	0	0	0	1260	12033

GENERATED BY SPS 5.0.0.61

SECTION F LANE CLOSURE CALCULATIONS

LANE CLOSURE WORKSHEET

DATE: **November 15, 2023**

FINANCIAL PROJECT ID: ***447878-1-52-01*** FEDERAL AID PROJECT NO: ***TBD***

COUNTY: ***Hendry*** DESIGNER: ***Mohammad***

NO. OF EXISTING LANES: ***2*** LOCATION: ***SR 80 - 537+23.65 to 1191+32.55***

SCOPE OF WORK: ***Safety Improvements***

Calculate the peak hour traffic volume (V):

V = ATC ***12284*** X P/D ***0.090*** X D ***1.00*** X PSCF ***0.98*** X RTF ***1.00*** = ***1085***

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 0-Lane =

Factors restricting Capacity:

TLW ***11*** LC ***0*** WZL ***0*** G/C ***0.6***

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

RC (Open Road) = C ***1800*** X OF ***0.82*** X WZF ***1.00*** = ***1476***

RC (Signalized) = RC (Open Road) ***1476*** X G/C ***0.6*** = ***886***

If V ≤ RC, there is no restriction on Lane Closure
If V > RC, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road } \% = \frac{\text{RC (Open Road) } 1476}{(\text{ATC } 12284 \times \text{D } 1.00 \times \text{PSCF } 0.98 \times \text{RTF } 1)} = 12.26\ \%$$

Signalized % = Open Road % ***12.26*** X G/C ***0.60*** = ***7.36 %***

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For RTF< 1.00, briefly describe alternate route:

LANE CLOSURES

24 HOUR COUNTS

	AM Hourly Volume	ATC %	PM Hourly Volume	ATC %
12 - 1	31	0.3	848	6.9
1 - 2	42	0.3	818	6.7
2 - 3	55	0.4	840	6.8
3 - 4	44	0.4	926	7.5
4 - 5	102	0.8	989	8.1
5 - 6	234	1.9	1107	9.0
6 - 7	422	3.4	860	7.0
7 - 8	562	4.6	643	5.2
8 - 9	609	5.0	501	4.1
9 - 10	666	5.4	304	2.5
10 - 11	709	5.8	159	1.3
11 - 12	728	5.9	85	0.7
TOTAL			12,284	100

P/D = 0.090

COUNT DATE:

October 25, 2022

Designer:

Mohammad

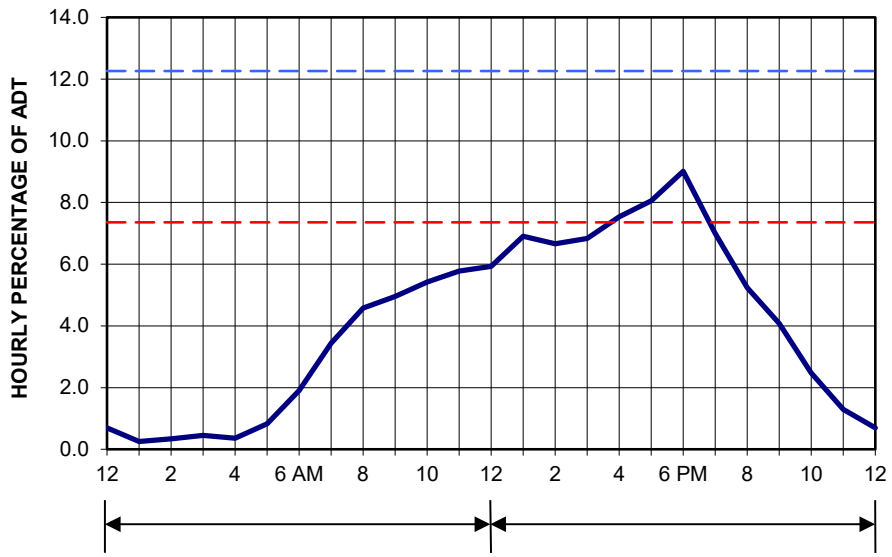
Financial Project ID No.:

447878-1-52-01

Location:

SR 80 - 537+23.65 to 1191+32.55

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST 1/2 HOUR CONSERVATIVELY

OPEN ROAD LANE CLOSURE

0:00 M to 0:00 M

SIGNALIZED LANE CLOSURE

3:00 PM to 7:00 PM

LANE CLOSURE WORKSHEET

DATE: **November 15, 2023**

FINANCIAL PROJECT ID: ***447878-1-52-01*** FEDERAL AID PROJECT NO: ***TBD***

COUNTY: ***Hendry*** DESIGNER: ***Mohammad***

NO. OF EXISTING LANES: ***2*** LOCATION: ***SR 80 - 537+23.65 to 1191+32.55***

SCOPE OF WORK: ***Safety Improvements***

Calculate the peak hour traffic volume (V):

V = ATC ***12033*** X P/D ***0.074*** X D ***1.00*** X PSCF ***0.98*** X RTF ***1.00*** = ***870***

LANE CLOSURE CAPACITY TABLE

Capacity (C) of an Existing 2-Lane – Converted to 2-Way, 1-Lane = 1400 VPH
Capacity (C) of an Existing 4-Lane – Converted to 1-Way, 1-Lane = 1800 VPH
Capacity (C) of an Existing 6-Lane – Converted to 1-Way, 2-Lane = 3600 VPH
Capacity (C) of an Existing 8-Lane – Converted to 1-Way, 3-Lane = 5400 VPH
User Defined Capacity (C) of Existing 2-Lane - Converted to 2-Way, 1-Lane =
User Defined Capacity (C) of an Existing Multi-Lane - Converted to 1-Way, 0-Lane =

Factors restricting Capacity:

TLW ***11*** LC ***0*** WZL ***0*** G/C ***0.6***

Calculate the Restricted Capacity (RC) at the Lane Closure Site by multiplying the appropriate 2L, 4L, or 6L Capacity (C) from the Table above by the Obstruction Factor (OF) and the Work Zone Factor (WZF). If the Lane Closure is through or within 600 ft. of a signalized intersection, multiply the RC by the G/C Ratio.

RC (Open Road) = C ***1800*** X OF ***0.82*** X WZF ***1.00*** = ***1476***

RC (Signalized) = RC (Open Road) ***1476*** X G/C ***0.6*** = ***886***

If V ≤ RC, there is no restriction on Lane Closure
If V > RC, calculate the hourly percentage of ADT at which Lane Closure will be permitted

$$\text{Open Road } \% = \frac{\text{RC (Open Road) } 1476}{(\text{ATC } 12033 \times \text{D } 1.00 \times \text{PSCF } 0.98 \times \text{RTF } 1)} = 12.52\ \%$$

Signalized % = Open Road % ***12.52*** X G/C ***0.60*** = ***7.51 %***

Plot 24 hour traffic to determine when Lane Closure permitted.

NOTE: For Existing 2-Lane Roadways, D = 1.00.
Work Zone Factor (WZF) applies only to 2-Lane Roadways.

For RTF< 1.00, briefly describe alternate route:

LANE CLOSURES

24 HOUR COUNTS

	AM Hourly Volume	ATC %	PM Hourly Volume	ATC %
12 - 1	40	0.3	840	7.0
1 - 2	34	0.3	756	6.3
2 - 3	27	0.2	765	6.4
3 - 4	47	0.4	888	7.4
4 - 5	158	1.3	788	6.5
5 - 6	467	3.9	742	6.2
6 - 7	718	6.0	618	5.1
7 - 8	709	5.9	498	4.1
8 - 9	824	6.8	365	3.0
9 - 10	768	6.4	207	1.7
10 - 11	826	6.9	116	1.0
11 - 12	754	6.3	78	0.6
			TOTAL 12,033	100

P/D = 0.074

COUNT DATE:

October 25, 2022

Designer:

Mohammad

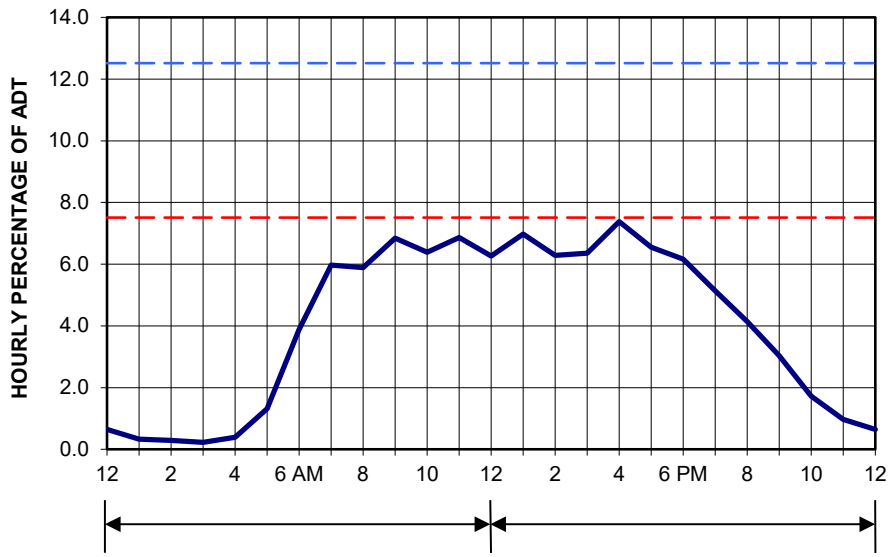
Financial Project ID No.:

447878-1-52-01

Location:

SR 80 - 537+23.65 to 1191+32.55

HOURLY VARIATION OF DAILY TRAFFIC



- CONCLUSION -

ROUND TO THE NEAREST 1/2 HOUR CONSERVATIVELY

OPEN ROAD LANE CLOSURE

0:00 M ***to*** ***0:00 M***

SIGNALIZED LANE CLOSURE

0:00 M ***to*** ***0:00 M***

SECTION G DESIGN DIRECTIVES

May 2022

APPROVED

Florida Department of Transportation – District One

Technical Scope and LRE

Technical Scope and Long Range Estimate (LRE) for

FPID 447878-1

SR 80 from N of Captain Hendry Dr to W of Forrey Drive

Safety Improvements

Hendry County, Florida



Candidate Project 4P Scope

May 16, 2022

To: Melissa Slater, PE
From: Felicia Pannell, PE

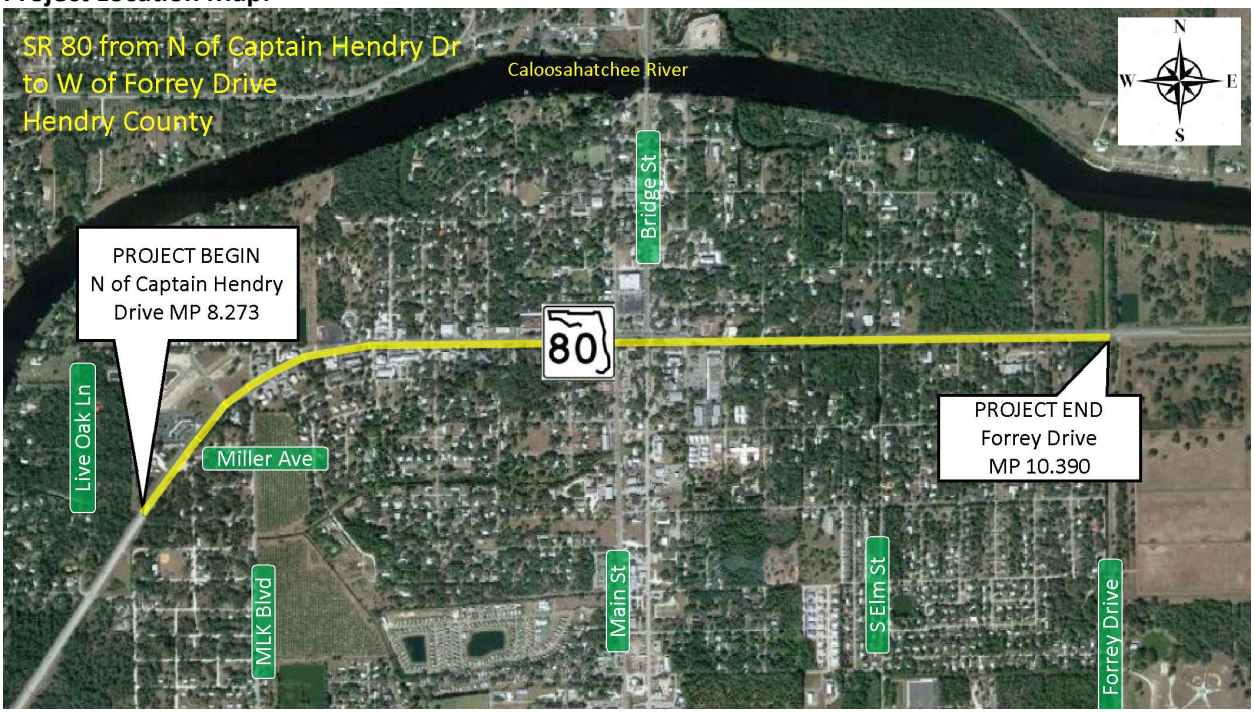
RE: SR 80 from N of Captain Hendry Dr to W of Forrey Drive TECHNICAL SCOPE

State Road Number: SR 80
Section Number: 07010-000
County: Hendry County
Project Limits: SR 80 from N of Captain Hendry Dr to W of Forrey Drive
Begin MP/End MP: 8.273 to 10.390
Project Length: 2.117
FPID No.: 447878-1
Work Mix: 0554 (Median Modification)

1. Existing R/W Map Project Numbers:	0701-108; 100-foot (min.)
2. Old Construction Project Numbers:-	438061-1 RRR (2019); 194201-2 RRR/widening (2011)
3. Additional R/W Required?	No
4. Level of Community Awareness Plan:	Level 1
5. Are there any bridges within the limits?	Yes; 07-0059
6. Are there any RR Crossings within the project limits or in the vicinity?	No
7. Are there any Airports within 5-miles?	Yes, Labelle Airport
8. Storm Water Management Jurisdiction:	Southwest Florida Water Management District
9. AADT:	17,200 (2018); Truck % = 9.4
10. Are there any old buildings, parks, or recreational facilities within the project?	No
11. Number of Existing Utilities:	8 Utilities: Charter Communications – CATV; City of Labelle – Sewer, street lights, water; Centurylink – Fiber, telephone; Comcast – CATV; Centurylink – Fiber; Crown Castle – Fiber; FPL – Electric; Port Labelle – Sewer, water; TECO - Gas
12. Any Special MOT concerns?	No
13. Any Construction concerns?	No
14. Posted/Design Speed Limits:	Posted Speed 35-50 mph
15. SIS Facility?/Context Classification:	Yes / C3C – Suburban Commercial

The purpose of candidate project scope is to support the development of a long-range estimate (LRE) within the 5-year work program. There are a significant amount of planning assumptions made in order to develop and process the LRE. The district design project manager and engineer are responsible for verifying all items in the scope and shall review the project for conformance with all applicable criteria and standards. The Scoping Manager shall be notified of any proposed deviations from the scope. The Scoping Manager shall coordinate the proposed deviations with the scoping team and the District Roadway Design Engineer for approval.

Project Location Map:



Intent and Nature of Project:

This project consists of various areas within the roadway corridor needing improvements, requested by the District One Traffic Safety Department. This project is intended to improve safety by implementing improved access control. Additional improvements to this roadway shall adhere to the standards set forth in the 2022 FDOT Design Manual (FDM).

Project Abstract

Safety improvements on SR 80 from N of Captain Hendry Dr to W of Forrey Drive.

Project Description:

SR 80 is an east-west roadway with a 4-lane undivided roadway. The facility has a two-way center left turn lane, sidewalks on both sides, and a closed drainage system. The existing right-of-way width along SR 80 is 100-feet minimum. The posted speed limit along SR 80 is 35-50 mph.

Provide intersection improvements along SR 80 with the intent of enhancing traffic flow and reducing crashes by, but not limited to, median modifications to replace the center two-way left turn lane with full median. Directional median openings will be proposed at key locations.

Roadway Scope Items:

- The 2022 Florida Design Manual (FDM) was used to develop this scope report as well as the Florida Department of Transportation (FDOT) 2022-23 Standard Plans for Road and Bridge Construction. The pavement will be design with the FDOT 2022 Flexible Pavement Design Manual.
- For the Long Range Estimate (LRE), assume the project begins on SR 80 (W. Hickpochee Ave.) about 690 ft south of Miller Ave at MP 8.273 (SLD 07010-000). Then, proceed north and east for 2.117 miles to MP 10.390, approximately 50 ft west of Forrey Drive (see Figure 1).
- Only full median openings at signalized intersections were provided with this scope and cost estimate. Unsignalized directional median openings will need to be evaluated and confirmed

during the design phase by considering corridor turning movements, crash trends, type of land use, field observations, side street connectivity, public outreach and engineering judgement.

- Milling and resurfacing is necessary to remove pavement markings and place new pavement markings within the proposed intersection improvements.

Milling and Resurfacing

- Milling and resurfacing areas are detailed below. The pavement should be milled at 1 ½" depth and resurfaced with 1 ½" Type FC 12.5 (Traffic C, PG76-22) as a minimum.
- The proposed typical section converts the existing 4-lane roadway with two way left turn (flush median) to a curb and gutter section with 5 ft wide bicycle lanes in each direction, two 11 ft travel lanes in each direction and a 12 ft wide raised median with Type E curb and gutter.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a left turn at the intersection of Miller Ave. MP 8.403 to MP 8.470.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a signalized intersection at the intersection of Shady Oaks Ave/Dr. Martin Luther King Bvld. MP 8.538 to MP 8.657.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a left turn at the intersection of Lashley Street, MP 8.760 to MP 8.803.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a left turn at the intersection of Hardee Street, MP 8.859 to MP 8.897.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a left turn at the intersection of Belmont Street, MP 8.985 to MP 9.043.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a left turn/u-turn at MP 9.602 and extend to MP 9.157 for a left turn at the intersection of Campbell Street.
    - SR 80 - Mill and resurface the center two way left turn lane to provide for markings of a left turn at the intersection of Hall Street, MP 9.195 to MP 9.262.
    - SR 80 - Mill and resurface the median area where there is an existing westbound left and eastbound left, remove existing concrete separator. This will provide a new surface for the left turn to Main Steet and a through lane which becomes a left at the next intersection, Bridge Street. Milling limits are approximately from MP 9.262 to MP 9.343.
    - The intersection of SR 80 and Main Street, milling and resurfacing limits should be enough to encompass the crosswalks and stop bars and may extend around the radius returns at each quadrant or to an existing pavement joint.
    - The intersection of SR 80 and Bridge Street, milling and resurfacing limits should be enough to encompass the crosswalks and stop bars and may extend around the radius returns at each quadrant or to an existing pavement joint.
    - Mill and resurface the intersection of SR 80 and Lee Street, limits should be enough to encompass the crosswalks and stop bars and may extend around the radius returns at each quadrant or to an existing pavement joint.
    - SR 80 - Mill and resurface the existing left turn lane to provide for markings for proposed offset left turn at the intersection of Lee Street, MP 9.511 to MP 9.567.
    - SR 80 - Mill and resurface the center two way left turn lane to provide markings for a pair of directional left turns at the intersections of Riverview Street and Oak Street, MP 9.614 to MP 9.796.
    - SR 80 - Mill and resurface the center two way left turn lane to provide markings for directional left turns at the intersection of Elm Street, MP 9.840 to MP 9.955.
    - SR 80 - Mill and resurface the center two way left turn lane to provide markings for directional left turns at the intersection of Elm Street, MP 9.840 to MP 9.955.

- SR 80 - Mill and resurface the center two way left turn lane to provide markings for a directional left turn at the intersection of Calhoon Street, MP 10.069 to MP 10.115.
- SR 80 - Mill and resurface the center two way left turn lane to provide markings for directional left turns at the intersection of Fort Thompson Ave/Davis Street, MP 10.154 to MP 10.270.

Placement of Raised Median with Curb and Gutter

- Construct a raised median on SR 80 (W. Hickpochee Ave.):
  - beginning at MP 8.273 (approx. 690 ft south of Miller Ave and extend to just south of Miller Ave. (MP 8.403). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 630 ft
  - beginning at MP 8.470 (approx. 350 ft north of Miller Ave) and extend to MP 8.538 (approx. 300 ft south of Shady Oaks Ave/Dr. Martin Luther King Bvld.) Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 400 ft.
  - beginning at MP 8.657 (approx. 325 ft north of Shady Oaks Ave) and extend to MP 8.760 (approx. 25 ft south of Lashley Street) Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 550 ft.
  - beginning at MP 8.803 (approx. 250 ft east of Lashley Street) and extend to MP 8.859 (approx. 250 ft west of Hardee Street) Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 300 ft.
  - beginning at MP 8.897 (at Hardee Street) and extend to MP 8.985 (at Belmont Street). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 450 ft.
  - beginning at MP 9.043 to MP 9.062 (approx. 100 ft east of Martin Street). Remove existing pavement in the median and replace with concrete median and Type E curb and gutter, approximately 100 ft. This section may need to be adjusted based on the existing RRFB crossing, a concrete crossing will need to be added within the median.
  - beginning at MP 9.157 to MP 9.195. Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 200 ft.
  - beginning at MP 9.235 to MP 9.280. Remove existing pavement in the median and replace with concrete (where narrow) and sodded median and Type E curb and gutter, approximately 240 ft.
  - beginning at MP 9.567 (approx. 100 ft west of Missouri Street) and extend to MP 9.614 (approx. 200 ft east of Missouri Street). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 300 ft.
  - beginning at MP 9.796 (approx. 165 ft west of Hickory Street) and extend to MP 9.840 (approx. 165 ft east of Hickory Street). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 330 ft.
  - beginning at MP 9.955 (approx. 165 ft west of Cypress Street) and extend to MP 10.069 (approx. 60 ft east of Calhoon Street). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 630 ft.
  - beginning at MP 10.115 (approx. 130 ft west of Clay Street) and extend to MP 10.154 (approx. 175 ft east of Clay Street). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 300 ft.
  - beginning at MP 10.270 (approx. 130 ft west of Clark Street) and extend to MP 10.378 (approx. 60 ft east of Forrey Drive). Remove existing pavement in the median and replace with sodded median and Type E curb and gutter, approximately 625 ft.

Placement of Concrete Traffic Separator

- Full median opening, with signalized intersection at the intersection of SR 80 and Shady Oaks Ave/Dr. Martin Luther King Bvld. Construct a 1 ft wide traffic separator with opposing left turns from MP 8.538 (approx. 300 ft south of Shady Oaks Ave/Dr. Martin Luther King Bvld.) to MP 8.657 (approx. 325 ft north Shady Oaks Ave/Dr. Martin Luther King Bvld.).
- Median opening at the intersection of SR 80 and Lashley Street. Construct a 1 ft wide traffic separator with left turn from MP 8.765 to MP 8.803 (approx. 250 ft east of Lashley Street).
- Median opening at the intersection of SR 80 and Hardee Street. Construct a 1 ft wide traffic separator with left turn from MP 8.859 to MP 8.897.
- Median opening at the intersection of SR 80 and Belmont Street. Construct a 1 ft wide traffic separator with left turn from MP 9.000 to MP 9.043.
- Median opening for left turn/u-turn at MP 9.602 and extend to MP 9.157 for a left turn at the intersection of Campbell Street. Construct a 1 ft wide traffic separator at each end with a variable width island to transition between the two left turn lanes.
- Median opening at the intersection of SR 80 and Hall Street. Construct a 1 ft wide traffic separator with left turn from MP 9.195 to MP 9.262.
- Median opening at the intersection of SR 80 and Main Street. Construct a 1 ft wide traffic separator with left turn from MP 9.280 to MP 9.343.
- Construct variable width concrete separator at left turn lane to Lee Street, approx. MP 9.435, to mirror separator at opposing left to Bridge Street (blocking continuous movements through the left turn lane(s).
- At the signalized intersection of SR 80 and Lee Street. Construct a 1 ft wide traffic separator, to offset the left turn lane, from MP 9.511 to MP 9.567.
- Directional median opening, with variable width separator island at the intersection of SR 80 and Riverview Street. Construct a 1 ft wide traffic separator for eastbound left turn from MP 9.614 to MP 9.660.
- Median opening for westbound left turn at Riverview Street (MP 9.660). Construct a 1 ft wide traffic separator at each end with a transition between the two left turn lanes (from MP 9.660 and extend to MP 9.739).
- Directional median opening with variable width separator at the intersection of SR 80 and Oak Street. Construct a 1 ft wide traffic separator for the westbound left turn from MP 9.750 to MP 9.796.
- Directional median opening, with variable width separator, at the intersection of SR 80 and Elm Street. Construct a 1 ft wide traffic separator with opposing left turns from MP 9.840 (approx. 250 ft west of Elm Street) to MP 9.886 and from MP 9.909 to MP 9.955 (approx. 250 ft east of Elm Street).
- Median opening at the intersection of SR 80 and Calhoon Street. Construct a 1 ft wide traffic separator with left turn from MP 10.069 to MP 10.115.
- Directional median opening, with variable width separator, at the intersection of SR 80 and Ft. Thompson Ave./Davis Street. Construct a 1 ft wide traffic separator with opposing left turns from MP 10.154 (approx. 300 ft west of Ft. Thompson) to 10.201 and from MP 10.224 to MP 10.270 (approx. 300 ft east of Davis Street).

Access Management:

- Determine the disposition of side streets and driveways with access management during the design phase. This scope assumes worst case scenario for the purposes of LRE.

- No Concrete/Asphalt driveways will be modified with the scope of this project.

Multi-Modal transportation Scope Items:

- There are no bus stops within the project limits.

Design Variation/Exception:

- A Design Variation may be needed for turn lane widths under 11 ft where the design speed is greater than 35 mph.
- A Design Variation Memorandum may be needed to provide a 1 ft traffic separator in the median for the left turn lanes.
- A Design Variation Memorandum may be needed for the median curb adjacent to travel lanes in segments where the design speed is 50 mph.
- A Design Variation Memorandum may be needed for left turn lane deceleration lengths between the intersections of Riverview Street and Oak Street where the turn lane lengths are shared between the two intersections.

Drainage Scope Items:

- The existing drainage is a closed system and appears adequate for conveyance of roadway runoff. Include a rainy day visit to determine drainage facilities are functioning correctly.
- Throughout most of the corridor, existing drainage patterns will be maintained. A raised sodded median will result in a decrease of impervious area within the corridor. In areas of proposed left-turn lanes, overbuild may be needed to direct runoff to the inlets at the outside curb and not trap it against the separator. Spread calculations may need to be analyzed to verify if additional inlets are needed.

Utility Scope Items:

- Obtain utility locates and designates at all pedestrian signal locations, mast arms, and light pole locations.
- Utility coordination will be required to determine if adjustments are necessary to ensure there are no conflicts with the proposed construction.
- Review and coordinate overhead utilities at all signal locations.

Signing Scope Items:

- All existing signing should be evaluated for possible replacement to ensure signs meet current design criteria for size, placement, and reflectivity.
- This section of SR 80 is presently a five-lane section with a continuous two-way left-turn lane for most of the project length. This project will include construction of physical medians/separators through these areas, closing full access to many of the side streets and driveways. Multiple directional median openings are being within the project. Ensure that signing at all median openings with turn lanes meet current design criteria shown in the FDM, Standard Plans and MUTCD.
- Install KEEP RIGHT sign assemblies in the median noses at the beginning and at the end of the project.
- Remove existing two-way left-turn lane signs (R3-9B) throughout project.
- Install new (or relocate existing) BIKE LANE AHEAD (R3-17/R3-17AP) and BIKE LANE ENDS (R3-17/R3-17BP) at appropriate new locations.

- Install Rectangular Rapid Flashing Beacon (RRFB) assemblies for mid-block pedestrian crossing east of Martin St. This will include solar powered single direction RRFB assemblies on each shoulder and a back-to-back assembly in the median.
- Install advance signing for the RRFB to include STOP HERE FOR PEDS (R1-5bl) and PED XING AHEAD (W11-2/W16-9P) assemblies.

Pavement Marking Scope Items:

- Restripe roadway per current Standard Plans and MUTCD.
- Although the speed limit near the end of the project is 50 MPH, audible markings are not included. There is existing curb on each side of the road and proposed curb on the new median through this section of SR 80.
- Replace all crosswalk markings at signalized intersections and stripe new mid-block pedestrian crossing east of Martin St. with special emphasis markings (preformed thermoplastic).
- Replace bike lane markings (preformed thermoplastic) where required.
- Replace SR 29 route shields (preformed thermoplastic) and NORTH (standard thermoplastic) on west approach to SR 29 North if required.
- Replace all other pavement markings as needed with standard thermoplastic.

Object Marker and Delineator Scope Items:

- Add Type 1 object markers (OM1-1) to KEEP RIGHT signs noted previously.
- Add yellow/yellow flex posts to all median noses as shown in Index 711-001.

Signalization Scope Items:

Proposed Signal 1 - SR 80 at Shady Oaks Ave. / Dr. Martin Luther King Blvd. (MP: 8.959)
District 1 Safety has requested a new signalized intersection to be added to SR 80 at the intersection of SR 80 at Shady Oaks Ave. / Dr. Martin Luther King Blvd.



Structural support:

- The intersection in question resides within a curved section of SR 80. As a result, the opposing side streets are skewed to the mainline. Based on the existing geometry of the road, a traditional box span structure may not be the best option. A diagonal span or dual-opposing mast arms may provide better solutions for driver sight distance requirements. For the purpose of this scope and accompanying estimate, a mast arm configuration is proposed. Should a diagonal span be the final choice, a design variation will be necessary as diagonal spans are typically only allowed for flashing beacon installations.

Controller and cabinet:

- Provide NEMA / ATC compliant traffic controller and cabinet.
- Coordinate with the Maintaining Agency specifications for any sole sourced controller and cabinet related equipment. District One preference is to provide UPS battery backup for all controllers and cabinets. Coordinate UPS placement and mounting preferences with the Maintaining Agency.

Signal heads:

- The Engineer should develop or coordinate with District TSM&O for the appropriate signal operation plan. Provide in the design plans the appropriate signal head configuration based on the approved signal operation plan.

Overhead signs:

- Coordinate the approved signal operation plan with District Traffic Operations and determine the need to provide overhead regulatory signage.

Internally illuminated street name signs:

- To facilitate all named roadways, recommend adding internally illuminated street name signs. Follow TEM and FDM guidelines to ensure appropriate letter and sign sizing. Coordinate sign and mounting preferences with the Maintaining Agency.

Vehicle detection:

- Recommend coordination with the Maintaining Agency for vehicle detection device preferences and any sole sourced or proprietary equipment requirements. For the purpose of the LRE, inductive loops and detectors were estimated.
- Provide multiple point detection zone loops on approach to the intersection.

Emergency preemption:

- Recommend coordinating emergency routes, preemption requirements and preferences with the City of Labelle and Hendry County.

Power source and service type:

- Power source for the proposed signal equipment should be obtained from an overhead transformer. Recommend utilizing a type P-IIA service pole to receive power from an aerial fed transformer. Coordinate service type with Maintaining Agency (flat rate or metered).

Pedestrian assemblies and detection:

- Provide pedestrian signals and detectors at all returns to facilitate pedestrian actuated crossings for all legs of the intersection. Location of pedestrian detectors and assemblies shall follow ADA, FDOT Standard Plans and MUTCD guidelines. Coordinate with the Maintaining Agency and District Safety any need for APS (Accessible Pedestrian Signal) detectors.

Lighting Scope Items:

Intersection Lighting - For new or fully reconstructed signalized intersections that fall within roadway context classifications C3 through C6, lighting shall be provided. For all other existing signalized intersection contexts that have a history of nighttime pedestrian crashes, new or improved lighting shall be considered. The proposed signalized intersection listed has been identified for meeting this criteria.

SR 80 has just been retrofit from HPS to LED for the corridor and meets the FDM 231. Any mid-block or new signals should provide analysis and design to meet FDM. The signals at Main St, SR 29 and S Lee St have recently been reconstructed with new intersection lighting and will not require any lighting.

Proposed Lighting - Provide enhanced pedestrian lighting for the midblock crossing near SR 80 and Martin St.

- There is existing corridor lighting on the south side of SR 80 (Hickpochee Ave.) approaching and departing the intersection. However, the existing lighting appears insufficient for appropriately lighting the intersection for pedestrian safety.
- For enhanced pedestrian safety, it is recommended to supplement the existing corridor lighting with additional pedestrian lighting.
- During design, existing and proposed intersection lighting and proposed mid-block crossing location should be assessed with a complete lighting analysis to ensure minimum vertical and horizontal illumination values are met. Utilize lighting design criteria based on the latest FDOT FDM, Standard Specifications and Standard Plans for Road and Bridge Construction. Per RDM 16-02 and Standard Spec 992, LED light fixtures shall be used.
- Within the vicinity of the intersection, retrofit existing corridor high pressure sodium (HPS) luminaires with LED luminaires.
- Coordinate with signal design any potential shared facilities (i.e., directional bores, luminaire support structures, and power service poles).
- Recommend replacing other agency owned street lighting or shared use lighting with FDOT standard light poles. Coordinate the replacement of other agency owned street lighting with the UAO and Maintaining Agency.
- Coordinate power source location and requirements with UAO.
- Coordinate lighting maintenance agreement with the District Maintenance Office and the Maintaining Agency.
- Coordinate light fixture types with Maintaining Agency. Only light fixtures that appear on the Departments approved product list are allowed.
- Existing light poles and luminaires that are not in locations that are conducive to appropriately illuminate pedestrian crosswalks should be evaluated for relocation, removal or replacement.
- Coordinate with District Utilities and the UAO any potential overhead power line conflicts. Utilization of conflict light poles may be necessary.

Geotechnical Scope Items:

- Geotechnical exploration will be needed for signalization.

Structural Scope Items:

- Per FDM section 261.7, an Ancillary Structures Report shall be provided for all existing overhead and cantilever signs, mast arm and signals, HMLP lighting and ITS support structures within the project limits.
- Per FDM section 260.9, an engineering analysis and report is required to evaluate the structural and functional adequacy of the existing bridge within the project limits. Coordinate with the District Structures Office to determine the scope of the engineering analysis and report.

Right-of-Way Scope Items:

- ROW impacts are not expected on this project.

Survey Required:

- Obtain 3D survey prior to the beginning of the design.

Scope Analysis for Social and Environmental Issues

FPID No:	447878-1	**County:**	Hendry
City:	LaBelle		
Project Limits:	SR 80 from N of Captain Hendry Dr to W of Forrey Drive		
Section:	07010-000	**Total Miles:**	2.117
Begin MP:	8.273	**End MP:**	10.390
Scope:	Safety improvements		
Desktop Review Complete:	5/5/2020, B. Feagle; 5/8/2020, K. Scholl		
Anticipated NEPA COA:	Type 1 CE		

Elements with Cost/Schedule Impacts:

- If the scope of work includes the modification of medians or any changes in access, a public hearing is required at least 180 days (six months) prior to construction to allow for public involvement input.
- Cultural/historical evaluation and State Historic Preservation Officer (SHPO) coordination will be necessary.
- Due to the close proximity of the public use facilities, Section 4(f) coordination may be necessary between the Environmental Management Office and the Official(s) with Jurisdiction.
- Use of the Florida bonneted bat species determination key and possible preliminary survey of trees, bridge culverts and other structural features is recommended.

Contamination:

- The Efficient Transportation Decision Making (ETDM) Environmental Screening Tool (EST) identified the following potential sites for petroleum contamination involvement:

Name	Facility ID	Address
Merit Petroleum Property	9202702	745 SR 80
Shell – LaBelle #645	8732416	750 Hickpoochee Avenue
Merit Petroleum Co	8943489	SR 80 and Hendry Street
Big V Food Store	8520150	132 Hickpoochee Avenue
FDOT – LaBelle ROW	9602463	SR 80 at College Street
Chevron – Yeomans	8520162	SR 80 at SR 29
BP #00369256	8508702	SR 80 at SR 29
Merit Petroleum Co	8520168	139 Hickpoochee Avenue
Shell – Merit	8520175	141 Hickpoochee Avenue

- The ETDM EST identified the following potential sites for hazardous waste contamination involvement:

Name	Handler ID	Address
Popeye's	FLR000079228	567 Hickpoochee Avenue
J&J Family Pharmacy & Gift Shop	FLR000071357	149 Hickpoochee Avenue

- Further Level 1 evaluation of these facilities may be needed in conjunction with project plans development. Level 2 testing may also be required.

Farmlands:

- There are farmland soils mapped throughout the southern and northern ends of the project. This project is not subject to the provisions of the Farmland Protection Policy Act of 1981

because project construction is within the existing right-of-way acquired in 1933, before August 4, 1984.

Floodplain:

- The project area is located within the 100-year floodplain (Zone AE). Project activities must not adversely impact (fill) floodplain storage.

Historic/Cultural Resources:

- No project-specific Cultural Resource Assessment Survey (CRAS) has been completed.
- The following SHPO survey areas have been identified along the project corridor:
    - CRAS of a Segment of SR 80 (1989, Survey #2165, Ballo)
    - FDOT CRAS of SR 80 (1989, Survey #2153, Ballo, et. al.)
    - CRAS for SR 29 from CR 80A to CR 731 (2017, Survey #24325, Janus)
    - Section 106 Documentation and Determination of Effects for the SR 29 PD&E Study from CR 80A to US 27 (2011, Survey #19115, Janus)
    - Historic Properties Survey of LaBelle (1996, Survey #4912, Delahaye, et. al.)
    - SR 29 from CR 80A to US 27 PD&E Study (2011, Survey #18400, Hoffman, et. al.)
- The ETDM EST identified the following potentially historic structures within the project area:

Name	Site ID	Circa	Address	Eligibility
Garage	HN00251	1942	32 Hardee Street	Not evaluated
Hough/Risley House	HN00280	1927	381 W Hickpoochee Avenue	Not evaluated
LaBelle Community Women's Club	HN00287	1925	W Hickpoochee Avenue	Not evaluated
La Excelente	HN00751	1955	66 W Hickpoochee Avenue	Ineligible
Commercial	HN00750	1950	10 W Hickpoochee Avenue	Not evaluated
Drew Hampton House	HN00219	1937	47 W Hickpoochee Avenue	Not evaluated
Old Hendry County Courthouse	HN00035	1927	25 E Hickpoochee Avenue	Eligible
Sunshine Payday Loans	HN00749	1953	36 W Hickpoochee Avenue	Ineligible
Commercial	HN00748	1953	10 N Bridge Street	Ineligible
Attansio House	HN00268	1925	351 E Hickpoochee Avenue	Not evaluated
Magill House	HN00294	1923	543 E Hickpoochee Avenue	Not evaluated
Joseph B Hendry House	HN00201	1941	904 E Hickpoochee Avenue	Not evaluated

- Although the proposed project will occur within the generally-disturbed right-of-way, cultural/historical evaluation and SHPO coordination will be necessary to address the existing historical/cultural resources, any areas outside of the existing right-of-way (if applicable), and other possible resources not able to be identified in the desktop review.
- Based on work expected within existing right-of-way, impacts to significant historic/cultural resources are not expected.

Section 4(f):

- If the project is state-funded, then the provisions of Section 4(f) do not apply.
- The ETDM EST identified the following as potential Section 4(f) resources:
    - Alton (Kid) Jones Recreational Park (Kissimmee Avenue), owned and operated by the City of LaBelle; and
    - Veteran's Memorial Park (26 E Hickpoochee Avenue), owned and operated by the City of LaBelle.

- Pending the use of federal funds, these resources have the potential to be considered Section 4(f) resources and shall not be used for the staging or stockpiling of construction personnel, materials, or equipment.
- Add a note to the General Notes of the plans that construction staging and stockpiling shall not take place in these parks or interfere with park access or park activities.
- Based on work within the exiting right-of-way, no impacts are expected to Section 4(f) resources. Due to the close proximity of the public use facilities, Section 4(f) coordination may be necessary between the Environmental Management Office and the Official(s) with Jurisdiction.

Social Resources:

- The ETDM EST identified the following potential social resources within the project area: Life Ministries (725 W Hickpoochee Avenue), City of LaBelle City Hall (481 W Hickpoochee Avenue), Hendry County Government Offices (25 E Hickpoochee Avenue), Hendry County District Office (25 E Hickpoochee Avenue), Church of God LaBelle (590 E Hickpoochee Avenue), and Eastside Baptist Church (Hickpoochee Avenue and Cypress Street).
- The project is located within the Hendry County enterprise zone.
- No impacts to social/community resources are anticipated as all the work is expected to occur within the existing right-of-way. Standard Specifications will require maintenance of access to adjacent properties.
- Various buried underground and overhead electric utilities present within/adjacent to the project (utility relocations are possible pending scope development).

Wetlands:

- The project area appears dry with no hydric/hydrophytic plant indicators along the project length.
- No wetland or surface water impacts are anticipated. Wetland-related permits are not anticipated.

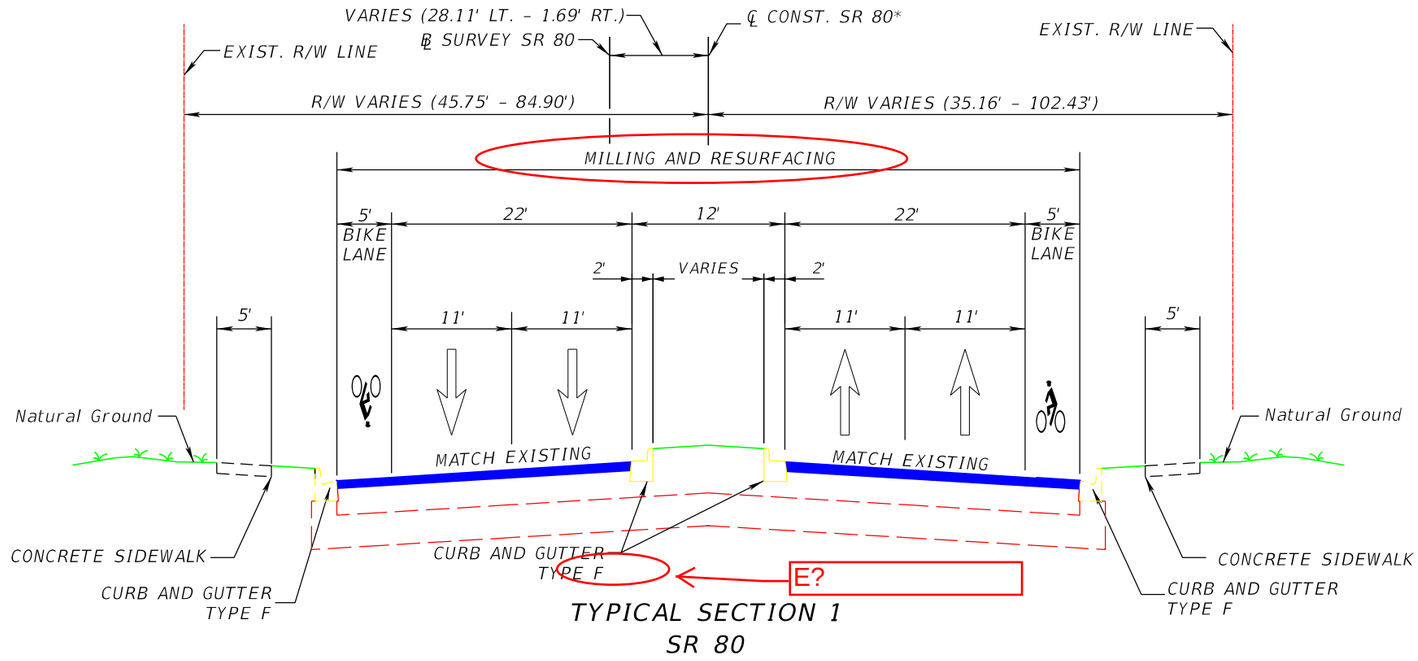
Threatened and Endangered Species:

- The project is within the following US Fish and Wildlife Service (USFWS) Consultation Areas: Audubon's crested caracara, Florida grasshopper sparrow, West Indian manatee, Florida scrub-jay, and Florida bonneted bat.
- The USFWS' development of survey protocol for the bonneted bat is pending. Use of the species determination key and possible preliminary survey of trees, bridge culverts and other structural features is recommended.
- The desktop review identified minimal suitable habitat for the Audubon's crested caracara, Florida grasshopper sparrow, West Indian manatee, and Florida scrub-jay. Surveys for these species are not expected at this time.
- Species review is expected to be minimal (bonneted bat).
- Adverse impacts to listed/protected species are not anticipated.

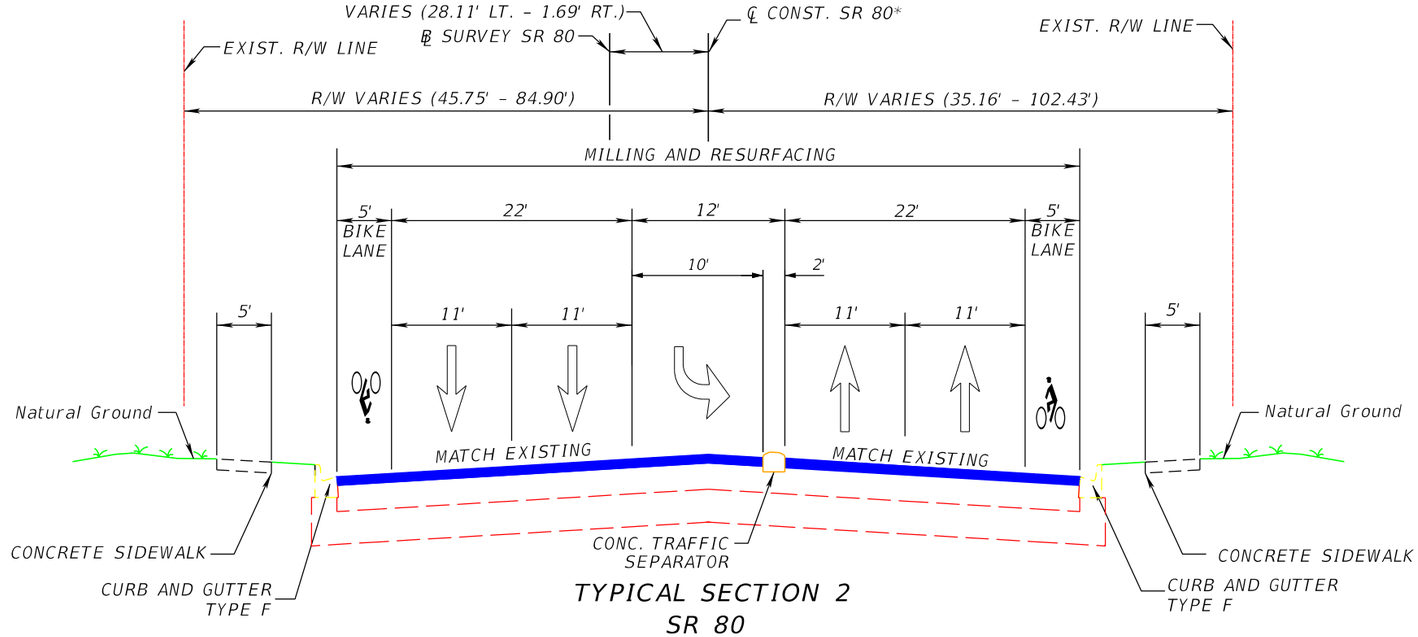
Permits:

- Permits may be possible based on the final scope/design plans developed.

Excerpt from Safety Study and may not fully match the scope discussion. FOR INFORMATION PURPOSES ONLY.



TYPICAL SECTION 1
SR 80



TYPICAL SECTION 2
SR 80

CONC. TRAFFIC SEPARATOR MAY BE ON LEFT OR RIGHT EDGE OF 12' MEDIAN

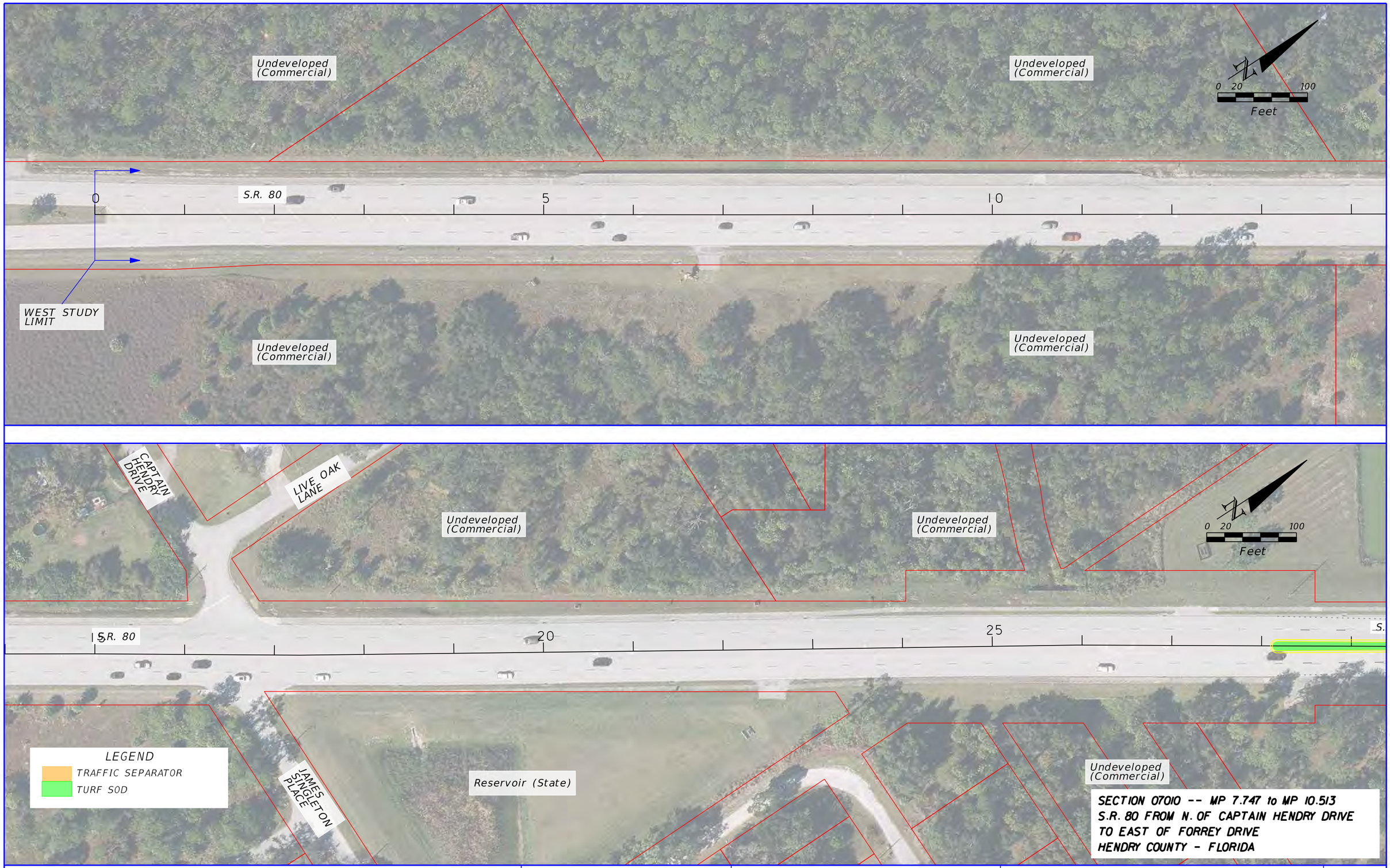
REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1

PROPOSED TYPICALS
MEDIAN CONCEPT

SHEET NO.
1 OF 6



MATCHLINE A

MATCHLINE A

MATCHLINE B

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	T. HORST 2/4/2021		

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1

07010000 MP 8.273-10.222
MEDIAN CONCEPT

SHEET NO.
2 OF 6

THORST 3/18/2021 3:46:25 PM S:\Default\Ops Requests\07010000 - MP 8.273 to MP 10.222 - SR 80 from N of Bee Creek to N of Fort Thompson Ave - Lane Repurposing, Median Modifications\CADD\PLANRD01.DGN

MATCHLINE B

Reservoir (State)

Central Mobile Homes of LaBelle

Sears Hometown

Vacant (Commercial)

DS = 40; QUEUE LENGTH = 100';
TOTAL LENGTH = 285'

0 20 100
Feet

DS = 40; QUEUE LENGTH = 100';
TOTAL LENGTH = 285'

S.R. 80

30

35

40

Residential

WITHLACOOCHEE AVENUE

MILLER AVENUE

Vacant (Commercial)

State Farm Insurance

MATCHLINE C

Vacant (Residential)

SHADYOAKS AVENUE

Shell

SHADYOAKS AVENUE

LaBelle Brewing Company

Popeye's Chicken

N

0 20 100
Feet

DS = 40; QUEUE LENGTH = 100';
TOTAL LENGTH = 285'

S.R. 80

45

50

55

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

LEGEND
TRAFFIC SEPARATOR
TURF SOD

American Legion

Amigos & Beer

Life Ministries

Vacant

LASHLEY STREET

Pizza Hut

MATCHLINE C

MATCHLINE D

SECTION 07010 -- MP 7.747 to MP 10.513
S.R. 80 FROM N. OF CAPTAIN HENDRY DRIVE
TO EAST OF FORREY DRIVE
HENDRY COUNTY - FLORIDA

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	T. HORST 2/4/2021		

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1

07010000 MP 8.273-10.222
MEDIAN CONCEPT

SHEET NO.
3 OF 6

THORST 3/18/2021 3:48:13 PM S:\Default\Ops Requests\07010000 - MP 8.273 to MP 10.222 - SR 80 from N of Bee Creek to N of Fort Thompson Ave - Lane Repurposing, Median Modifications\CADD\PLANRD01.DGN

MATCHLINE D

MATCHLINE E

CHEROKEE STREET

HARDEE STREET

FLORIDA STREET

MARTIN STREET

HENDRY STREET

Iglesia Ondas de Amor

Log Cabin BBQ

Quality One Auto Care

First Church of God

LaBelle Women's Club

Ace Hardware

Capital Pawn

0 20 100

Feet

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

DS = 40; QUEUE LENGTH = 100';
TOTAL LENGTH = 285'

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

60

65

70

S.R. 80

EAST OF THIS STATION TYPICAL SECTION 2
IS USED. WEST OF HERE ONLY TYPICAL SECTION
1 IS USED WITH OPEN MEDIANS

LaBelle City Hall

Century Plaza

Belle Center

Lyons Custom Framing

All Dolled Up Beauty Salon

BELMONT STREET

Blocker's Furniture & Appliance

Wash Tub Laundromat

Contreras Mexican

First Bank

Family Dollar

CAMPBELL STREET

La Belle Motel

UNSIGNED

Big V Restaurant/Motel

La Michoacana

HALL STREET

COLLEGE STREET

Metro/T-Mobile

Shopping Plaza

MAIN STREET

Veteran's Memorial Park

0 20 100

Feet

DS = 40; QUEUE LENGTH = 190';
TOTAL LENGTH = 375'

75

80

85

S.R. 80

DS = 40; QUEUE LENGTH = 100';
TOTAL LENGTH = 285'

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

LEGEND

TRAFFIC SEPARATOR

TURF SOD

Residential

J&J Family Pharmacy

HALL STREET

Burger King

McDonald's

Tax Collector

SECTION 07010 -- MP 7.747 to MP 10.513
S.R. 80 FROM N. OF CAPTAIN HENDRY DRIVE
TO EAST OF FORREY DRIVE
HENDRY COUNTY - FLORIDA

MATCHLINE E

MATCHLINE F

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	T. HORST 2/4/2021		

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1

07010000 MP 8.273-10.222
MEDIAN CONCEPT

SHEET NO. 4 OF 6

THORST 3/18/2021 3:51:32 PM S:\Default\Ops Requests\07010000 - MP 8.273 to MP 10.222 - SR 80 from N of Bee Creek to N of Fort Thompson Ave - Lane Repurposing, Median Modifications\CADD\PLANRD01.DGN

MATCHLINE F

MATCHLINE G

John Perry Insurance

CenterState Bank

Taco Bell

LEE STREET

Seacoast Bank

MISSOURI STREET

Everglades Insurance Group

RIVERVIEW STREET

N

0 20 100

Feet

90

DS = 40; QUEUE LENGTH = 115';
TOTAL LENGTH = 300'

95

Hendry County Clerk of Court

LaBelle Chamber of Commerce

BRIDGE STREET

Vacant

LEE STREET

Wendy's

Beef O' Brady's

MISSOURI STREET

S.R. 80

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

SunCoast Credit Union

RIVERVIEW STREET

MATCHLINE G

MATCHLINE H

Kid City Early Learning Academy

OAK STREET

Residential

HICKORY STREET

Church of God LaBelle

ELM STREET

N

0 20 100

Feet

DS = 40; QUEUE LENGTH = 25';
TOTAL LENGTH = 210'

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

I 05

I 10

I 5

S.R. 80

DS = 40; QUEUE LENGTH = 25';
TOTAL LENGTH = 210'

DS = 40; QUEUE LENGTH = 60';
TOTAL LENGTH = 245'

LEGEND

TRAFFIC SEPARATOR

TURF SOD

Riverside Real Estate

OAK STREET

Undeveloped (Commercial)

SECTION 07010 -- MP 7.747 to MP 10.513
S.R. 80 FROM N. OF CAPTAIN HENDRY DRIVE
TO EAST OF FORREY DRIVE
HENDRY COUNTY - FLORIDA

REVISIONS

DATE	DESCRIPTION	DATE	DESCRIPTION
	T. HORST 2/4/2021		

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1

07010000 MP 8.273-10.222
MEDIAN CONCEPT

SHEET NO. 5 OF 6

THORST 3/18/2021 3:52:44 PM S:\Default\Ops Requests\07010000 - MP 8.273 to MP 10.222 - SR 80 from N of Bee Creek to N of Fort Thompson Ave - Lane Repurposing, Median Modifications\CADD\PLANRD01.DGN

MATCHLINE H

Undeveloped (Residential)

Undeveloped (Residential)

Undeveloped (Residential)

FORT THOMPSON AVENUE

N

0 20 100

Feet

DS = 40; QUEUE LENGTH = 60'; TOTAL LENGTH = 245'

DS = 40; QUEUE LENGTH = 60'; TOTAL LENGTH = 245'

120 125 130

S.R. 80

DS = 40; QUEUE LENGTH = 60'; TOTAL LENGTH = 245'

CYPRESS STREET

Eastside Baptist Church

Richard Sullivan Attorney at Law

CALHOUN STREET

Residential

CLAY STREET

LaBelle Storefront

DAVIS STREET

MATCHLINE I

Residential

Pond (County)

Undeveloped (Agricultural)

N

0 20 100

Feet

DS = 40; QUEUE LENGTH = 60'; TOTAL LENGTH = 245'

135 140 145

S.R. 80

LEGEND

TRAFFIC SEPARATOR

TURF SOD

CLARK STREET

Undeveloped (Residential)

FORREY DRIVE

Undeveloped (Municipal)

SECTION 07010 -- MP 7.747 to MP 10.513
S.R. 80 FROM N. OF CAPTAIN HENDRY DRIVE
TO EAST OF FORREY DRIVE
HENDRY COUNTY - FLORIDA

EAST STUDY LIMIT

MATCHLINE I

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	T. HORST 2/4/2021		

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1

07010000 MP 8.273-10.222
MEDIAN CONCEPT

SHEET NO. 6 OF 6

THORST 3/18/2021 3:54:26 PM S:\Default\Ops Requests\07010000 - MP 8.273 to MP 10.222 - SR 80 from N of Bee Creek to N of Fort Thompson Ave - Lane Repurposing, Median Modifications\CADD\PLANRD01.DGN

Excerpt from Safety Study and may not fully match the scope discussion. FOR INFORMATION PURPOSES ONLY.

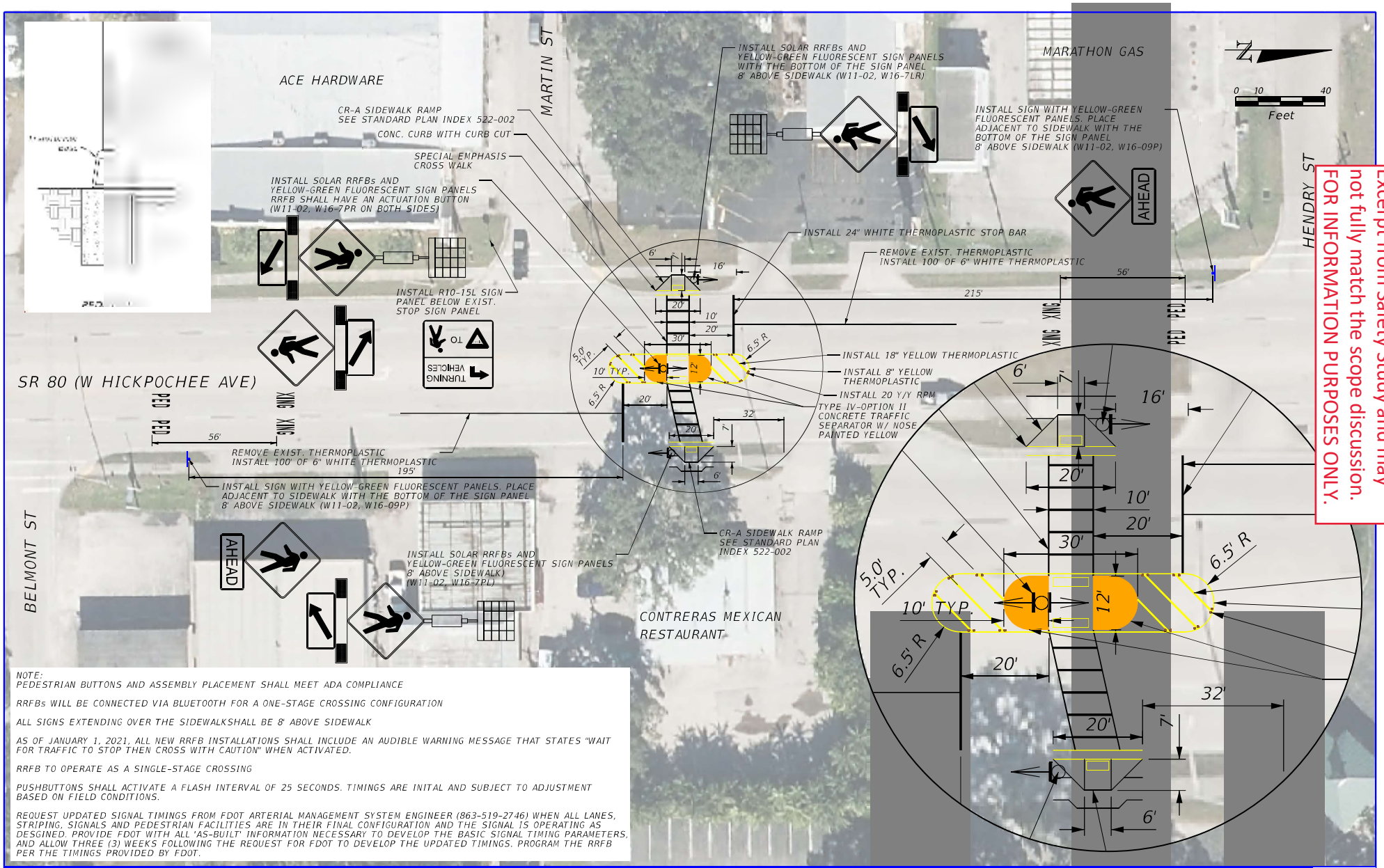
PAGE NO.

Figure 5

PROPOSED IMPROVEMENTS

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

BURGESS & NIPLE
5085 REED ROAD
COLUMBUS, OHIO 43220



NOTE:
PEDESTRIAN BUTTONS AND ASSEMBLY PLACEMENT SHALL MEET ADA COMPLIANCE

RRFBs WILL BE CONNECTED VIA BLUETOOTH FOR A ONE-STAGE CROSSING CONFIGURATION

ALL SIGNS EXTENDING OVER THE SIDEWALKSHALL BE 8' ABOVE SIDEWALK

AS OF JANUARY 1, 2021, ALL NEW RRFB INSTALLATIONS SHALL INCLUDE AN AUDIBLE WARNING MESSAGE THAT STATES "WAIT FOR TRAFFIC TO STOP THEN CROSS WITH CAUTION" WHEN ACTIVATED.

RRFB TO OPERATE AS A SINGLE-STAGE CROSSING

PUSHBUTTONS SHALL ACTIVATE A FLASH INTERVAL OF 25 SECONDS. TIMINGS ARE INITAL AND SUBJECT TO ADJUSTMENT BASED ON FIELD CONDITIONS.

REQUEST UPDATED SIGNAL TIMINGS FROM FDOT ARTERIAL MANAGEMENT SYSTEM ENGINEER (863-519-2746) WHEN ALL LANES, STRIPING, SIGNALS AND PEDESTRIAN FACILITIES ARE IN THEIR FINAL CONFIGURATION AND THE SIGNAL IS OPERATING AS DESGINED. PROVIDE FDOT WITH ALL 'AS-BUILT' INFORMATION NECESSARY TO DEVELOP THE BASIC SIGNAL TIMING PARAMETERS, AND ALLOW THREE (3) WEEKS FOLLOWING THE REQUEST FOR FDOT TO DEVELOP THE UPDATED TIMINGS. PROGRAM THE RRFB PER THE TIMINGS PROVIDED BY FDOT.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	T. HORST 12/7/2021		

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	

07010000 MP 9.040
SR 80 IN LABELLE

Figure 6

$USER$ $DATE$ $TIME$ $MODELNAME$ $FILE$

Excerpt from Safety Study and may not fully match the scope discussion.
FOR INFORMATION PURPOSES ONLY.

Date: 6/2/2022 3:09:53 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 447878-1-52-01 **Letting Date:** 07/2025

Description: SR 80 FROM CAPTAIN HENDRY DR TO E OF FORREY DR

District: 01 **County:** 07 HENDRY **Market Area:** 09 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.766 MI

Project Manager: JMK-STP-ZTT

Version 7 Project Grand Total **$2,536,658.44**
Description: Copy of 6P - Final 4P 06/2/22 (added RRFB)

Sequence: 1 MIS - Miscellaneous Construction **Net Length:** 2.766 MI 14,604 LF

Description: Safety

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
107-1	LITTER REMOVAL	33.70	AC	$47.76	$1,609.51
110-1-1	CLEARING & GRUBBING	1.00	AC	$37,874.26	$37,874.26
110-4-10	REMOVAL OF EXIST CONC	352.90	SY	$28.88	$10,191.75
120-6	EMBANKMENT	14,048.30	CY	$24.02	$337,440.17
327-70-6	MILLING EXIST ASPH PAVT,1 1/2" AVG DEPTH	15,071.80	SY	$3.79	$57,122.12
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,243.40	TN	$155.68	$193,572.51
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	824.00	SY	$92.06	$75,857.44
527-2	DETECTABLE WARNINGS	160.00	SF	$39.57	$6,331.20
570-1-2	PERFORMANCE TURF, SOD	4,683.00	SY	$4.27	$19,996.41
710-11-190	PAINTED PAVT MARK,STD,WHITE, ISLA NOSE	50.00	SF	$2.21	$110.50
710-11-290	PAINTED PAVT MARK,STD,YELLOW,ISLAND NOSE	300.00	SF	$2.88	$864.00
710-90	PAINTED PAVEMENT MARKINGS, FINAL SURFACE	1.00	LS	$17,274.03	$17,274.03
711-11-123	THERMOPLASTIC, STD, WHITE, SOLID, 12"	3,200.00	LF	$2.84	$9,088.00
711-11-125	THERMOPLASTIC, STD, WHITE, SOLID, 24"	1,116.00	LF	$5.06	$5,646.96
711-11-141	THERMOPLASTIC, STD, WHITE, DOT GUIDE, 6"	2.58	GM	$1,919.30	$4,951.79
711-11-160	THERMOPLASTIC, STD, WHITE, MESSAGE	10.00	EA	$127.26	$1,272.60
711-11-170	THERMOPLASTIC, STD, WHITE, ARROW	62.00	EA	$70.51	$4,371.62
711-11-224	THERMOPLASTIC, STD, YELLOW, SOLID, 18"	300.00	LF	$3.93	$1,179.00
711-11-241	THERMOPLASTIC,STD,YELLOW,DOT / GUIDE, 6"	0.17	GM	$2,890.49	$491.38
711-14-123	THERMOPLASTIC, PREFORM, WHITE, SOLID,12"	2,632.00	LF	$7.38	$19,424.16
711-14-125	THERMOPLASTIC, PREFORM,	2,180.00	LF	$15.84	$34,531.20

	WHITE, SOLID,24"				
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	50.00	EA	$206.63	$10,331.50
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	50.00	EA	$114.73	$5,736.50
711-14-660	THERMOPLASTIC, PREFORMED, MULTI, ROUTE S	2.00	EA	$2,845.45	$5,690.90
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	2.76	GM	$4,907.09	$13,543.57
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	4.20	GM	$1,643.88	$6,904.30
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	4.68	GM	$4,968.38	$23,252.02
711-17-1	THERMOPLASTIC, REMOVE	20.00	SF	$2.34	$46.80
	Roadway Component Total				$904,706.20

SHOULDER COMPONENT

User Input Data

Description	Value

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-7	CONCRETE CURB & GUTTER, TYPE E	14,048.30	LF	$23.53	$330,556.50
	Shoulder Component Total				$330,556.50

SIGNING COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	94.00	AS	$389.02	$36,567.88
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	31.00	AS	$1,442.26	$44,710.06
700-1-60	SINGLE POST SIGN, REMOVE	56.00	AS	$26.74	$1,497.44
700-3-201	SIGN PANEL, F&I OM, UP TO 12 SF	4.00	EA	$781.82	$3,127.28
700-5-22	INTERNAL ILLUM SIGN, F&I OM, 12-18 SF	4.00	EA	$4,616.49	$18,465.96
705-10-1	OBJECT MARKER, TYPE 1	2.00	EA	$189.06	$378.12
705-11-1	DELINEATOR, FLEXIBLE TUBULAR	46.00	EA	$88.80	$4,084.80
706-1-3	RAISED PAVMT MARK, TYPE B	950.00	EA	$3.52	$3,344.00
	Signing Component Total				$112,175.54

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Full signal & RRFB

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount

630-2-11	CONDUIT, F& I, OPEN TRENCH	520.00	LF	$12.18	$6,333.60
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	625.00	LF	$22.44	$14,025.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$8,822.88	$8,822.88
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	25.00	EA	$666.68	$16,667.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$3,391.21	$3,391.21
639-2-1	ELECTRICAL SERVICE WIRE, F&I	100.00	LF	$9.69	$969.00
641-2-12	PREST CNC POLE,F&I,TYP P-II SRV POLE	1.00	EA	$1,646.56	$1,646.56
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	8.00	EA	$2,042.73	$16,341.84
649-21-24	STEEL MAST ARM ASSEMBLY, F&I, 78'-50'	2.00	EA	$79,872.93	$159,745.86
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	10.00	AS	$1,263.56	$12,635.60
650-1-16	VEH TRAF SIGNAL,F&I ALUMINUM, 4 S 1 W	6.00	AS	$1,541.84	$9,251.04
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$767.92	$6,143.36
654-2-21	MID BL:RECT RAPID FLASH BE, F&I SOL,SING	2.00	AS	$9,344.02	$18,688.04
654-2-22	MID BL: RECT RAPID FL BCN, F&I SOL, BB	1.00	AS	$9,502.14	$9,502.14
660-1-109	LOOP DETECTOR INDUCTIVE, F&I, TYPE 9	8.00	EA	$308.67	$2,469.36
660-1-110	LOOP DETECTOR INDUCTIVE, F&I, TYPE 10	1.00	EA	$330.65	$330.65
660-2-102	LOOP ASSEMBLY, F&I, TYPE B	12.00	AS	$912.17	$10,946.04
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	6.00	AS	$1,348.74	$8,092.44
663-1-111	SIGNAL PRIO & PREEMP, F&I, OPT,CAB E	1.00	EA	$5,771.62	$5,771.62
663-1-112	SIGNAL PRIO & PREEMP, F&I, OPTICAL,DETEC	2.00	EA	$1,661.63	$3,323.26
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$269.07	$2,152.56
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$30,878.49	$30,878.49
685-1-13	UPS, F&I, LINE INTERACTIVE W CAB	1.00	EA	$8,199.54	$8,199.54

Signalization 2

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Additional work on signals (Main, Bridge, Lee Street signal)

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
650-1-44	VEH TRAF SIGNAL,F&I PROGRAM, 3 S 1 W	12.00	AS	$4,883.66	$58,603.92
650-1-60	VEH TRAF SIGNAL, REMOVE-POLES TO REMAIN	12.00	AS	$143.82	$1,725.84
670-5-400	TRAF CNTL ASSEM, MODIFY	3.00	AS	$1,878.02	$5,634.06
	Signalizations Component Total				$422,290.91

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MAX

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
715-1-12	LIGHTING CONDUCTORS, F&I, INSUL,NO.8-6	2,760.00	LF	$2.04	$5,630.40
715-4-14	LIGHT POLE COMPLETE, F&I- STD, 45'	9.00	EA	$7,915.90	$71,243.10
715-4-70	LIGHT POLE COMPLETE, REMOVE POLE/FOUND	2.00	EA	$808.17	$1,616.34
715-7-11	LOAD CENTER, F&I, SECONDARY VOLTAGE	1.00	EA	$14,987.81	$14,987.81
715-21-2	LIGHTING REPAIRS AND RETROFITS, LED RETR	2.00	EA	$1,261.19	$2,522.38
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	9.00	EA	$711.35	$6,402.15
	Lighting Component Total				$102,402.18

Sequence 1 Total $1,872,131.33

Date: 6/2/2022 3:09:53 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 447878-1-52-01 **Letting Date:** 07/2025

Description: SR 80 FROM CAPTAIN HENDRY DR TO E OF FORREY DR

District: 01 **County:** 07 HENDRY **Market Area:** 09 **Units:** English

Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 2.766 MI

Project Manager: JMK-STP-ZTT

Version 7 Project Grand Total **$2,536,658.44**

Description: Copy of 6P - Final 4P 06/2/22 (added RRFB)

Project Sequences Subtotal			**$1,872,131.33**
102-1	Maintenance of Traffic	15.00 %	$280,819.70
101-1	Mobilization	10.00 %	$215,295.10
Project Sequences Total			**$2,368,246.13**
Project Unknowns		5.00 %	$118,412.31
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$50,000.00	$50,000.00
Project Non-Bid Subtotal					**$50,000.00**

Version 7 Project Grand Total	**$2,536,658.44**

SECTION H DESIGN VARIATION

Form 122-B

Project Design Variation Memorandum

To: Kevin S. Ingle, P.E. Date: 11/10/2023
District or Turnpike Design Engineer

Financial Project ID: 447878-1-52-01 New Const. ☐ RRR ☐ Other. Safety Improvements ■

Federal Aid Number: TBD

Project Name: SR 80 from N. of Captain Hendry Drive to W. of Forrey Drive

State Road Number: 80 Co./Sec./Sub. 07010000

Begin Project MP: 8.273 End Project MP: 10.390

Request for: Design Variation

Design Element	MP: Beg-End	Existing	Proposed	Required	Attr. Crashes	Approved	Denied	Addl. Docum.
1. Median Width	8.273-10.390	12 ft.	12 ft (10 ft Turn Lane, 2 ft Separator)	15.5 ft, 22 ft	☐	☐	☐	☐

Justification:

The scope of the Median Modification project is to improve the safety of the current median conditions and will replace the current two-way left turn lane on SR 80 from north of Captain Hendry Drive to west of Forrey Drive with a full median. Directional median openings would be implemented to provide access to side streets and businesses in key locations. From MP 8.273 to MP 8.531, SR 80 is classified as C3C – Suburban Commercial, with the posted speed limit being 40 MPH. From MP 8.531 to MP 10.390, SR 80 is classified as C2T – Rural Town, with the posted speed limit varying between 35 and 45 MPH. The design variation, for the median width, is requested to avoid the need for roadway widening which will result in major impacts to the existing drainage system, surrounding businesses, and residents. Based on the crash history for the project area, the current median width does not appear to be the cause of the crashes occurring when motorists were making left turns. The proposed median changes will improve safety along the corridor by restricting left turn movements to key locations.

Design Criteria Versus Proposed Design:

FDOT Criteria

Based on the 2023 FDOT Design Manual (FDM), Chapter 210, Table 210.3.1, minimum 15.5-foot medians are required for context classification C2T roadways with design speeds ranging from 25 to 35 MPH, minimum 22-foot medians are required on context classification C2T and C3 roadways with speed limits ranging from 40 to 45 MPH.

AASHTO Criteria:

Based on page 7-41 of the AASHTO Green Book: A Policy on Geometric Design of Highways and Streets, 2018, the minimum median width to accommodate for left turn lanes in urban and suburban areas is 10 feet.

Proposed Design

For the length of the project, the proposed median width would be 12 feet, keeping the existing width. The proposed median would replace the existing two-way turn lane with a full median with directional median openings for access to side streets and businesses along the project. This would allow for a 10-foot left turn lane with a 2-foot-wide concrete traffic separator.

Review of Crash History on The Project Related to Design Element.

Safety impacts were determined by reviewing recent crash history for the existing condition and identifying any pertinent crash reports. Those crashes were then used to identify any long- or short-term effects on safety for the project. Crash data from 3/2/2018 to 8/28/2023, including select long forms crash reports, were reviewed within the variation limits. The type of crashes reviewed were lane departure, angle crashes, and front to front crashes.

- There were thirty-four (34) crashes involving the median turn lanes within the project limits. Fourteen (14) occurred at the intersection of S. Main Street and SR 80, and seven (7) occurred at the intersection of S. Bridge Street, where a concrete median already exists. There was one (1) incapacitating injury. There were no fatal crashes.
- There were two (2) lane departure crashes. Both crashes occurred when the vehicles were traveling westbound onto the bidirectional lane and then departing that lane causing the vehicles to crash into an approaching vehicle. However, these crashes were caused by 1) a driver who was arrested for DUI, and 2) a driver having a medical episode while driving.

Existing median width does not appear to be a major contributing factor to crashes along the corridor. The majority of the crashes are due to the unrestricted access the current bidirectional turn lane provides. The median modification will reduce the number of access points for vehicles, improving safety.

Appendices: Yes ☒ No ☐

A. Project Typical Section

Recommended by:

Kris Karanxha Date: 2023.11.10 10:32:51 -05'00' Date_____

Name: Kris Karanxha, P.E.

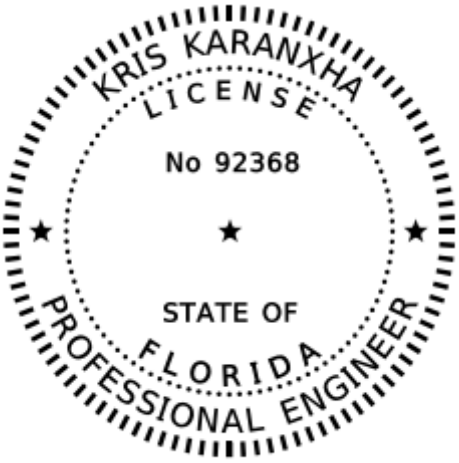
Professional Engineer, License No.: 92368

Firm Name: Florida Transportation Engineering, Inc

Firm Address: 11458 North 53rd Street

City, State, Zip Code: Tampa, Florida 33617

Responsible Professional Engineer



Approvals:



Kevin Ingle 2023.12.01 11:35:07-05'00' Date_____

Name: Kevin S. Ingle, P.E.

District or Turnpike Traffic Operations Engineer

This item has been digitally signed and sealed by Kris Karanxha on the date adjacent to the seal. Printer copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Appendix A: Typical Section Package

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION PACKAGE

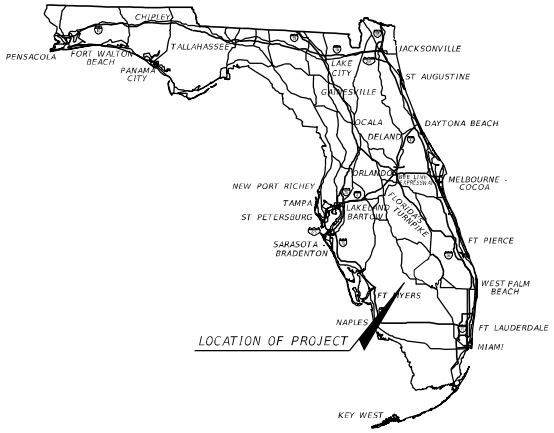
FINANCIAL PROJECT ID 447878-1-52-01

(FEDERAL FUNDS)

HENDRY COUNTY (07010)

STATE ROAD NO. 80

FROM N OF CAPTAIN HENDRY DR. TO W OF FORREY DRIVE



PROJECT LOCATION URL:	https://tinyurl.com/2tbna7s7
PROJECT LIMITS:	BEGIN MP 8.273 - END MP 10.390
EXCEPTIONS:	NONE
BRIDGE LIMITS:	BR#07-0059 MP 8.236 - MP 8.241
RAILROAD CROSSING:	NONE

FDOT DISTRICT DESIGN ENGINEER



Kevin Ingle
2023.08.08
08:15:26-04'00'

CONCURRING WITH:
TYPICAL SECTION ELEMENTS
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

Digitally signed by:
Steven A Davis Jr
Date: 2023.08.07
09:59:32 -04'00'

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

DN: CN = Nicole E Mills
C = US O = FLORIDA
DEPARTMENT OF
TRANSPORTATION
Date: 2023.08.07 17:01:
09 -04'00'

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

APPROVED BY:

KRIS KARANXHA
LICENSE
No 92368
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kris Karanxha

Date: 2023.07.27 10:50:20 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

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FLORIDA TRANSPORTATION ENGINEERING, INC.
11458 N. 53RD STREET
TAMPA, FL 33617
KRIS KARANXHA, P.E. NO. 92368

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2

SHEET NO.
1

7/27/2023 10:39:58 AM BenjaminKelk
5:\Projects\FDOT\447878152001\Roadway\TYPPDRD01.dgn

PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	(X)	C3C : SUBURBAN COMM (MP 8.273 TO 8.531)
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
(X)	C2T : RURAL TOWN (MP 8.531 TO 10.390)	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

- ( ) NATIONAL HIGHWAY SYSTEM
- (X) STRATEGIC INTERMODAL SYSTEM
- ( ) STATE HIGHWAY SYSTEM
- ( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

- ( ) 1 - FREEWAY
- ( ) 2 - RESTRICTIVE w/Service Roads
- (X) 3 - RESTRICTIVE w/660 ft. Connection Spacing **(Proposed)**
- ( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
- ( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
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- ( ) 7 - BOTH MEDIAN TYPES

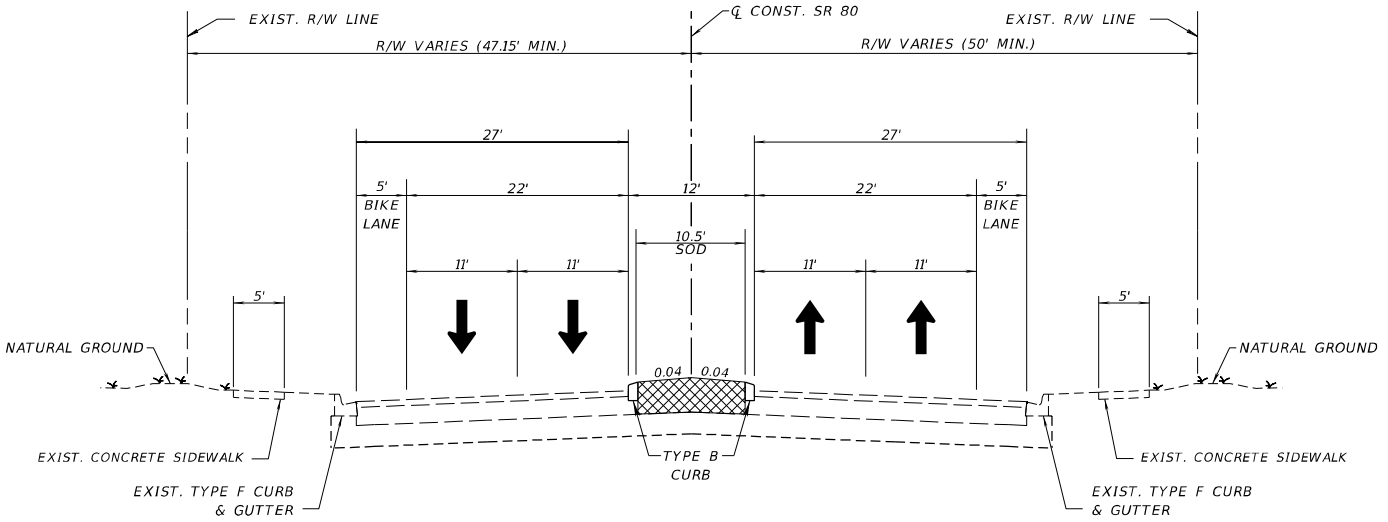
CRITERIA

- ( ) NEW CONSTRUCTION / RECONSTRUCTION
- ( ) RESURFACING (LA FACILITIES)
- (X) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

MEDIAN WIDTH

TYPICAL SECTION No. 1



TYPICAL SECTION
SR 80

MP 8.273 TO MP 8.538
MP 8.657 TO MP 8.760
MP 8.803 TO MP 8.859
MP 8.897 TO MP 9.000
MP 9.043 TO MP 9.062
MP 9.157 TO MP 9.195
MP 9.235 TO MP 9.280
MP 9.567 TO MP 9.614
MP 9.796 TO MP 9.840
MP 9.955 TO MP 10.069
MP 10.115 TO MP 10.154
MP 10.270 TO MP 10.390

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 24000
ESTIMATED OPENING YEAR = 2025 AADT = 26000
ESTIMATED DESIGN YEAR = 2025 AADT = 26000
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MP 9.650 TO MP 10.038 = 40 MPH
MP 10.038 TO MP 10.390 = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
447878-1-52-01	2

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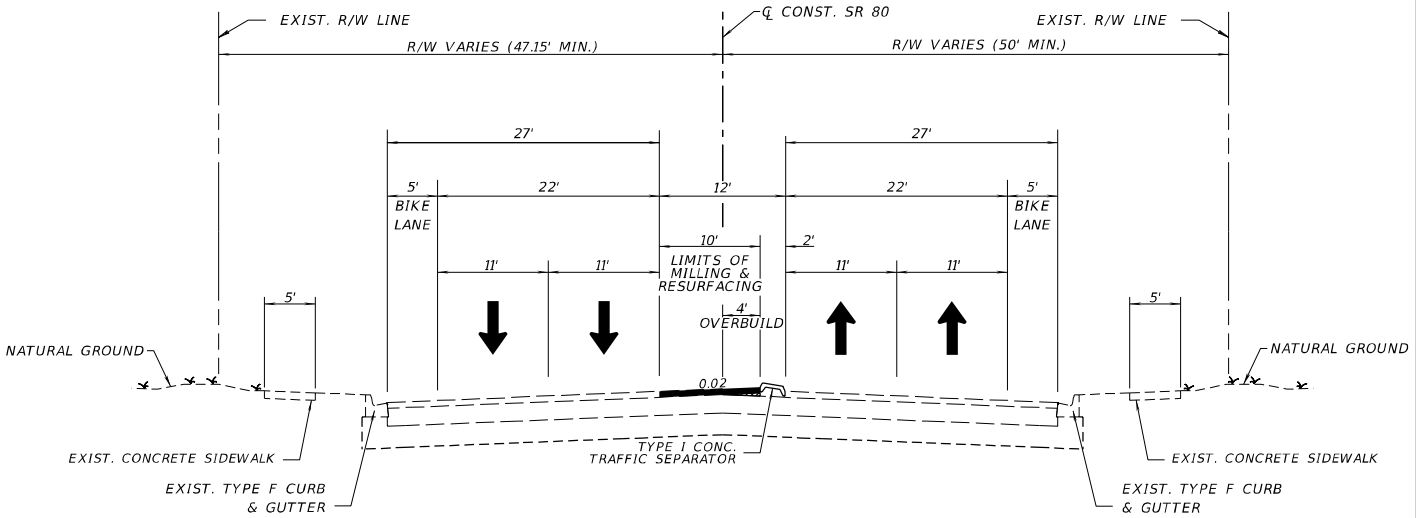
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POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

MEDIAN WIDTH

TYPICAL SECTION No. 2



TYPICAL SECTION
SR 80

NOT TO SCALE

MP 8.538 TO MP 8.657
MP 8.760 TO MP 8.803
MP 9.000 TO MP 9.043
MP 9.062 TO MP 9.157
MP 9.195 TO MP 9.235
MP 9.280 TO MP 9.567
MP 9.614 TO MP 9.796
MP 9.840 TO MP 9.955
MP 10.069 TO MP 10.115
MP 10.154 TO MP 10.270

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FINANCIAL PROJECT ID	SHEET NO.
447878-1-52-01	3

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DocuSign Envelope ID: 1E4F0E3B-C011-4B09-9843-46BCE96131EE

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Date: July 21, 2023

To: John Kubler, P.E., Interim District Secretary

From: Mark Mathes, P.E., District Traffic Operations Engineer

Copies: Keith Slater, Steven Davis, Walter Breuggeman, Anna Dunn

Subject: Delegation of Authority

Effective May 9, 2023, I will be serving as the Interim Director of Transportation Operations while Keith Slater, P.E., Director of Transportation Operations is on assignment with Central Office. During this period, Steven Davis, P.E., TSM&O Program Engineer will serve as the Interim District Traffic Operations Engineer.

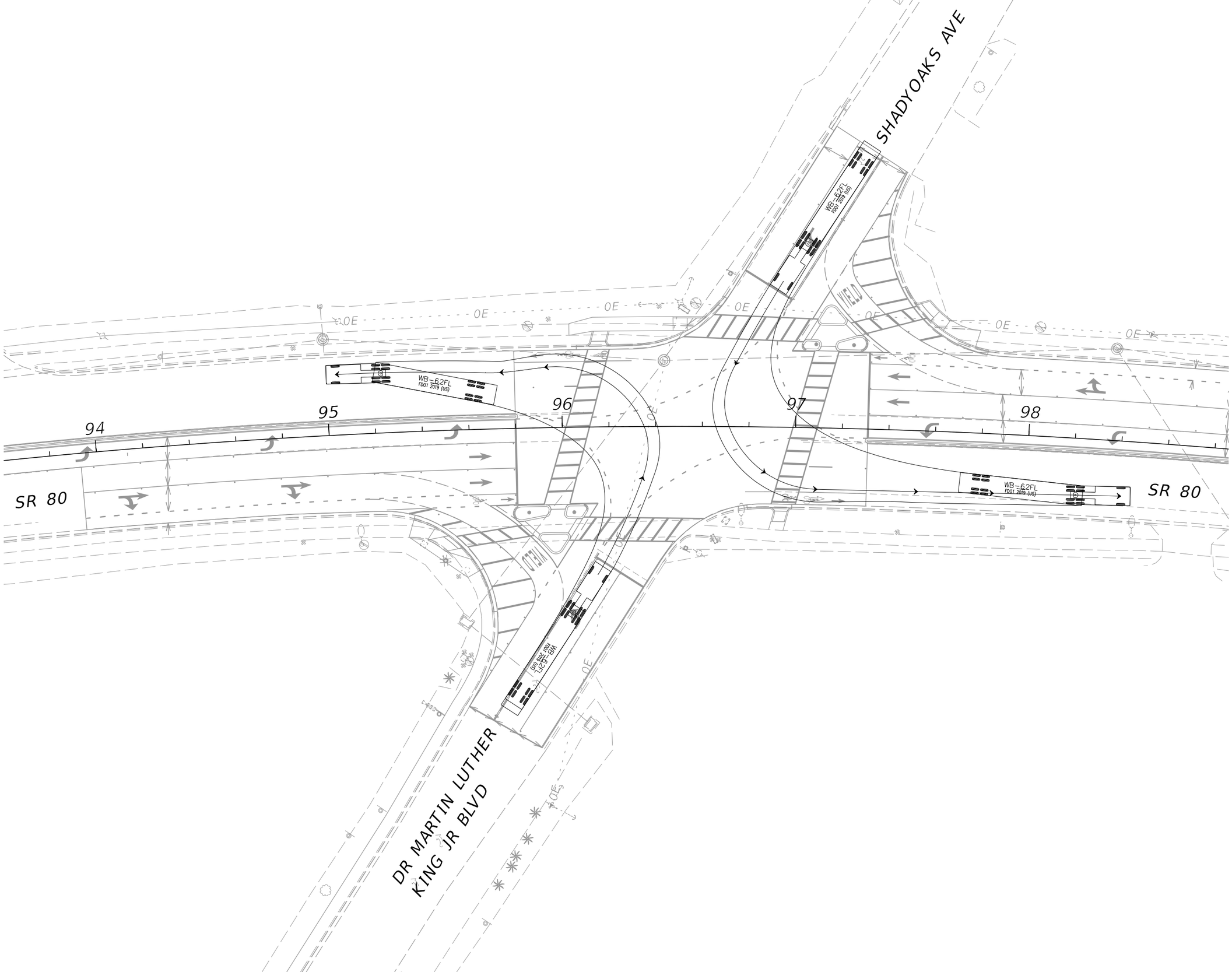
Therefore, I delegate Steven Davis, P.E, Interim District Traffic Operations Engineer, to act on behalf of the District Traffic Operations Engineer and sign all documents. Signature should be made "in your name for the Interim District Traffic Operations Engineer".

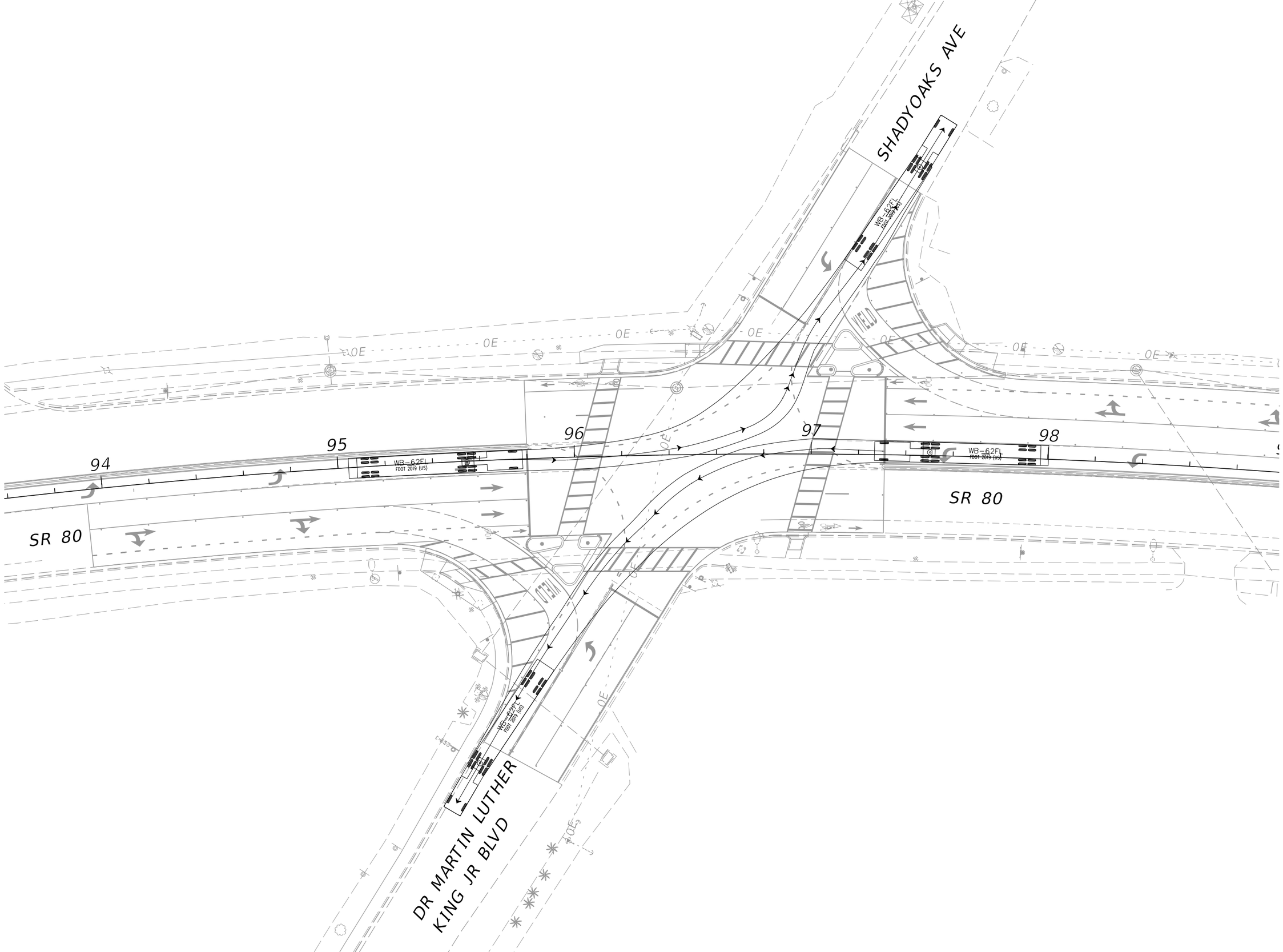
This delegation will remain in effect from May 9, 2023 through September 30, 2023.

DocuSigned by:
Mark Mathes
A3415909DBE546A...

Mark Mathes, P.E.
District Traffic Operations Engineer

Appendix B: Autoturn Analysis


SHADYOAKS AVE
SR 80
SR 80
DR MARTIN LUTHER KING JR BLVD
94
95
96
97
98
WB-62FL
FDOT 2019 (US)
WB-62FL
FDOT 2019 (US)
WB-62FL
FDOT 2019 (US)
ISPV ADOT 2007
142F-SM
OE


SHADYOAKS AVE
94
95
96
97
98
SR 80
SR 80
WB – 62FL
FDOT 2019 (US)
WB – 62FL
FDOT 2019 (US)
WB – 62FL
FDOT 2019 (US)
OE
OE
OE
OE
OE
OE
OE
OE
OE
DR MARTIN LUTHER
KING JR BLVD

Form 122-B

Project Design Variation Memorandum

To: Kevin S. Ingle, P.E. Date: 5/27/2025
District or Turnpike Design Engineer

Financial Project ID: 447878-1-52-01 New Const. ☐ RRR ☐ Other. Safety Improvements ■

Federal Aid Number: TBD

Project Name: SR 80 from N. of Captain Hendry Drive to W. of Forrey Drive

State Road Number: 80 Co./Sec./Sub. 07010000

Begin Project MP: 8.273 End Project MP: 10.390

Request for: Design Variation

	Design Element	MP: Beg-End	Existing	Proposed	Required	Attr. Crashes	Approved	Denied	Addl. Docum.
1.	Hardened Centerlines	8.572-8.617	N/A	0’	2’-6’	☐	☐	☐	☐

Justification:

The scope of the Median Modification project is to improve the safety of the current median conditions and will replace the current two-way left turn lane on SR 80 from north of Captain Hendry Drive to west of Forrey Drive with a full raised median. Directional median openings would be implemented to provide access to side streets and businesses in key locations. The unsignalized intersection at SR 80 and Dr. Martin Luther King Blvd will become a signalized intersection with new crosswalks across SR 80. From MP 8.273 to MP 8.531, SR 80 is classified as C3C – Suburban Commercial, with the posted speed limit being 40 MPH. From MP 8.531 to MP 10.390, SR 80 is classified as C2T – Rural Town, with the posted speed limit varying between 35 and 45 MPH. The design variation for hardened centerlines is requested to avoid the need for roadway widening and total intersection reconstruction to fix the skew of the intersection. Which can result in major impacts to surrounding businesses and residents. The proposed signalized intersection will add new connectivity across SR 80 for pedestrians with the new pedestrian facilities added to the intersection.

Design Criteria Versus Proposed Design**:**

FDOT Criteria

Based on the 2024 FDOT Design Manual (FDM), Chapter 210, Section 210.3.3, hardened centerlines should be provided where it is not possible to provide a pedestrian refuge island. The nose extension preferred should be 6 feet long but no less than 2 feet long and should provide a 1-foot clear distance from the edge of the crossing lane or bike lane.

Proposed Design

The unsignalized intersection of SR 80 and Dr. Martin Luther King Blvd will become a signalized intersection, allowing for new pedestrian crosswalks across SR 80 and channelizing islands. Due to the skew of the intersection providing the hardened centerline past the crosswalk would result in a substandard left turn radii (see Appendix B). The new signalized intersection allows for a dedicated pedestrian cross time. Also, the channelizing island decreases the length of the cross walk for pedestrians.

Review of Crash History on The Project Related to Design Element.

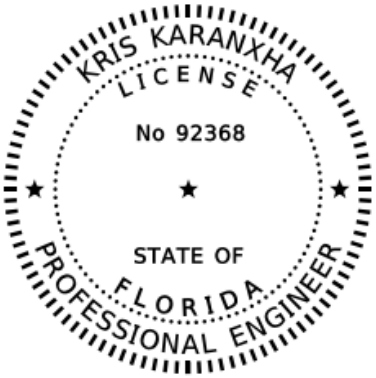
Crash data from 3/2/2018 to 8/28/2023, was reviewed at the intersection of SR 80 and MLK Blvd/Shady Oaks Ave. There were no pedestrian related crashes at this intersection.

Appendices: Yes ☒ No ☐

A. Typical Section Package
B. Autoturn Analysis

Recommended by:

_____ Date_____
Name: Kris Karanxha, P.E.
Professional Engineer, License No.: 92368
Firm Name: Florida Transportation Engineering, Inc
Firm Address: 12550 Telecom Drive
City, State, Zip Code: Temple Terrace, Florida 33637
Responsible Professional Engineer



Approvals:

_____Date_____
Name: Kevin S. Ingle, P.E.
District or Turnpike Traffic Operations Engineer

This item has been digitally signed and sealed by Kris Karanxha on the date adjacent to the seal. Printer copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Appendix A: Typical Section Package

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

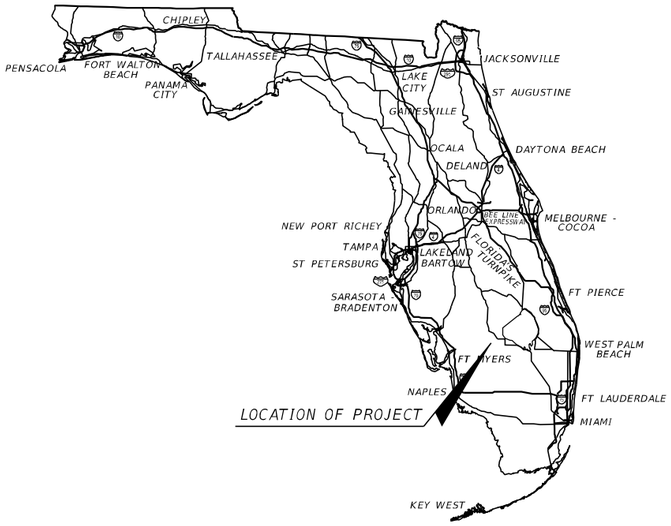
TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 447878-1-52-01
(FEDERAL FUNDS)

HENDRY COUNTY (07010)

STATE ROAD NO. 80

FROM N OF CAPTAIN HENDRY DR. TO W OF FORREY DRIVE



PROJECT LOCATION URL:	https://tinyurl.com/2tbna7s7
PROJECT LIMITS:	BEGIN MP 8.273 - END MP 10.390
EXCEPTIONS:	NONE
BRIDGE LIMITS:	BR#07-0059 MP 8.236 - MP 8.241
RAILROAD CROSSING:	NONE

FDOT DISTRICT DESIGN ENGINEER



Kevin Ingle
2023.08.08
08:15:26-04'00'

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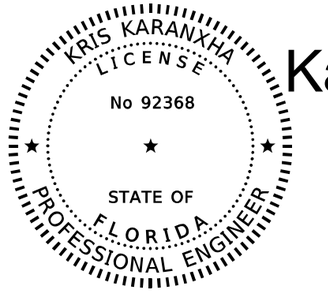
NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

APPROVED BY:



THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kris Karanxha
Date: 2023.07.27 10:50:20 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

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11458 N. 53RD STREET
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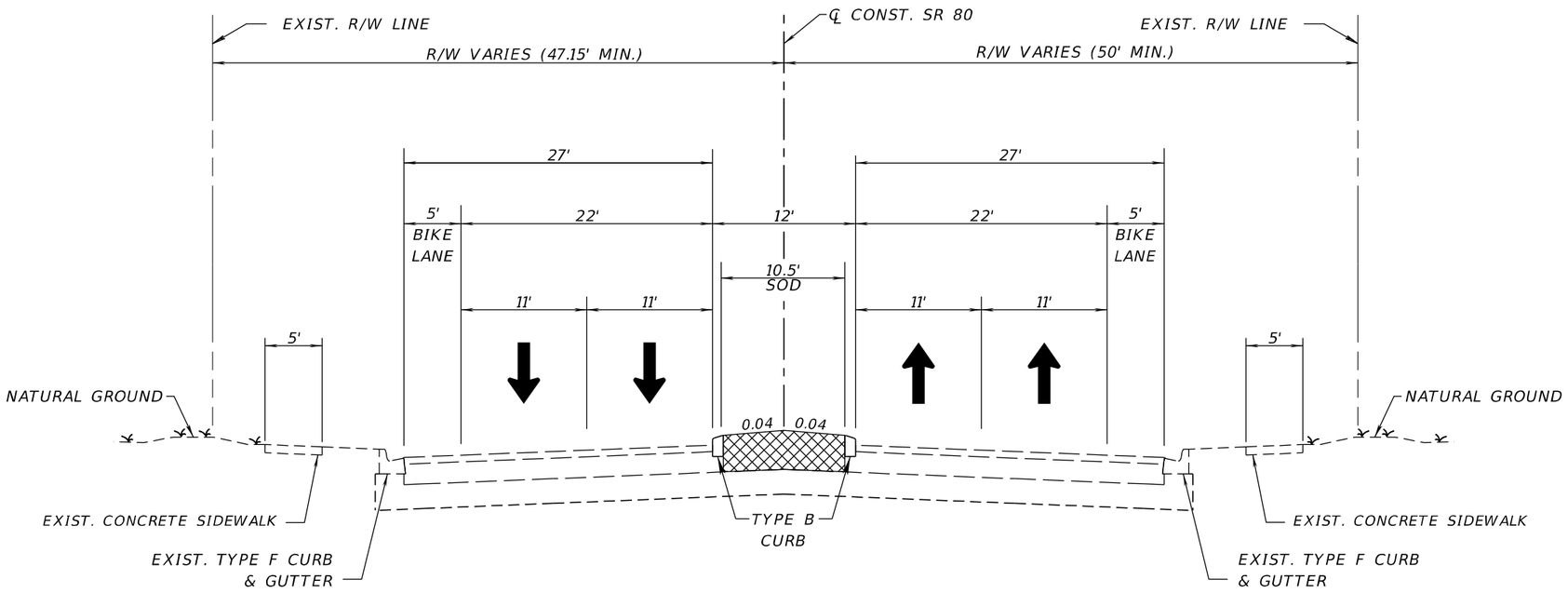
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POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

MEDIAN WIDTH

TYPICAL SECTION No. 1



TYPICAL SECTION
SR 80

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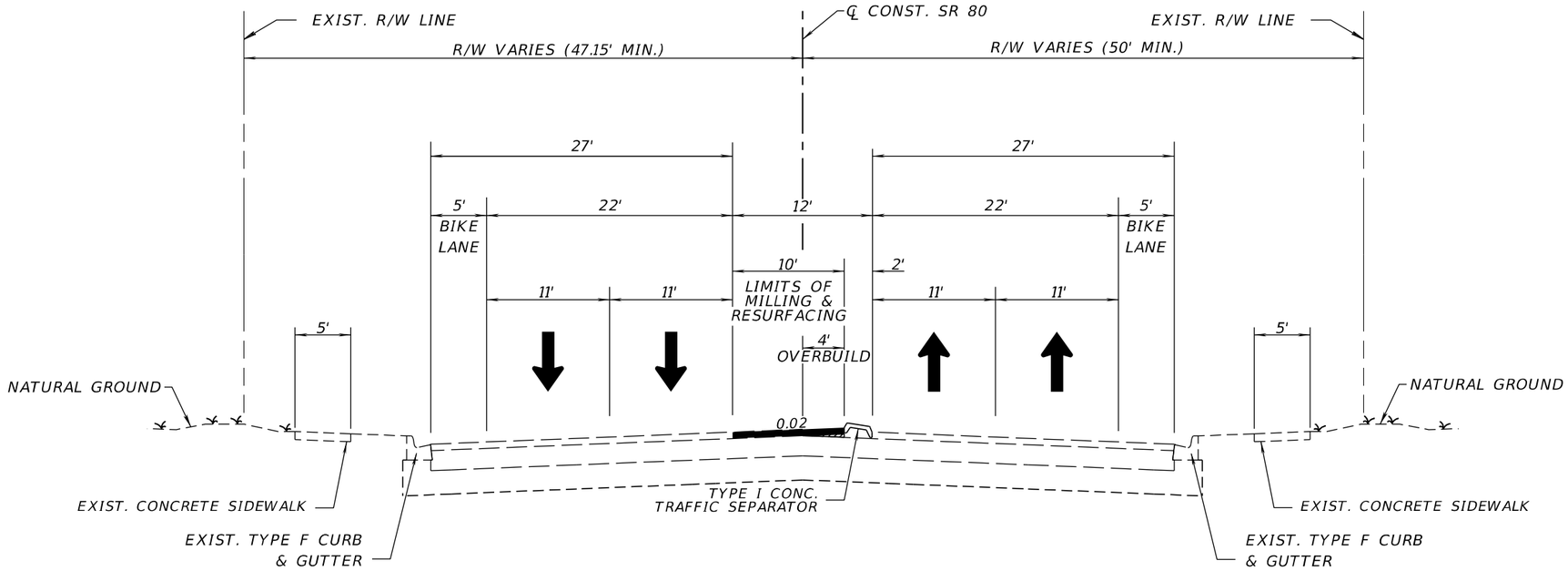
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MP 9.280 TO MP 9.567
MP 9.614 TO MP 9.796
MP 9.840 TO MP 9.955
MP 10.069 TO MP 10.115
MP 10.154 TO MP 10.270

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
447878-1-52-01	3

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Date: July 21, 2023

To: John Kubler, P.E., Interim District Secretary

From: Mark Mathes, P.E., District Traffic Operations Engineer

Copies: Keith Slater, Steven Davis, Walter Breuggeman, Anna Dunn

Subject: Delegation of Authority

Effective May 9, 2023, I will be serving as the Interim Director of Transportation Operations while Keith Slater, P.E., Director of Transportation Operations is on assignment with Central Office. During this period, Steven Davis, P.E., TSM&O Program Engineer will serve as the Interim District Traffic Operations Engineer.

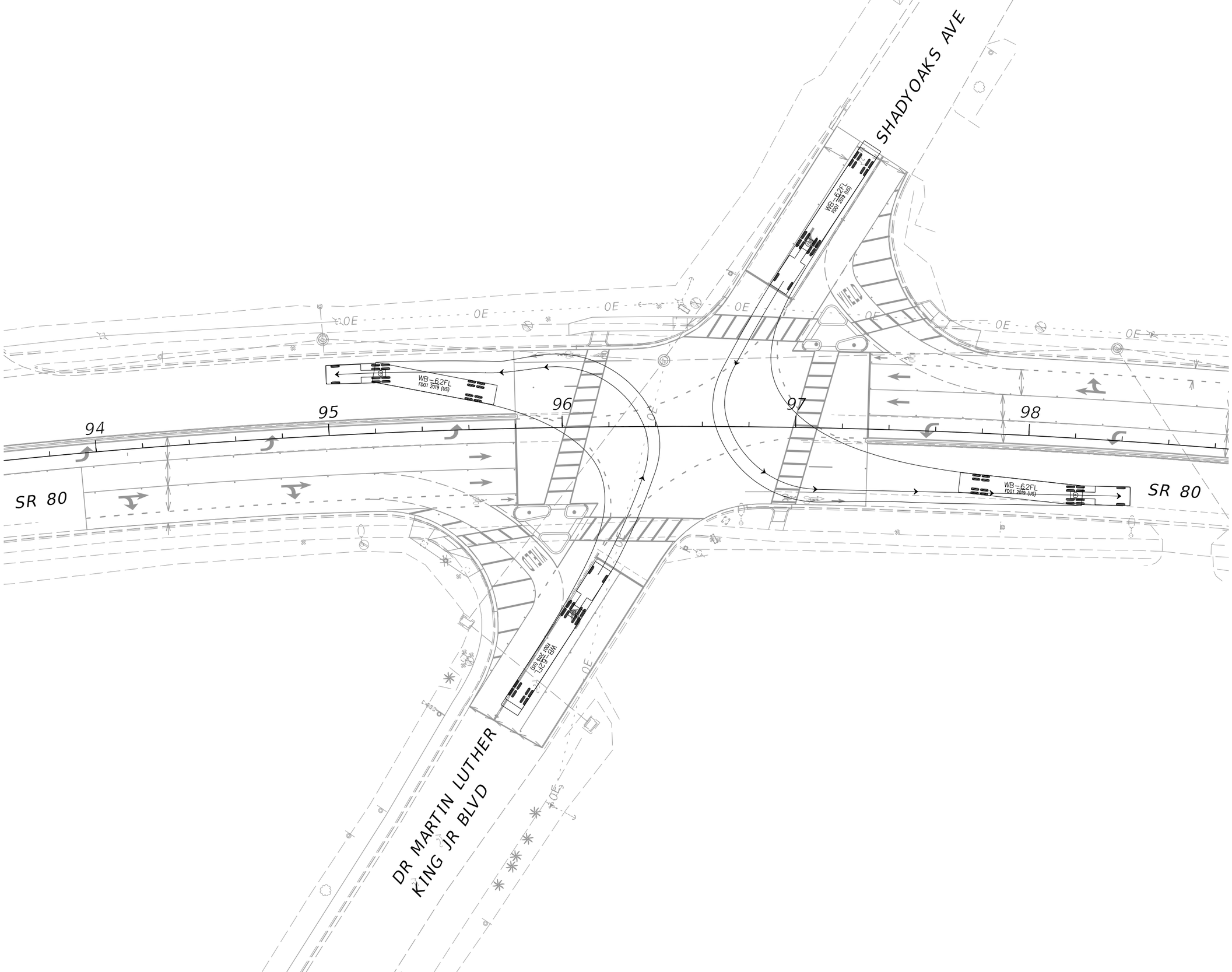
Therefore, I delegate Steven Davis, P.E, Interim District Traffic Operations Engineer, to act on behalf of the District Traffic Operations Engineer and sign all documents. Signature should be made "in your name for the Interim District Traffic Operations Engineer".

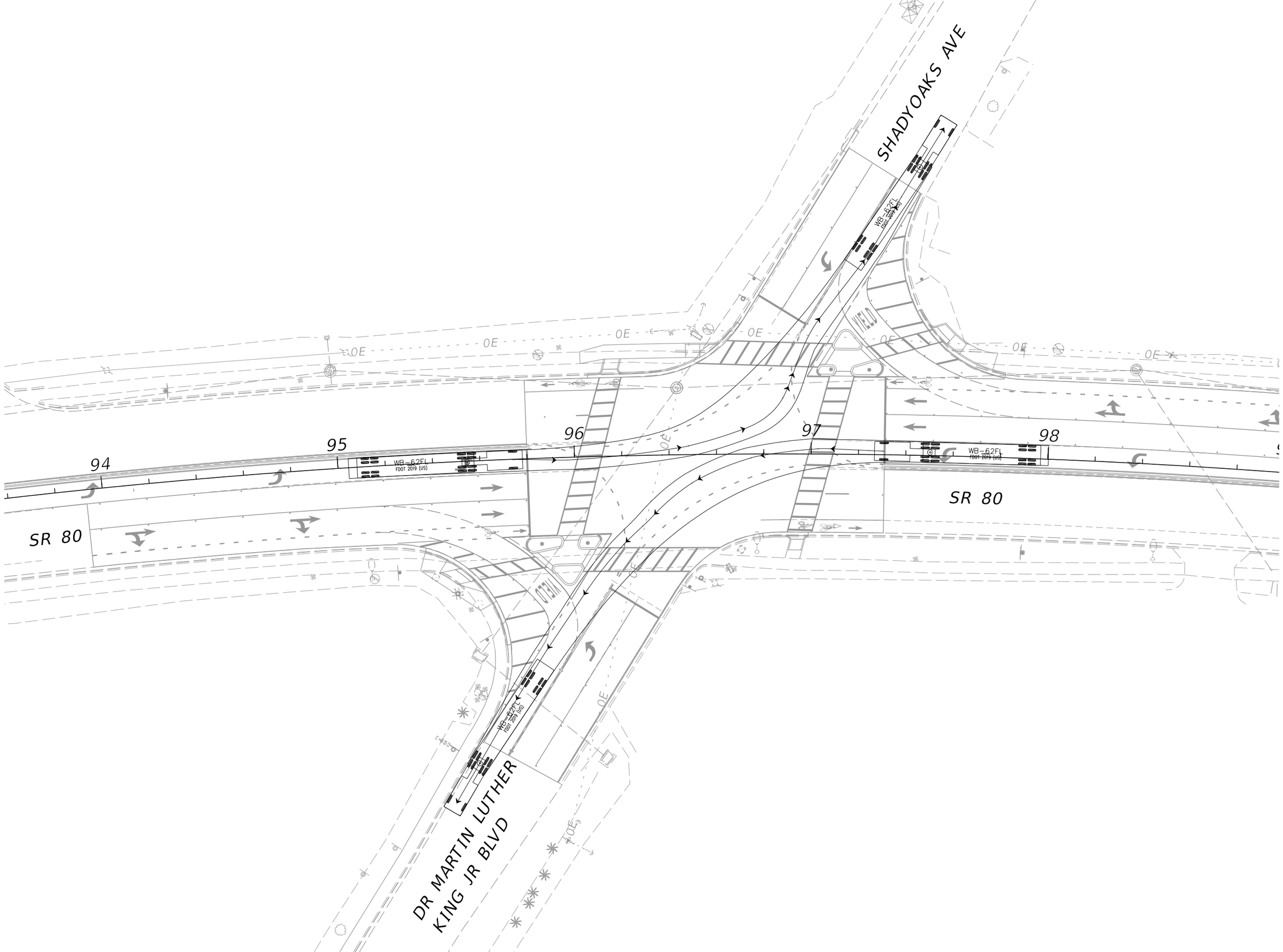
This delegation will remain in effect from May 9, 2023 through September 30, 2023.

DocuSigned by:
Mark Mathes
A3415909DBE546A...

Mark Mathes, P.E.
District Traffic Operations Engineer

Appendix B: Autoturn Analysis


SHADYOAKS AVE
SR 80
SR 80
DR MARTIN LUTHER KING JR BLVD
94
95
96
97
98
WB-62FL
FDOT 2019 (US)
WB-62FL
FDOT 2019 (US)
WB-62FL
FDOT 2019 (US)
ISPV ADOT 2007
142F-SM
OE


SHADYOAKS AVE
94
95
96
97
98
SR 80
SR 80
WB – 62FL
FDOT 2019 (US)
WB – 62FL
FDOT 2019 (US)
WB – 62FL
FDOT 2019 (US)
OE
OE
OE
OE
OE
OE
OE
OE
OE
DR MARTIN LUTHER
KING JR BLVD

SECTION I UTILITY CONFLICT MATRIX

FPID:	447878-1-52-01	Description:	SR 80 from N of Captain Hendry Dr to W of Forrey Dr	This matrix was created by Florida Transportation Engineering to assist the UAO's in identifying conflicts between the UAO's facilities and proposed roadway construction.Florida Transportation Engineering accepts no liability for conflicts overlooked for this report. Each UAO or designee is responsible to perform a detailed and comprehensive plans review for conflict analysis.
Phase #:	IIR	Plans Date:	6/19/2025	
Preparer:	Kaiwen Chen			
Date:	6/19/2025			

Conflict #	Utility Agency/ Owner (UAO)	Station/Offset (From C/L)	Facility Description (Material, Type, Number, Size)	Conflict Description (Possible or Actual)	VVH (Y/N)	Test Hole VVH #	Suggested Conflict Resolution	Resolved Status
1	Lumen	85+51.82, 45.24' RT	BT	Possible conflict with proposed multi-post sign	Y	1,2,3,4,5, 6,	Monitor & Protect	
2	Lumen	95+44.20, 54.91' RT	BFOC	Possible conflict with proposed light pole	Y	7,8	VVH Exploratory	
3	Lumen	95+55.21, 62.95' RT	Utility PullBox	Possible conflict with proposed sidewalk / sidewalk slopes	N		Relocate / Adjust to final grade	
4	Lumen	95+92.91, 37.20' RT	BT	Possible conflict with proposed pedestrian signal	Y	75,76	VVH Exploratory	
5	Lumen	95+94.85, 46.48' LT	Utility Marker	Conflict with proposed sidewalk	N		Relocate / Adjust to final grade	
6	Lumen	95+96.76, 45.36' RT	BT	Possible conflict with proposed pedestrian signal	Y	77,78,79	Monitor & Protect	
7	Lumen	96+00.09, 47.23' LT	BT	Possible conflict with proposed signal mast arm	Y	84,85,86, 87,88,89,	Signal pole relocated to avoid the conflict	
8	Lumen	96+17.47, 45.78' LT	BT	Possible conflict with proposed pedestrian signal	Y	45,46,47, 48	Pedestrian pole relocated to avoid conflict	
9	Lumen	96+33.53, 40.72' LT	BT	Possible conflict with proposed light pole	Y	64,65	Spread footer foundation	
10	Lumen	96+41.34, 50.16' LT	Utility PullBox	Possible conflict with proposed sidewalk / sidewalk slopes			Adjust to final grade	
11	Lumen	96+45.54, 46.87' LT	BT	Possible conflict with proposed pedestrian signal	Y	59,60,61, 62,63	Pedestrian pole relocated to avoid conflict	
12	Lumen	96+54.57, 53.91' RT	BT	Possible conflict with proposed signal mast arm	Y	9,10,11,1 2,13,14,1 5,16,17	To be Relocated	
13	Lumen	96+64.49, 62.84' LT	BT	Possible conflict with proposed signal mast arm	Y	48,50,51, 52,53,54, 55,56,57, 58	To be Relocated	
14	Lumen	96+66.99, 41.85' RT	BT	Possible conflict with proposed pedestrian signal	Y	18,19,20, 21,22	Monitor & Protect	
15	Lumen	96+76.99, 41.31' RT	BT	Possible conflict with proposed light pole	Y	23,24,25, 26	To be Relocated	
16	Lumen	96+88.67, 42.52' RT	BT	Possible conflict with proposed pedestrian signal	Y	27,28,29, 30,31	Monitor & Protect	
17	Lumen	97+03.63, 41.50' RT	BT	Possible conflict with proposed signal mast arm	Y	32,33,34, 35,36,37, 38,39,40, 41	To be Relocated	
18	Lumen	97+13.26, 44.36' LT	BT	Possible conflict with proposed pedestrian signal	Y	82,83	VVH Exploratory	

FPID:	447878-1-52-01	Description:	SR 80 from N of Captain Hendry Dr to W of Forrey Dr					
Phase #:	IIR	Plans Date:	6/19/2025	This matrix was created by Florida Transportation Engineering to assist the UAO's in identifying conflicts between the UAO's facilities and proposed roadway construction.Florida Transportation Engineering accepts no liability for conflicts overlooked for this report. Each UAO or designee is responsible to perform a detailed and comprehensive plans review for conflict analysis.				
Preparer:	Kaiwen Chen							
Date:	6/19/2025							

Conflict #	Utility Agency/ Owner (UAO)	Station/Offset (From C/L)	Facility Description (Material, Type, Number, Size)	Conflict Description (Possible or Actual)	VVH (Y/N)	Test Hole VVH #	Suggested Conflict Resolution	Resolved Status
19	Lumen	97+19.61, 37.85' LT	BT	Possible conflict with proposed pedestrian signal	Y	80,81,82	VVH Exploratory	
20	Lumen	97+84.20, 44.18' LT	BT	Possible conflict with proposed light pole	Y	71,72,73, 74	To be Relocated	
21	Lumen	106+09.88, 55.53' LT	BT	Possible conflict with proposed multi-post sign	Y	66,67,68, 69,70	To be Relocated	

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Phase #:	IIR	Plans Date:	6/19/2025	
Preparer:	Kaiwen Chen			
Date:	6/19/2025			

Conflict #	Utility Agency/ Owner (UAO)	Station/Offset (From C/L)	Facility Description (Material, Type, Number, Size)	Conflict Description (Possible or Actual)	VVH (Y/N)	Test Hole VVH #	Suggested Conflict Resolution	Resolved Status
1	City of LaBelle	95+86.24, 43.58' LT	Water Valve Cover	Conflicts with proposed sidewalk	N		Adjust to final grade	
2	City of LaBelle	96+00.09, 47.23' LT	12" WM	Possible conflict with proposed signal mast arm	Y	84,85,86, 87,88,89, 90	Signal pole relocated to avoid conflict	
3	City of LaBelle	96+17.47, 45.78' LT	12" WM	Possible conflict with proposed pedestrian signal	Y	45,46,47, 48	Pedestrian pole relocated to avoid conflict	
4	City of LaBelle	96+45.54, 46.87' LT	12" WM	Possible conflict with proposed pedestrian signal	Y	59,60,61, 62,63	Pedestrian pole relocated to avoid conflict	
5	City of LaBelle	96+54.57, 53.91' RT	4" FM	Possible conflict with proposed signal mast arm	Y	9,10,11,1 2,13,14,1 5,16,17	To be Relocated	
6	City of LaBelle	96+64.49, 62.84' LT	8" WM	Possible conflict with proposed signal mast arm	Y	49,50,51, 52,53,54, 55,56,57, 58	To be Relocated	
7	City of LaBelle	96+66.99, 41.85' RT	4" FM	Possible conflict with proposed pedestrian signal	Y	18,19,20, 21,22	VVH Exploratory	
8	City of LaBelle	96+97.78, 118.34' LT	8" WM	Possible conflict with proposed light pole	Y	42,43,44	Spread footer foundation	
9	City of LaBelle	97+13.26, 44.36' LT	12" WM, 4" FM	Possible conflict with proposed pedestrian signal	Y	82,83	VVH Exploratory	
10	City of LaBelle	97+84.20, 44.18' LT	12" WM	Possible conflict with proposed light pole	Y	71,72,73, 74	Monitor & Protect	
11	City of LaBelle	106+09.88, 55.53' LT	12" WM	Possible conflict with proposed multi-post sign	Y	66,67,68, 69,70	Monitor & Protect	

FPID:	447878-1-52-01	Description:	SR 80 from N of Captain Hendry Dr to W of Forrey Dr	This matrix was created by Florida Transportation Engineering to assist the UAO's in identifying conflicts between the UAO's facilities and proposed roadway construction.Florida Transportation Engineering accepts no liability for conflicts overlooked for this report. Each UAO or designee is responsible to perform a detailed and comprehensive plans review for conflict analysis.
Phase #:	IIR	Plans Date:	6/19/2025	
Preparer:	Kaiwen Chen			
Date:	6/19/2025			

Conflict #	Utility Agency/ Owner (UAO)	Station/Offset (From C/L)	Facility Description (Material, Type, Number, Size)	Conflict Description (Possible or Actual)	VVH (Y/N)	Test Hole VVH #	Suggested Conflict Resolution	Resolved Status
1	Crown Castle	96+00.09, 47.23' LT	OT	Possible conflict with proposed mast arm.				
2	Crown Castle	96+64.49, 62.84' LT	OT	Possible conflict with proposed horizontal mast arm				
3	Crown Castle	97+84.20, 44.18' LT	OT	Possible conflict with proposed light pole				

FPID:	447878-1-52-01	Description:	SR 80 from N of Captain Hendry Dr to W of Forrey Dr
Phase #:	IIR	Plans Date:	6/19/2025
Preparer:	Kaiwen Chen		
Date:	6/19/2025		

This matrix was created by Florida Transportation Engineering to assist the UAO's in identifying conflicts between the UAO's facilities and proposed roadway construction.Florida Transportation Engineering accepts no liability for conflicts overlooked for this report. Each UAO or designee is responsible to perform a detailed and comprehensive plans review for conflict analysis.

Conflict #	Utility Agency/ Owner (UAO)	Station/Offset (From C/L)	Facility Description (Material, Type, Number, Size)	Conflict Description (Possible or Actual)	VVH (Y/N)	Test Hole VVH #	Suggested Conflict Resolution	Resolved Status
1	FPL	97+84.20, 44.18' LT	OE - 120V/240V	Possible conflict with proposed light pole				
2	FPL	96+33.48, 40.72' LT	OE - 120V/240V	Possible conflict with proposed light pole				
3	FPL	96+64.49, 62.84' LT	OE - 120V/240V	Possible conflict with proposed horizontal mast arm				
4	FPL	96+00.09, 47.23' LT	OE - 120V/240V	Possible conflict with proposed mast arm.				

FPID:	447878-1-52-01	Description:	SR 80 from N of Captain Hendry Dr to W of Forrey Dr	This matrix was created by Florida Transportation Engineering to assist the UAO's in identifying conflicts between the UAO's facilities and proposed roadway construction.Florida Transportation Engineering accepts no liability for conflicts overlooked for this report. Each UAO or designee is responsible to perform a detailed and comprehensive plans review for conflict analysis.				
Phase #:	IIR	Plans Date:	6/19/2025					
Preparer:	Kaiwen Chen							
Date:	6/19/2025							

Conflict #	Utility Agency/ Owner (UAO)	Station/Offset (From C/L)	Facility Description (Material, Type, Number, Size)	Conflict Description (Possible or Actual)	VVH (Y/N)	Test Hole VVH #	Suggested Conflict Resolution	Resolved Status
1	TECO	95+96.76, 45.36' RT	4" GM	Possible conflict with proposed pedestrian signal	Y	77,78,79	VVH Exploratory	
2	TECO	96+54.57, 53.91' RT	4" GM	Possible conflict with proposed signal mast arm	Y	9,10,11,12,13,14,15,16,17	VVH Exploratory	
3	TECO	96+66.99, 41.85' RT	4" GM	Possible conflict with proposed pedestrian signal	Y	19,20,21,22	VVH Exploratory	
4	TECO	96+88.67, 42.52' RT	4" GM	Possible conflict with proposed pedestrian signal	Y	27,28,29,30,31	VVH Exploratory	
5	TECO	97+03.63, 41.50' RT	4" GM	Possible conflict with proposed signal mast arm	Y	32,33,34,35,36,37,38,39,40,41	VVH Exploratory	

SECTION J ACCESS MANAGEMENT STUDY

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT ONE TRAFFIC OPERATIONS

ACCESS MANAGEMENT STUDY
SR 80
from N of Captain Hendry Drive to W of Forrey Drive

(Section 07010000, M.P. 7.750 to M.P. 10.509)
Hendry County
FPID 447878-1-32-02

Prepared For:
FDOT District One
801 North Broadway Avenue
Bartow, Florida 33830

Prepared By:
VIBENGINEERING, INC.
6914 West Linebaugh Avenue
Tampa, Florida 33625

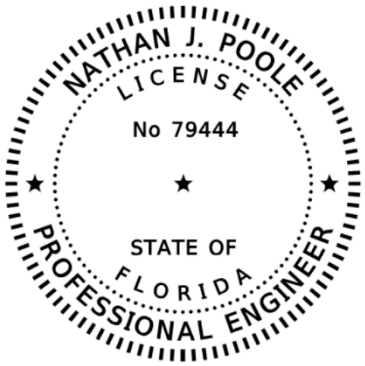
March 2024

Final

ACCESS MANAGEMENT STUDY
SR 80
from N of Captain Hendry Drive to W of Forrey Drive
(Section 07010000, M.P. 7.750 to M.P. 10.509)
Hendry County
FPID 447878-1-32-02

Prepared By:
VIBENGINEERING, INC.
6914 West Linebaugh Avenue
Tampa, Florida 33625

This item has been digitally signed and sealed by Nathan J. Poole, PE on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.



Date:	March 4, 2024
Fla. License No.:	79444
Firm Name:	VIBEngineering, Inc.
Firm Address:	6914 West Linebaugh Avenue
City, State, Zip Code:	Tampa, FL 33625

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Appendix B – AADT Report
Appendix C – TMC Data and PSCF
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Appendix J – AutoTURN Analysis
Appendix K – Traffic Volume Worksheets and Reassigned Traffic Volume Diagrams
Appendix L – Synchro Reports
Appendix M – B/C Analysis Form and Engineer's Estimates

LIST OF ACRONYMS

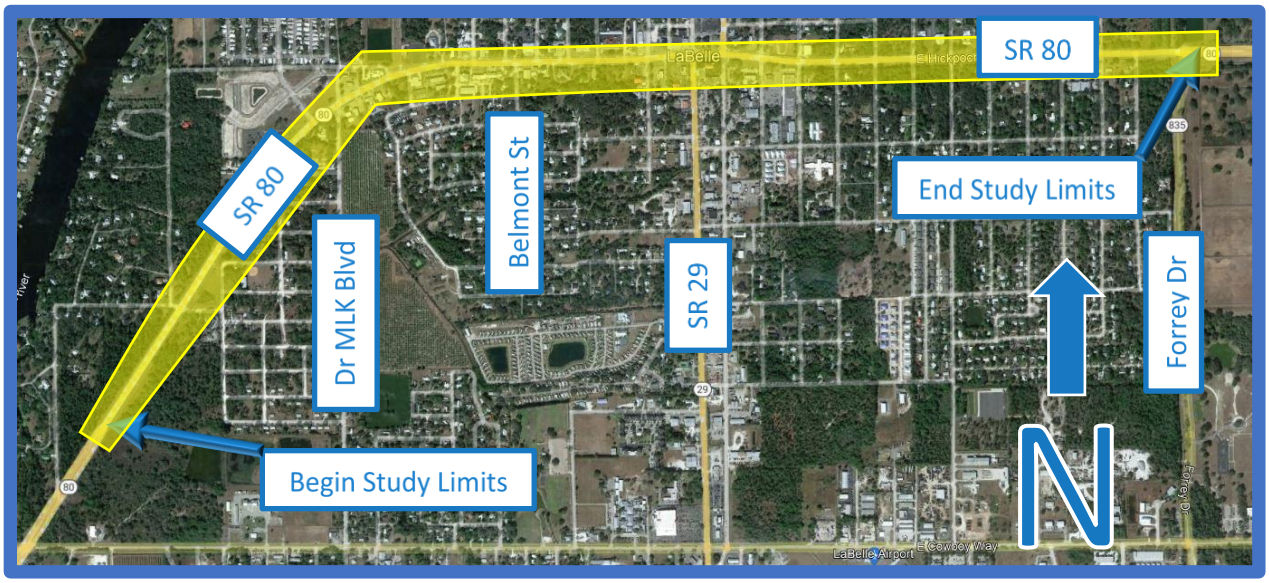
AASHTO .....American Association of State Highway and Transportation Officials
AADT ..... Annual Average Daily Traffic
B/C ..... Benefit to Cost
FDM .....FDOT Design Manual
FDOT ..... Florida Department of Transportation
FHWA.....Federal Highway Administration
mph ..... miles per hour
MUTCD ..... Manual on Uniform Traffic Control Devices
MUTS .....Manual on Uniform Traffic Studies
MVMT .....Million Vehicle Miles Traveled
PSCF .....Peak-Season Correction Factor
PTMS .....Portable Traffic Monitoring Site
TEM .....Traffic Engineering Manual
TMC.....Turning Movement Count

1.0 INTRODUCTION

VIBEngineering, Inc. (VIBE) was retained on behalf of the Florida Department of Transportation (FDOT) to conduct an Access Management Study for FPID 447878-1-52-01 in LaBelle, Florida. The project limits on SR 80 are from north of Captain Hendry Drive (MP 8.273) to west of Forrey Drive (MP 10.390); however, the study limits, which exceed the project limits, are from north of Captain Hendry Drive (MP 7.750) to east of Forrey Drive (MP 10.509). The intent of the study was to review the existing safety and operations within the study limits and determine the appropriate median openings and street connections. Figure 1 shows the location of the study area.

The analysis methods used in completing this study are consistent with the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD), FDOT's Manual on Uniform Traffic Studies (MUTS), FDOT's Traffic Engineering Manual (TEM), the 2023 FDOT Design Manual (FDM), and engineering judgment. This document contains existing conditions, turning movement counts, crash data, a benefit to cost (B/C) analysis, and final recommendations with turn lane queue analysis.

Figure 1: Study Area



2.0 EXISTING CONDITIONS

SR 80 is an east-west roadway that extends from the City of Ft Myers to the City of Clewiston. The section of SR 80 within the study limits begins north of Captain Hendry Drive (MP 7.750) and ends east of Forrey Drive (MP 10.509), is approximately 2.8 miles in length, and consists of two roadway sections. The first section is approximately 0.5 miles long and consists of a 5-lane undivided roadway with a 14-foot outside travel lane, a 12-foot inside travel lane, a 14-foot two-way left-turn lane, and a 5-foot sidewalk on both sides; a design speed of 55 miles per hour (mph); and a posted speed limit of 50 mph. The second section is approximately 2.3 miles long and consists of a 5-lane undivided roadway with 11-foot travel lanes, a 14-foot two-way left-turn lane, a 4-foot bicycle lane, and a 5-foot sidewalk on both sides; design speeds of 35 mph and 45 mph; and posted speed limits of 35 mph, 40 mph, and 45 mph.

The SR 80 roadway segment has multiple context classifications consisting of C2, C2T, and C3C with access classifications of Class 3 (restrictive median type) and Class 6 (non-restrictive median type). Table 1 summarizes the existing conditions for the study segment. A straight-line diagram is included in Appendix A.

Table 1: Existing Conditions Summary

Feature	Description
Main Street	• SR 80
Study Limits	• From N of Captain Hendry Drive to East of Forrey Drive
Area Location	• City of LaBelle, Hendry County, Florida
SR 80	• Cross Sections: ◦ 5-lane undivided roadway with 14-foot outside travel lanes, 12-foot inside travel lanes, 14-foot two-way left-turn lane, and type F curb and gutter ◦ 5-lane undivided roadway with 11-foot travel lanes, 14-foot two-way left-turn lane, and type F curb and gutter • Access: Class 3 and Class 6 • Context Classification: C2 – Rural, C2T – Rural Town, and C3C – Suburban Commercial • Posted Speed Limit: 35mph, 40 mph, 45 mph, and 50 mph • AADT: 14,500 to 23,000 vehicles per day (Source: FDOT - 2022) • Sidewalks: Both sides of SR 80 for the entire study limits • Street Lighting: Present for most of study limits with a mixture of lighting on both sides and south side only • Signalized Intersections: At Main Street, at Bridge Street, and at Lee Street. Proposed at Dr. Martin Luther King Jr Boulevard.

2.1 Data Collection

The following information was used for the purpose of this study:

- AADT from Florida Traffic Online
- 8-hour turning movement counts (TMCs)
- Signal timings
- Crash data from January 2018 to December 2022

2.1.1 AADT Data

The FDOT's Florida Traffic Online was used to determine the average annual daily traffic (AADT) volume along SR 80. On FDOT's Florida Traffic Online, Portable Traffic Monitoring Sites (PTMSs) number 07-5000, 07-5002, 07-0011, 07-5003, and 07-0013 were used to determine the AADT range of 14,500 to 23,000 within the study limits in 2022. In addition, the T-Factor was determined to range from 8.1 to 16.2. The AADT report containing this data is shown in Appendix B.

2.1.2 TMC Data

Vehicle TMCs were obtained at 30 side streets and driveways in 2023 on July 11th, 13th, 18th, 19th, 20th, and 27th for the AM peak hour (6:00 AM to 10:00 AM) and the PM peak hour (3:00 PM to 7:00 PM). The 2022 FDOT Peak Season Correction Factor (PSCF) for Hendry County for these dates ranged from 1.09 to 1.11. For simplicity purposes, a PSCF of 1.11 was used for all collected TMCs. The raw peak hour vehicle TMCs and PSCF can be found in Appendix C. The peak season volumes for the AM peak period and the PM peak period can be found in Appendix D.

2.1.3 Signal Timings

The FDOT provided the signal timings for the signalized intersections of SR 80 at Main Street (SR 29), SR 80 at Bridge Street (SR 29), and SR 80 at Lee Street. Because the signalized intersection of SR 80 at Shady Oaks Avenue / Dr Martin Luther King Boulevard is being proposed within this project, the signal timings used were based on engineering judgement. The signal timings sheets are included in Appendix E.

2.1.4 Crash Data

Crash data from the University of Florida's Signal Four Analytics from January 2018 to December 2022 was obtained. The crash data was analyzed to remove crashes that were not applicable, such as crashes in parking lots and on side streets. According to the crash data, there were a total of 189 crashes within the study limits over the 60-month period. Of the 189 crashes, 51 (27%) were left-turn collisions, 43 (23%) were rear-end collisions, 31 (16%) were sideswipe collisions, 28 (15%) were angle crashes, 9 (5%) were pedestrian collisions, 7 (3%) were right-turn collisions, 6 (3%)

were classified as other, 4 (2%) were off-road collisions, 4 (2%) were head-on collisions, 3 (2%) were rollover collisions, 2 (1%) were animal collisions, and 1 (1%) was a bicycle collision. The angle and left-turn crashes were concentrated at the signalized and unsignalized intersections on SR 80 between Lashley Street and Missouri Street. There were four fatalities and 9 incapacitating injuries within the 189 crashes.

The average crash rate for the study limits was calculated based on the number of crashes per million vehicle miles traveled (MVMT). An AADT volume of 18,750 was used, which is the median between the peak AADT of 23,000 vehicles and low AADT of 14,500 within the study limits. This resulted in a crash rate of 1.973, which is less than the statewide average of 7.34017 crashes/MVMT for similar urban five-lane two-way undivided segments in 2019. A summary of the crash data is provided in Table 2 and the provided crash data is included in Appendix F. In addition, Collision Diagrams for the study limits were prepared and are included in Appendix G.

Table 2: Crash Data

Crash Information		Crash Year					Total	Percent
		2018	2019	2020	2021	2022		
Collision Type	Other	1	2	1	1	1	**6**	**3%**
	Left Turn	11	14	8	5	13	**51**	**27%**
	Pedestrian	4	0	2	1	2	**9**	**5%**
	Rear-End	10	6	10	6	12	**43**	**23%**
	Angle	8	9	3	1	7	**28**	**15%**
	Right-Turn	2	3	1	0	1	**7**	**3%**
	Head-On	2	0	0	0	2	**4**	**2%**
	Off-Road	2	1	1	0	0	**4**	**2%**
	Rollover	0	1	1	1	0	**3**	**2%**
	Sideswipe	3	4	7	5	12	**31**	**16%**
	Bicycle	0	1	0	0	0	**1**	**1%**
	Animal	0	2	0	0	0	**2**	**1%**
Total		42	43	34	20	50	**189**	
Injury Severity	Fatality	2	0	1	1	0	**4**	**2%**
	Injury	8	11	15	7	12	**53**	**28%**
	Property Damage Only	32	32	18	12	38	**132**	**70%**
Lighting Condition	Daytime	32	34	28	16	37	**147**	**78%**
	Night	10	9	6	4	13	**42**	**22%**
Surface Condition	Dry	37	37	33	19	48	**174**	**92%**
	Wet	5	6	1	1	2	**15**	**8%**
Crash Rate (Crashes/MVMT)		**1.973**						

3.0 RECOMMENDATIONS

Using the collected data and the desire to establish a divided roadway, the Roadway Access Classifications were reviewed, a recommended typical section was prepared, a proposed Access Management Plan was developed, and a B/C analysis was completed.

3.1 Proposed Roadway Access Classification

Based on the collected data and the desire to establish a divided roadway, it is recommended the Roadway Access Classification be changed from Class 6 (non-restrictive median type) to Class 3 (restrictive median type) from MP 8.068 to MP 8.260 and from MP 10.386 to MP 10.388. From MP 8.260 to MP 10.386, it is recommended the Roadway Access Classification be changed from Class 6 (non-restrictive median type) to Class 5 (restrictive median type). The summary of the segments is shown in Table 3. It should be noted that this results in some segments not conforming to Table 3 in the FDOT Access Management Guidebook (November 2019), which indicates Class 5 should not be used for Context Classification C3C Suburban Commercial. For these segments, it is recommended they be reviewed for potentially being changed to Context Classification C2T Rural Town based on the change in development in the area.

Table 3: Roadway Segment Summary

Segment		Context Classification	Posted Speed Limit	Access Management Classification		Proposed Median Opening Spacing	
Begin	End			Existing	Proposed	Directional	Full / Traffic Signal
MP 7.750	MP 7.790	C2	55	Class 3	Class 3	1,320	2,640
MP 7.790	MP 8.051	C2	50	Class 3	Class 3	1,320	2,640
MP 8.051	MP 8.068	C3C	50	Class 3	Class 3	1,320	2,640
MP 8.068	MP 8.260	C3C	50	Class 6	Class 3	1,320	2,640
MP 8.260	MP 8.895	C3C	40	Class 6	Class 5	660	1,320
MP 8.895	MP 9.000	C2T	40	Class 6	Class 5	660	1,320
MP 9.000	MP 9.354	C2T	35	Class 6	Class 5	660	1,320
MP 9.354	MP 9.358	C3C	35	Class 6	Class 5	660	1,320
MP 9.358	MP 9.630	C2T	35	Class 6	Class 5	660	1,320
MP 9.630	MP 10.000	C2T	40	Class 6	Class 5	660	1,320
MP 10.000	MP 10.386	C2T	50	Class 6	Class 5	660	1,320
MP 10.386	MP 10.388	C3C	50	Class 6	Class 3	1,320	2,640
MP 10.388	MP 10.466	C3C	50	Class 3	Class 3	1,320	2,640
MP 10.466	MP 10.509	C3C	60	Class 3	Class 3	1,320	2,640

3.2 Proposed Typical Section

The proposed typical sections for the SR 80 corridor will consist of a raised median and a left-turn lane with a traffic separator between the left-turn lane and the adjacent opposing lane. The proposed typical section for the raised median section of roadway is comprised of four 11-foot lanes and two 5-foot bicycle lanes contained within type F curb and separated by a 12-foot wide median with type B curb. The proposed typical section for the left-turn lane section of roadway is comprised of four 11-foot lanes, a 10-foot left-turn lane, and two 5-foot bicycle lanes contained within type F curb and separated by a 2-foot type I concrete traffic separator. The proposed typical sections can be found in Appendix H.

3.3 Proposed Access Management Plan

3.3.1 Median Openings and Spacing Requirements

With the recommended changes in Access Management Classification, the corridor was analyzed for potential median opening locations. When determining the proposed locations, the analysis took into consideration the spacing requirements defined in the FDOT Access Management Guidebook (November 2019), the existing roadway grid network providing alternate routing, the existing peak season turning movement volumes, the crash history along the corridor, the proposed signalization of SR 80 at Shady Oaks Avenue / Dr Martin Luther King Boulevard, and prioritizing access to the public side streets over private driveways. In addition, the design vehicles taken into consideration were the SU-40 (Delivery Truck) and the Passenger Vehicle for left-turn movements and U-turn movements, respectively. Through the analysis, seven directional median openings and nine full median openings and signalized intersections were identified. The proposed directional median opening spacing is summarized in Table 4 and the proposed full median opening / signal spacing is summarized in Table 5.

As shown in Table 4, the spacing between the following openings does not meet the 660-foot minimum spacing requirement for directional median openings:

- Shady Oaks Avenue directional opening and Lashley Street directional opening
- Hardee Street directional opening and Belmont Street full opening
- Belmont Street full opening and Hendry Street directional opening

Because the directional openings are for differing directions, do not result in sub-standard turn lane lengths, and do not cause sight distance concerns, the deficient spacing is not anticipated to cause any safety or operational concerns for the traveling public.

As shown in Table 5, the spacing between the following openings does not meet the 1,320-foot minimum spacing requirement for full median openings and signalized intersections:

- Main Street (SR 29) signalized intersection and Bridge Street (SR 29) signalized intersection

- Bridge Street (SR 29) signalized intersection and Lee Street signalized intersection
- Fort Thompson Avenue / Davis Street full opening and Forrey Drive full opening

The signalized intersections at Main Street (SR 29), Bridge Street (SR 29), and Lee Street are existing to remain. While the Fort Thompson Avenue / Davis Street full opening is deficient, a full opening is recommended at this location as it provides adequate connectivity to the roadway grid network to the north and south of SR 80. In addition, the volumes being projected for the intersection are relatively low and there is no existing crash pattern at the intersection based on the collected crash data. The deficient spacing is not anticipated to cause any safety or operational concerns for the traveling public at the Fort Thompson Avenue / Davis Street full opening or the Forrey Drive full opening.

Concept Plans for the proposed Access Management Plan can be found in Appendix I.

3.3.2 AutoTURN Analysis

An AutoTURN analysis was performed for each proposed median opening using the proposed design vehicles. At the proposed signalization of SR 80 at Shady Oaks Avenue / Dr Martin Luther King Boulevard, the eastbound and westbound U-turn movements could not be completed concurrently due to the overlapping vehicle paths. Because of this, it is recommended these U-turn movements be restricted. Alternative routes to the affected parcels are provided through other median openings and/or other driveway connections. The AutoTURN analysis for each median opening can be found in Appendix J.

3.3.3 Turning Movement Reassignment

Turning movements from the side streets and driveways were reassigned based on the proposed Access Management Plan. This typically consisted of left-turning vehicles being reassigned as right-turning vehicles to enter SR 80 and U-turning at the nearest median opening or utilizing the grid network to the nearest side street that permits left turns. The eastbound and westbound U-turns are still shown at SR 80 at Shady Oaks Avenue / Dr Martin Luther King Boulevard to indicate the anticipated impact of restricting these U-turn movements. The traffic volume worksheets and reassigned traffic volume diagrams can be found in Appendix K.

Table 4: Proposed Directional Median Opening Spacing

Intersection	Mile Post	Access Type	Directional Spacing		Meets Standard	10% Deviation	Does Not Meet Standard
			Proposed	Required			
James Singleton Pl / Captain Hendry Dr	8.068	Full	2,160’	1,320’	✓		
Miller Ave	8.403	Directional (WB)	720’	660’	✓		
Shady Oaks Ave / Dr MLK Blvd	8.595	Full (Signal)	650’	660’		✓	
Shady Oaks Ave	8.721	Directional (EB)	210’	660’			✓
Lashley St	8.760	Directional (WB)	740’	660’	✓		
Hardee St	8.897	Directional (EB)	460’	660’			✓
Belmont St	8.985	Full (No EB)	590’	660’			✓
Hendry St	9.095	Directional (EB)	1,380’	660’	✓		
Main St	9.355	Full (Signal)	N/A				
Bridge St	9.422	Full (Signal)	N/A				
Lee St	9.500	Full (Signal)	N/A				
Riverview St	9.660	Directional (EB / WB)	1,270’	660’	✓		
Elm St	9.898	Full	850’	660’	✓		
Calhoun St	10.058	Directional (WB)	810’	660’	✓		
Fort Thompson Ave / Davis St	10.213	Full	N/A				
Forrey Dr	10.390	Full	N/A				

Table 5: Proposed Full Median Opening / Signal Spacing

Intersection	Mile Post	Access Type	Directional Spacing		Meets Standard	10% Deviation	Does Not Meet Standard
			Proposed	Required			
James Singleton Pl / Captain Hendry Dr	8.068	Full	2,880’	2,640’	✓		
Shady Oaks Ave / Dr MLK Blvd	8.595	Full (Signal)	2,060’	1,320’	✓		
Belmont St	8.985	Full (No EB)	1,970’	1,320’	✓		
Main St	9.355	Full (Signal)	340’	1,320’			✓
Bridge St	9.422	Full (Signal)	430’	1,320’			✓
Lee St	9.500	Full (Signal)	2,110’	1,320’	✓		
Elm St	9.898	Full	1,660’	1,320’	✓		
Fort Thompson Ave / Davis St	10.213	Full	930’	1,320’			✓
Forrey Dr	10.390	Full	930’	1,320’			✓

3.3.4 Required Turn Lane Length Analysis

The Synchro 95th percentile lengths for the reassigned traffic in the AM peak period and PM peak period were utilized to determine the queuing at signalized intersections. The Synchro analysis was built from the existing signal operations and the reassigned traffic volumes. Once built, the signal timings were optimized using Synchro. For unsignalized locations, the projected queues were determined per American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Street, 6th Edition, 2011, Chapter 9.7.2. A 25-foot design vehicle was utilized, with the queue rounded up to the nearest whole design vehicle. Per FDOT FDM Section 212.14.2, a minimum queue length of 50 feet was utilized for intersections within Context Classification C2 and 100 feet was utilized for intersections within Context Classifications C2T and C3C. The resulting required turn lane lengths are shown in Table 6. The Synchro queue reports can be found in Appendix L.

Table 6: Turn Lane Length Analysis

Intersection	Mile Post	Control Type	Turn Lane	Future Required Turn Lane Length				Existing Turn Lane Length	Proposed Turn Lane Length
				Queue Projections*		Deceleration / Taper Length**	Total Required Turn Lane Length		
				AM	PM				
James Singleton Pl / Captain Hendry Dr	8.068	TWSC	EBL	50' (0.1 veh)	50' (0.1 veh)	240'	290'	**N/A**	**290'**
			WBL	50' (0.1 veh)	50' (0.1 veh)	240'	290'	**N/A**	**290'**
Miller Ave	8.403	TWSC	WBL	100' (0.7 veh)	100' (1.1 veh)	185'	235'	**N/A**	**285'**
Shady Oaks Ave / Dr MLK Blvd	8.595	Signalized	EBL	100' (14')	100' (12')	185'	285'	**235'**	**285'**
			WBL	100' (10')	100' (24')	185'	285'	**235'**	**285'**
Shady Oaks Ave	8.721	TWSC	EBL	100' (0.1 veh)	100' (0.2 veh)	185'	285'	**N/A**	**285'**
Lashley St	8.760	TWSC	WBL	100' (2.0 veh)	100' (2.4 veh)	185'	285'	**N/A**	**285'**
Hardee St	8.897	TWSC	EBL	100' (0.7 veh)	100' (1.1 veh)	185'	285'	**N/A**	**285'**
Belmont St	8.985	TWSC	WBL	100' (3.6 veh)	75' (2.8 veh)	145'	245'	**N/A**	**245'**
Hendry St	9.095	TWSC	EBL	100' (1.0 veh)	100' (1.2 veh)	145'	245'	**N/A**	**245'**
Main St	9.355	Signalized	EBL	75' (53')	100' (77')	145'	245'	**325'**	**325'**
			WBL	75' (55')	100' (90')	145'	245'	**185'**	**185'**
Bridge St	9.422	Signalized	EBL	75' (62')	175' (169')	145'	320'	**185'**	**185'**
			WBL	100' (37')	100' (25')	145'	245'	**275'**	**275'**
Lee St	9.500	Signalized	EBL	100' (10')	100' (12')	145'	245'	**275'**	**275'**
			WBL	100' (20')	100' (27')	145'	245'	**305'**	**305'**
Riverview St	9.660	TWSC	EBL	100' (0.6 veh)	100' (1.4 veh)	145'	245'	**N/A**	**245'**
			WBL	100' (0.3 veh)	100' (0.2 veh)	185'	285'	**N/A**	**285'**
Elm St	9.898	TWSC	EBL	100' (0.4 veh)	100' (0.7 veh)	185'	285'	**N/A**	**285'**
			WBL	100' (0.1 veh)	100' (0.2 veh)	185'	285'	**N/A**	**285'**
Calhoun St	10.058	TWSC	WBL	100' (0.1 veh)	100' (0.3 veh)	185'	285'	**N/A**	**285'**
Fort Thompson Ave / Davis St	10.213	TWSC	EBL	100' (0.4 veh)	100' (0.4 veh)	185'	285'	**N/A**	**285'**
			WBL	100' (0.1 veh)	100' (0.3 veh)	185'	285'	**N/A**	**285'**
Forrey Dr	10.390	TWSC	WBL	100' (0.6 veh)	100' (0.4 veh)	290'	390'	**365'**	**390'**

* Rounded up to nearest whole vehicle. 50-foot minimum queue for Context Classification C2 intersections and 100-foot minimum queue for Context Classification C2T and C3C intersections.

** Per FDOT FDM Exhibit 212-1

3.4 Benefit-Cost Analysis

A B/C analysis was performed for the Access Management Plan. The B/C analysis was conducted to evaluate the effectiveness of the proposed improvements in reducing crashes within the study corridor. A review of the crash data from University of Florida's Signal Four Analytics from January 2018 to December 2022 indicated 43 crashes would be correctable with the recommended Access Management Plan. This is because the proposed improvements will restrict the movements that caused these crashes. The annual benefit of $971,679.60 was calculated based on the FDOT average crash costs for a five-lane undivided urban roadway as indicated in FDOT FDM Table 122.6.1. For the roadway type, the average crash cost is $112,896. The cost for the improvements is $3,147,346.30 or $238,047.91 annually. The annual cost is based on a 20-year service life for roadway improvements and a 6-year service life for signing and pavement markings improvements. This estimate includes roadway, signing and pavement markings, maintenance of traffic, mobilization, and project unknown costs. The B/C Analysis Calculations Form and the construction cost estimate are included in Appendix M.

The proposed improvements provide the following results:

- Number of Crashes Potentially Reduced: 43 (8.6 annually)
- Annual Monetary Value of Benefits: $971,679.60
- Annual Monetary Value of Cost: $238,047.91
- B/C ratio: 4.08

APPENDIX A

Straight-Line Diagram

	5 YR INV	SLD REV
DATE	10/16/2020	11/10/2020
BY	FTE	FTE

BMP	EMP	INV	SLD REV
000.000	029.830	06/17/2021 FTE	06/17/2021 FTE
022.489	028.854	10/16/2020 FTE	11/10/2020 FTE
017.614	022.887	10/16/2020 FTE	11/10/2020 FTE
000.000	006.284	02/06/2023	2/10/23 (439431-1-52-01/02)

FLORIDA DEPARTMENT OF TRANSPORTATION FDOT

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12		SR 80/SR 29	HENDRY	01	07010000	2 OF 8

4.0 5.0 6.0

ROADWAY FEATURES

4.000 OUTSIDE CITY & URBAN
*|<=SR 80
*|<SR 80

MURRAY RD 4.472

PHILLIPS RD 4.723

HELMS RD 5.986

LANE WIDTHS ARE AVERAGED

4.000 147.0' - 48.0'
4 - 12.0' RDWY
64.0 VEG MED
5.0' PVD SHLD1 - LT
6.0' PVD SHLD1 - RT
2 - 12.0' LWN SHLD2

ROADWAY COMPOSITION

4.000 28/FC-3
28/FC-3

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

4.214 1 - 18" X 82' CC
4.304 1 - 18" X 86' CC
4.630 1 - 18" X 84' CC
4.837 1 - 18" X 64' CC
5.046 1 - 18" X 96' CC
5.274 1 - 18" X 80' CC
5.597 1 - 18" X 80' CC
5.695 1 - 5' X 4' X 204' CBC
5.978 1 - 18" X 82' CC

DISTRICT USE

SIS 4.000 CORRIDOR

FUN CLASS 4.000 RURAL PRIN ART OTHER

6.0 7.0 8.0

ROADWAY FEATURES

6.000 OUTSIDE CITY & URBAN
*|<=SR 80
*|<SR 80

GRANDMAS GROVE RV 6.365

GROVE CR

GRANDMAS

HUGGETS RD 6.691

WALMART 6.678

BEN MOORE DR 6.872

7.142 INSIDE URBAN, OUTSIDE CITY
* LABELLE-PORT LABELLE
*|<=SR 80
*|<SR 80

PARK LN 7.184

BIG PINE LN 7.258

PALM LN 7.349

CREEK

PLANT

FT DENAUD RD 7.470

COWBOY WAY/CR 80A

80A

7.608 INSIDE CITY, AND URBAN
* LABELLE
* LABELLE-PORT LABELLE
*|<=SR 80
*|<SR 80

CAPTAIN HENDRY DR 7.574

7.863 INSIDE URBAN, OUTSIDE CITY
* LABELLE-PORT LABELLE
*|<=SR 80
*|<SR 80

MP 7.750 - Begin Study Limits

LANE WIDTHS ARE AVERAGED

6.000 147.0' - 48.0'
4 - 12.0' RDWY
64.0 VEG MED
5.0' PVD SHLD1 - LT
6.0' PVD SHLD1 - RT
2 - 12.0' LWN SHLD2

6.284 145.0' - 48.0'
4 - 12.0' RDWY
64.0 VEG MED
5.0' PVD SHLD1 - LT
4.0' PVD SHLD1 - RT
2 - 12.0' LWN SHLD2

6.525 142.0' - 48.0'
4 - 12.0' RDWY
65.0 VEG W/ GRD MED
2 - 5.0' PVD SHLD1
12.0' LWN SHLD2 - LT
7.0' LWN SHLD2 - RT

6.583 142.0' - 48.0'
4 - 12.0' RDWY
65.0 VEG W/ GRD MED
2 - 5.0' PVD SHLD1
7.0' LWN SHLD2 - LT
12.0' LWN SHLD2 - RT

6.632 147.0' - 48.0'
4 - 12.0' RDWY
65.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

6.762 149.0' - 26.0'L+24.0'R
2 - 13.0'L + 2 - 12.0'R RDWY
65.0 VEG MED
2 - 5.0' PVD SHLD1
2 - 12.0' LWN SHLD2

6.801 115.0' - 26.0'L+24.0'R
2 - 13.0'L + 2 - 12.0'R RDWY
61.0 VEG MED
2 - 2.0' C&G SHLD1

6.872 98.0' - 52.0'
4 - 13.0' RDWY
42.0 VEG MED
2 - 2.0' C&G SHLD1

7.184 95.0' - 52.0'
4 - 13.0' RDWY
39.0 VEG MED
2 - 2.0' C&G SHLD1

7.750 71.0' - 52.0'
4 - 13.0' RDWY
15.0 PVD MED
2 - 2.0' C&G SHLD1

7.823 68.0' - 52.0'
4 - 13.0' RDWY
12.0 PAVED TURN LANE (TWLTL/TURN) MED
2 - 2.0' C&G SHLD1

ROADWAY COMPOSITION

6.000 28/FC-3
28/FC-3

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=17°00'00.00"
D=1°00'00.00
PC=7.033
PI=7.195
PT=7.355

B=N33°40'00"E

STRUCTURE DESCRIPTION

6.294 1 - 18" X 80' CC

6.427 1 - 18" X 106' CC

6.568 #0062 79.2' BR 6.583
#0063 79.2' BR 6.568 6.583

6.615 1 - 18" X 75' CC

6.715 1 - 18" X 114' CC

7.368 #0069 26.4' CB 7.373

DISTRICT USE

SIS 6.000 CORRIDOR

FUN CLASS 6.000 RURAL PRIN ART OTHER | 7.142 URBAN PRIN ART OTHER

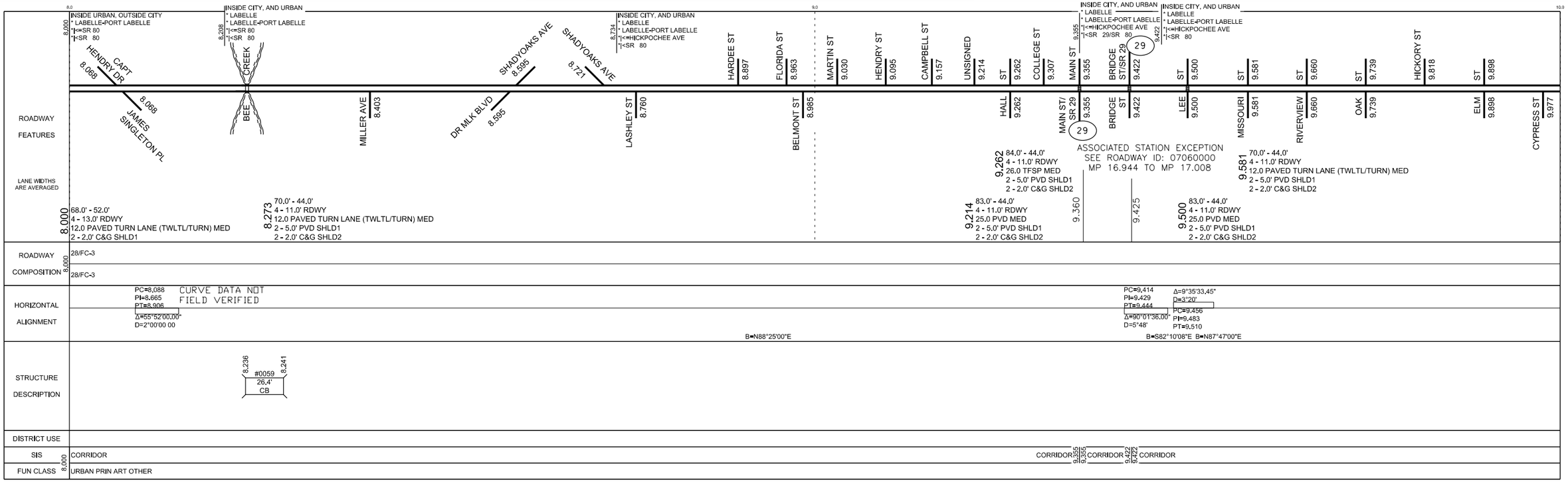
Version: 1.4.2.27 02/08/2023

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	10/16/2020	11/10/2020	000.000	029.830	06/17/2021 FTE	06/17/2021 FTE
BY	FTE	FTE	022.489	028.854	10/16/2020 FTE	11/10/2020 FTE
			017.614	022.887	10/16/2020 FTE	11/10/2020 FTE

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
12		SR 80/SR 29	HENDRY	01	07010000	3 OF 8



Version: 1.4.2.27 02/08/2023

APPENDIX B
AADT Report

FLORIDA DEPARTMENT OF TRANSPORTATION
2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 07 HENDRY

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0001		SR 80 W OF SR 25/80/US 27, WHIDDEN CORNER, HENDR	E	4200E	W	4100E	8300	F	9.5	57.5F	21.7P
0002		SR 25/80/US 27, E OF SR 80, WHIDDEN CORNER, HEND	W	9100	E	8800	17900	C	9.5	57.5F	32.2A
0003		CR 720, N OF US 27 - CLEWISTON/HENDRY		E		E	800	E	9.5	57.5F	20.1F
0004		SR 25/80/US 27, EAST OF RR, WEST OF CLEWISTON	W	10500E	E	10500E	21000	F	9.5	57.5F	27.3P
0006		SR 29, N OF CALOOSAHATCHEE RIVER & S OF CR 78	N	8500	S	8800	17300	C	9.0	57.5F	17.4A
0008		SR 29, NORTH OF COLLIER COUNTY LINE CC59	N	3000	S	3100	6100	C	9.5	57.5F	25.0A
0010		SR-25/US-27, N OF SR 80	N	6200	S	6200	12400	C	9.5	57.5F	40.8A
0011		SR 80, WEST OF SR 29/BRIDGE STREET, LABELLE	E	11500E	W	11500E	23000	F	9.0	57.5F	8.1P
0013		SR 80, EAST OF FORD RD/CITY DITCH RD LABELLE	E	7200	W	7300	14500	C	9.0	57.5F	15.6A
0015		SR 25/80/US 27, W OF NURSERY RD CLEWISTON	W	10500E	E	11000E	21500	F	9.0	57.5F	23.7P
0019		SR 80, EAST OF CR 78A	E	10500	W	10500	21000	C	9.5	57.5F	19.0A
0021		SR 25/80/US 27, AT PALM BEACH/HENDRY COUNTY LINE	N	9900	S	9600	19500	C	9.5	57.5F	31.2A
0022		SR 29, SOUTH OF BRIDGE STREET (TRUCK RTE), LABEL	N	4900	S	5100	10000	C	9.0	57.5F	18.5A
0023		SR 29, N OF CR 80A/COWBOY WAY LABELLE	N	4000E	S	4600E	8600	F	9.0	57.5F	9.2P
0024		SR 29, SOUTH OF DUDA PACKINGHOUSE ROAD	N	3100E	S	3200E	6300	F	9.5	57.5F	18.5P
0025		SR 29, SOUTH OF SEARS ROAD	N	2900E	S	2900E	5800	F	9.5	57.5F	20.7P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2022 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 07 HENDRY

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
4131		KERI ROAD / C.R. 832, EAST OF S.R. 29	E	300E	W	300E	600	S	9.5	57.5F	33.6P
4133		CR 835, NORTH OF HILL GRADE RD	N	300E	S	350E	650	S	9.5	57.5F	18.4P
4135		CR 835, NORTH OF CR 832/DAVIDSON RD	N	2200	S	2300	4500	C	9.0	57.5F	25.1A
4138		FRANCISCO ST, N OF CR 832/SONORA AVE	N	2200	S	2300	4500	C	9.0	57.5F	6.6A
4139		NORTH RIVER ROAD/CR 78, EAST OF FORT DENAUD BRID	E	1200	W	1100	2300	C	9.5	57.5F	16.3A
4142		PINE A / FLAGHOLE ROAD /EAST OF C.R. 833	E	550	W	600	1150	C	9.5	57.5F	11.9A
4144		FORT DENAUD ROAD / C.R. 78-A, NORTH OF S.R. 80	N	700	S	700	1400	C	9.5	57.5F	10.0A
5000		SR 80, NE OF COWBOY WAY	E	8200E	W	8100E	16300	F	9.0	57.5F	16.2P
5002		SR 80, WEST OF SR 29/MAIN STREET, LABELLE	E	11500	W	11500	23000	C	9.0	57.5F	10.9A
5003		SR 80, EAST OF SR 29/BRIDGE STREET LABELLE	E	7600E	W	7800E	15400	F	9.0	57.5F	9.4P
5005		SR 29/MAIN STREET, SOUTH OF SR 80	N	3900	S	3900	7800	C	9.0	57.5F	10.8A
5008		SR 25/80/US 27, WEST OF DEANE DUFF AV CLEWIST	W	10500	E	10500	21000	C	9.0	57.5F	18.2A
9918	T	SR-25&80/US-27,1.6 MI EAST OF SR-80,HENDRY CO.	N	9829	S	9344	19173	C	9.5	57.5A	22.0A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; R= FOURTH YEAR EST; V= FIFTH YEAR EST; 6= SIXTH YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

APPENDIX C

TMC Data and PSCF

Intersection Turning Movement Count

SR 80 @ Miller Ave
LaBelle, FL

File Name : 23164-1
Site Code : 23164-1
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

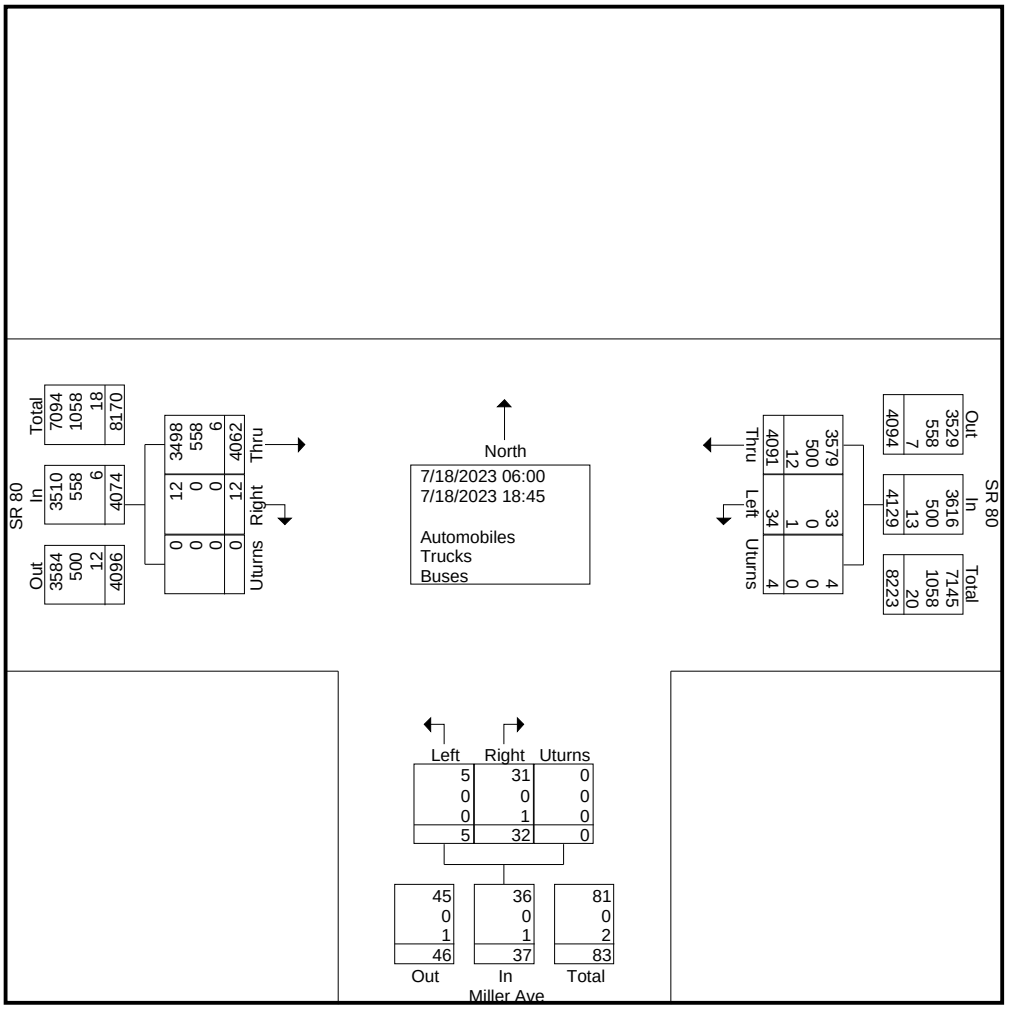
	SR 80 Westbound				Miller Ave Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	110	0	110	0	0	0	0	61	0	0	61	171
06:15	0	118	0	118	0	0	0	0	64	0	0	64	182
06:30	0	119	0	119	1	0	0	1	78	0	0	78	198
06:45	0	128	0	128	0	1	0	1	100	0	0	100	229
Total	0	475	0	475	1	1	0	2	303	0	0	303	780
07:00	0	131	0	131	0	0	0	0	80	0	0	80	211
07:15	1	146	0	147	0	1	0	1	115	0	0	115	263
07:30	0	122	0	122	0	0	0	0	94	0	0	94	216
07:45	0	136	0	136	0	0	0	0	113	0	0	113	249
Total	1	535	0	536	0	1	0	1	402	0	0	402	939
08:00	0	122	0	122	0	1	0	1	116	0	0	116	239
08:15	0	127	0	127	0	0	0	0	103	0	0	103	230
08:30	0	114	0	114	2	0	0	2	106	0	0	106	222
08:45	0	140	0	140	0	0	0	0	136	1	0	137	277
Total	0	503	0	503	2	1	0	3	461	1	0	462	968
09:00	0	142	0	142	1	1	0	2	115	0	0	115	259
09:15	0	137	0	137	0	1	0	1	126	0	0	126	264
09:30	0	113	1	114	0	1	0	1	131	0	0	131	246
09:45	2	134	0	136	0	2	0	2	104	0	0	104	242
Total	2	526	1	529	1	5	0	6	476	0	0	476	1011
*** BREAK ***													
15:00	3	136	1	140	0	3	0	3	172	0	0	172	315
15:15	1	125	0	126	0	1	0	1	138	0	0	138	265
15:30	1	128	0	129	1	2	0	3	143	2	0	145	277
15:45	2	154	0	156	0	0	0	0	130	0	0	130	286
Total	7	543	1	551	1	6	0	7	583	2	0	585	1143
16:00	3	149	0	152	0	0	0	0	152	1	0	153	305
16:15	2	142	1	145	0	1	0	1	150	0	0	150	296
16:30	1	146	0	147	0	1	0	1	173	1	0	174	322
16:45	1	157	0	158	0	2	0	2	175	1	0	176	336
Total	7	594	1	602	0	4	0	4	650	3	0	653	1259
17:00	4	160	0	164	0	3	0	3	175	2	0	177	344
17:15	1	120	0	121	0	2	0	2	144	0	0	144	267
17:30	2	150	0	152	0	3	0	3	166	1	0	167	322
17:45	1	115	0	116	0	2	0	2	175	0	0	175	293
Total	8	545	0	553	0	10	0	10	660	3	0	663	1226
18:00	2	106	0	108	0	1	0	1	152	0	0	152	261
18:15	5	92	0	97	0	1	0	1	129	1	0	130	228
18:30	1	88	1	90	0	0	0	0	130	2	0	132	222
18:45	1	84	0	85	0	2	0	2	116	0	0	116	203
Total	9	370	1	380	0	4	0	4	527	3	0	530	914
Grand Total	34	4091	4	4129	5	32	0	37	4062	12	0	4074	8240
Apprch %	0.8	99.1	0.1		13.5	86.5	0		99.7	0.3	0		
Total %	0.4	49.6	0	50.1	0.1	0.4	0	0.4	49.3	0.1	0	49.4	

Intersection Turning Movement Count

File Name : 23164-1
Site Code : 23164-1
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Miller Ave Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	33	3579	4	3616	5	31	0	36	3498	12	0	3510	7162
% Automobiles	97.1	87.5	100	87.6	100	96.9	0	97.3	86.1	100	0	86.2	86.9
Trucks	0	500	0	500	0	0	0	0	558	0	0	558	1058
% Trucks	0	12.2	0	12.1	0	0	0	0	13.7	0	0	13.7	12.8
Buses	1	12	0	13	0	1	0	1	6	0	0	6	20
% Buses	2.9	0.3	0	0.3	0	3.1	0	2.7	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-1
Site Code : 23164-1
Start Date : 7/18/2023
Page No : 3

	SR 80 Westbound				Miller Ave Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:45													
08:45	0	140	0	140	0	0	0	0	**136**	**1**	0	**137**	**277**
09:00	0	**142**	0	**142**	**1**	**1**	0	**2**	115	0	0	115	259
09:15	0	137	0	137	0	1	0	1	126	0	0	126	264
09:30	0	113	**1**	114	0	1	0	1	131	0	0	131	246
Total Volume	0	532	1	533	1	3	0	4	508	1	0	509	1046
% App. Total	0	99.8	0.2		25	75	0		99.8	0.2	0		
PHF	.000	.937	.250	.938	.250	.750	.000	.500	.934	.250	.000	.929	.944
Automobiles	0	440	1	441	1	3	0	4	411	1	0	412	857
% Automobiles	0	82.7	100	82.7	100	100	0	100	80.9	100	0	80.9	81.9
Trucks	0	90	0	90	0	0	0	0	94	0	0	94	184
% Trucks	0	16.9	0	16.9	0	0	0	0	18.5	0	0	18.5	17.6
Buses	0	2	0	2	0	0	0	0	3	0	0	3	5
% Buses	0	0.4	0	0.4	0	0	0	0	0.6	0	0	0.6	0.5

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00				09:00				08:45				
+0 mins.	0	131	0	131	**1**	1	0	**2**	**136**	**1**	0	**137**	
+15 mins.	**1**	**146**	0	**147**	0	1	0	1	115	0	0	115	
+30 mins.	0	122	0	122	0	1	0	1	126	0	0	126	
+45 mins.	0	136	0	136	0	**2**	0	2	131	0	0	131	
Total Volume	1	535	0	536	1	5	0	6	508	1	0	509	
% App. Total	0.2	99.8	0		16.7	83.3	0		99.8	0.2	0		
PHF	.250	.916	.000	.912	.250	.625	.000	.750	.934	.250	.000	.929	
Automobiles	0	444	0	444	1	5	0	6	411	1	0	412	
% Automobiles	0	83	0	82.8	100	100	0	100	80.9	100	0	80.9	
Trucks	0	91	0	91	0	0	0	0	94	0	0	94	
% Trucks	0	17	0	17	0	0	0	0	18.5	0	0	18.5	
Buses	1	0	0	1	0	0	0	0	3	0	0	3	
% Buses	100	0	0	0.2	0	0	0	0	0.6	0	0	0.6	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:15

16:15	2	142	**1**	145	0	1	0	1	150	0	0	150	296
16:30	1	146	0	147	0	1	0	1	173	1	0	174	322
16:45	1	157	0	158	0	2	0	2	**175**	1	0	176	336
17:00	**4**	**160**	0	**164**	0	**3**	0	**3**	175	**2**	0	**177**	**344**
Total Volume	8	605	1	614	0	7	0	7	673	4	0	677	1298
% App. Total	1.3	98.5	0.2		0	100	0		99.4	0.6	0		
PHF	.500	.945	.250	.936	.000	.583	.000	.583	.961	.500	.000	.956	.943
Automobiles	8	545	1	554	0	7	0	7	618	4	0	622	1183
% Automobiles	100	90.1	100	90.2	0	100	0	100	91.8	100	0	91.9	91.1
Trucks	0	58	0	58	0	0	0	0	54	0	0	54	112
% Trucks	0	9.6	0	9.4	0	0	0	0	8.0	0	0	8.0	8.6
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3
% Buses	0	0.3	0	0.3	0	0	0	0	0.1	0	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-1
Site Code : 23164-1
Start Date : 7/18/2023
Page No : 4

	SR 80 Westbound				Miller Ave Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	16:15				16:45				16:15				
+0 mins.	2	142	**1**	145	0	2	0	2	150	0	0	150	
+15 mins.	1	146	0	147	0	**3**	0	**3**	173	1	0	174	
+30 mins.	1	157	0	158	0	2	0	2	**175**	1	0	176	
+45 mins.	**4**	**160**	0	**164**	0	3	0	3	175	**2**	0	**177**	
Total Volume	8	605	1	614	0	10	0	10	673	4	0	677	
% App. Total	1.3	98.5	0.2		0	100	0		99.4	0.6	0		
PHF	.500	.945	.250	.936	.000	.833	.000	.833	.961	.500	.000	.956	
Automobiles	8	545	1	554	0	10	0	10	618	4	0	622	
% Automobiles	100	90.1	100	90.2	0	100	0	100	91.8	100	0	91.9	
Trucks	0	58	0	58	0	0	0	0	54	0	0	54	
% Trucks	0	9.6	0	9.4	0	0	0	0	8	0	0	8	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	
% Buses	0	0.3	0	0.3	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Miller Ave
LaBelle, FL

File Name : 23164-1
Site Code : 23164-1
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Miller Ave Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	9	0	9	0	0	0	0	21	0	0	21	30
06:15	0	12	0	12	0	0	0	0	18	0	0	18	30
06:30	0	9	0	9	0	0	0	0	29	0	0	29	38
06:45	0	13	0	13	0	0	0	0	27	0	0	27	40
Total	0	43	0	43	0	0	0	0	95	0	0	95	138
07:00	0	17	0	17	0	0	0	0	15	0	0	15	32
07:15	1	28	0	29	0	1	0	1	42	0	0	42	72
07:30	0	19	0	19	0	0	0	0	23	0	0	23	42
07:45	0	27	0	27	0	0	0	0	21	0	0	21	48
Total	1	91	0	92	0	1	0	1	101	0	0	101	194
08:00	0	16	0	16	0	0	0	0	34	0	0	34	50
08:15	0	20	0	20	0	0	0	0	23	0	0	23	43
08:30	0	17	0	17	0	0	0	0	24	0	0	24	41
08:45	0	27	0	27	0	0	0	0	23	0	0	23	50
Total	0	80	0	80	0	0	0	0	104	0	0	104	184
09:00	0	19	0	19	0	0	0	0	18	0	0	18	37
09:15	0	27	0	27	0	0	0	0	28	0	0	28	55
09:30	0	19	0	19	0	0	0	0	28	0	0	28	47
09:45	0	24	0	24	0	0	0	0	21	0	0	21	45
Total	0	89	0	89	0	0	0	0	95	0	0	95	184
*** BREAK ***													
15:00	0	17	0	17	0	0	0	0	19	0	0	19	36
15:15	0	19	0	19	0	0	0	0	12	0	0	12	31
15:30	0	14	0	14	0	0	0	0	10	0	0	10	24
15:45	0	26	0	26	0	0	0	0	13	0	0	13	39
Total	0	76	0	76	0	0	0	0	54	0	0	54	130
16:00	0	18	0	18	0	0	0	0	13	0	0	13	31
16:15	0	18	0	18	0	0	0	0	14	0	0	14	32
16:30	0	13	0	13	0	0	0	0	10	0	0	10	23
16:45	0	16	0	16	0	0	0	0	19	0	0	19	35
Total	0	65	0	65	0	0	0	0	56	0	0	56	121
17:00	0	13	0	13	0	0	0	0	12	0	0	12	25
17:15	0	6	0	6	0	0	0	0	13	0	0	13	19
17:30	0	11	0	11	0	0	0	0	10	0	0	10	21
17:45	0	10	0	10	0	0	0	0	10	0	0	10	20
Total	0	40	0	40	0	0	0	0	45	0	0	45	85
18:00	0	11	0	11	0	0	0	0	4	0	0	4	15
18:15	0	7	0	7	0	0	0	0	4	0	0	4	11
18:30	0	4	0	4	0	0	0	0	4	0	0	4	8
18:45	0	6	0	6	0	0	0	0	2	0	0	2	8
Total	0	28	0	28	0	0	0	0	14	0	0	14	42
Grand Total	1	512	0	513	0	1	0	1	564	0	0	564	1078
Apprch %	0.2	99.8	0		0	100	0		100	0	0		
Total %	0.1	47.5	0	47.6	0	0.1	0	0.1	52.3	0	0	52.3	
Trucks	0	500	0	500	0	0	0	0	558	0	0	558	1058
% Trucks	0	97.7	0	97.5	0	0	0	0	98.9	0	0	98.9	98.1
Buses	1	12	0	13	0	1	0	1	6	0	0	6	20
% Buses	100	2.3	0	2.5	0	100	0	100	1.1	0	0	1.1	1.9

Intersection Turning Movement Count

SR 80 @ Miller Ave
LaBelle, FL

File Name : 23164-1P
Site Code : 23164-1P
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Miller Ave Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
06:45	1	0	0	1
Total	1	0	0	1
*** BREAK ***				
07:45	0	1	0	1
Total	0	1	0	1
*** BREAK ***				
09:00	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
15:15	1	0	0	1
*** BREAK ***				
Total	1	0	0	1
16:00	1	0	0	1
16:15	1	0	0	1
*** BREAK ***				
16:45	1	0	0	1
Total	3	0	0	3
*** BREAK ***				
17:30	1	0	0	1
17:45	1	0	0	1
Total	2	0	0	2
*** BREAK ***				
18:15	0	1	0	1
18:30	0	2	0	2
*** BREAK ***				
Total	0	3	0	3
Grand Total	7	5	0	12
Apprch %	100	100	0	
Total %	58.3	41.7	0	
Pedestrians	7	0	0	7
% Pedestrians	100	0	0	58.3
Bicycles	0	5	0	5
% Bicycles	0	100	0	41.7

Intersection Turning Movement Count

SR 80 @ Shopping Center e/o Miller Dr
LaBelle, FL

File Name : 23164-2
Site Code : 23164-2
Start Date : 7/13/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

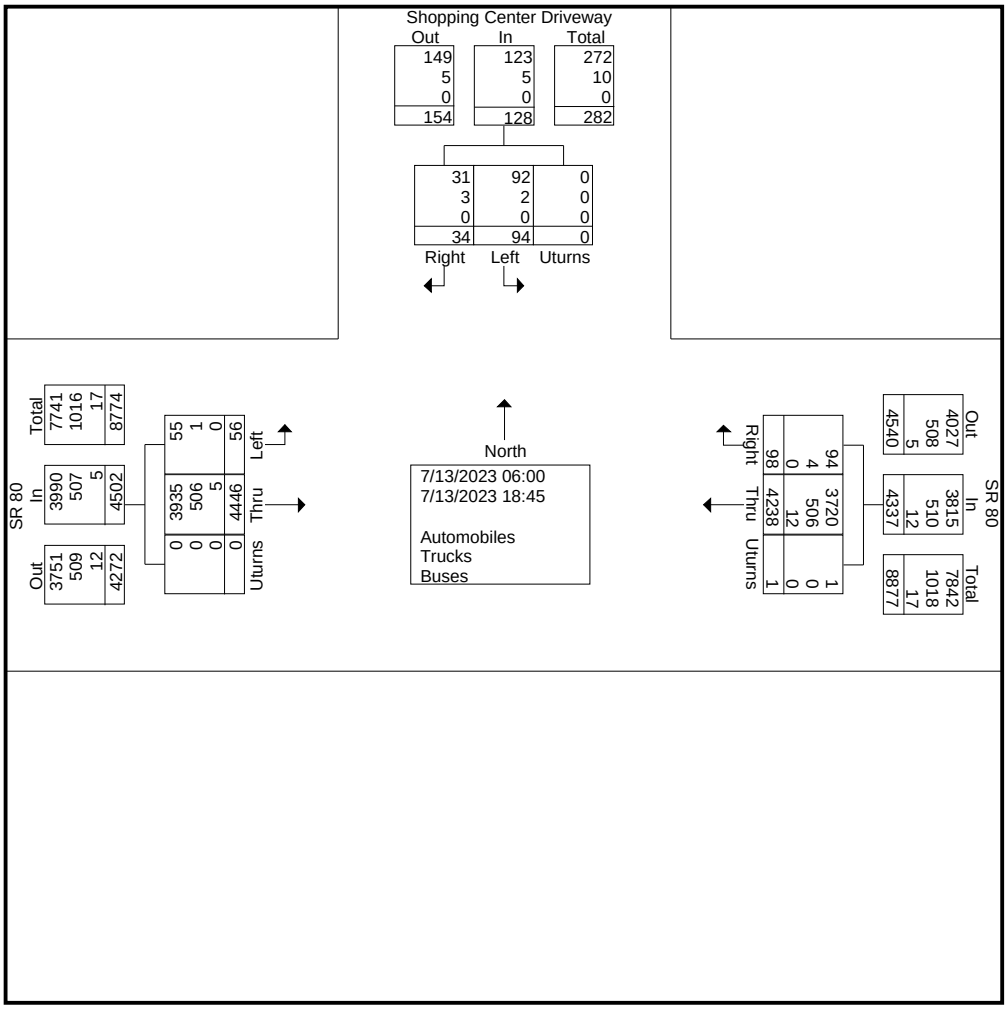
	Shopping Center Driveway Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	115	1	0	116	0	69	0	69	185
06:15	0	1	0	1	112	0	0	112	1	43	0	44	157
06:30	1	0	0	1	140	0	0	140	0	85	0	85	226
06:45	0	0	0	0	120	0	0	120	0	101	0	101	221
Total	1	1	0	2	487	1	0	488	1	298	0	299	789
07:00	0	0	0	0	140	0	0	140	1	82	0	83	223
07:15	2	0	0	2	124	1	0	125	1	105	0	106	233
07:30	2	0	0	2	143	2	0	145	0	117	0	117	264
07:45	0	0	0	0	127	2	0	129	2	118	0	120	249
Total	4	0	0	4	534	5	0	539	4	422	0	426	969
08:00	0	0	0	0	135	3	0	138	1	106	0	107	245
08:15	0	0	0	0	132	1	0	133	0	108	0	108	241
08:30	1	1	0	2	118	2	0	120	5	137	0	142	264
08:45	2	0	0	2	129	3	0	132	3	130	0	133	267
Total	3	1	0	4	514	9	0	523	9	481	0	490	1017
09:00	5	0	0	5	114	1	1	116	2	108	0	110	231
09:15	2	0	0	2	149	3	0	152	2	114	0	116	270
09:30	4	0	0	4	139	5	0	144	1	110	0	111	259
09:45	6	2	0	8	148	7	0	155	2	112	0	114	277
Total	17	2	0	19	550	16	1	567	7	444	0	451	1037
*** BREAK ***													
15:00	1	2	0	3	127	1	0	128	0	151	0	151	282
15:15	5	3	0	8	150	5	0	155	2	172	0	174	337
15:30	4	1	0	5	129	4	0	133	2	155	0	157	295
15:45	6	0	0	6	136	5	0	141	0	199	0	199	346
Total	16	6	0	22	542	15	0	557	4	677	0	681	1260
16:00	6	1	0	7	159	4	0	163	1	177	0	178	348
16:15	2	2	0	4	148	3	0	151	1	210	0	211	366
16:30	2	0	0	2	142	6	0	148	1	164	0	165	315
16:45	9	2	0	11	139	2	0	141	4	186	0	190	342
Total	19	5	0	24	588	15	0	603	7	737	0	744	1371
17:00	7	4	0	11	156	4	0	160	1	197	0	198	369
17:15	4	0	0	4	148	2	0	150	2	198	0	200	354
17:30	2	4	0	6	146	2	0	148	2	158	0	160	314
17:45	2	1	0	3	138	2	0	140	4	194	0	198	341
Total	15	9	0	24	588	10	0	598	9	747	0	756	1378
18:00	4	3	0	7	116	3	0	119	2	185	0	187	313
18:15	4	2	0	6	109	5	0	114	4	168	0	172	292
18:30	6	3	0	9	102	9	0	111	3	159	0	162	282
18:45	5	2	0	7	108	10	0	118	6	128	0	134	259
Total	19	10	0	29	435	27	0	462	15	640	0	655	1146
Grand Total	94	34	0	128	4238	98	1	4337	56	4446	0	4502	8967
Apprch %	73.4	26.6	0		97.7	2.3	0		1.2	98.8	0		
Total %	1	0.4	0	1.4	47.3	1.1	0	48.4	0.6	49.6	0	50.2	

Intersection Turning Movement Count

File Name : 23164-2
Site Code : 23164-2
Start Date : 7/13/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Shopping Center Driveway Southbound				SR 80 Westbound				SR 80 Eastbound				
	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Automobiles	92	31	0	123	3720	94	1	3815	55	3935	0	3990	7928
% Automobiles	97.9	91.2	0	96.1	87.8	95.9	100	88	98.2	88.5	0	88.6	88.4
Trucks	2	3	0	5	506	4	0	510	1	506	0	507	1022
% Trucks	2.1	8.8	0	3.9	11.9	4.1	0	11.8	1.8	11.4	0	11.3	11.4
Buses	0	0	0	0	12	0	0	12	0	5	0	5	17
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.1	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-2
Site Code : 23164-2
Start Date : 7/13/2023
Page No : 3

	Shopping Center Driveway Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:00													
09:00	5	0	0	5	114	1	**1**	116	**2**	108	0	110	231
09:15	2	0	0	2	**149**	3	0	152	2	**114**	0	**116**	270
09:30	4	0	0	4	139	5	0	144	1	110	0	111	259
09:45	**6**	**2**	0	**8**	148	**7**	0	**155**	2	112	0	114	**277**
Total Volume	17	2	0	19	550	16	1	567	7	444	0	451	1037
% App. Total	89.5	10.5	0		97	2.8	0.2		1.6	98.4	0		
PHF	.708	.250	.000	.594	.923	.571	.250	.915	.875	.974	.000	.972	.936
Automobiles	16	2	0	18	459	15	1	475	7	365	0	372	865
% Automobiles	94.1	100	0	94.7	83.5	93.8	100	83.8	100	82.2	0	82.5	83.4
Trucks	1	0	0	1	89	1	0	90	0	79	0	79	170
% Trucks	5.9	0	0	5.3	16.2	6.3	0	15.9	0	17.8	0	17.5	16.4
Buses	0	0	0	0	2	0	0	2	0	0	0	0	2
% Buses	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0.2
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	09:00				09:00				08:30				
+0 mins.	5	0	0	5	114	1	**1**	116	**5**	**137**	0	**142**	
+15 mins.	2	0	0	2	**149**	3	0	152	3	130	0	133	
+30 mins.	4	0	0	4	139	5	0	144	2	108	0	110	
+45 mins.	**6**	**2**	0	**8**	148	**7**	0	**155**	2	114	0	116	
Total Volume	17	2	0	19	550	16	1	567	12	489	0	501	
% App. Total	89.5	10.5	0		97	2.8	0.2		2.4	97.6	0		
PHF	.708	.250	.000	.594	.923	.571	.250	.915	.600	.892	.000	.882	
Automobiles	16	2	0	18	459	15	1	475	12	402	0	414	
% Automobiles	94.1	100	0	94.7	83.5	93.8	100	83.8	100	82.2	0	82.6	
Trucks	1	0	0	1	89	1	0	90	0	86	0	86	
% Trucks	5.9	0	0	5.3	16.2	6.2	0	15.9	0	17.6	0	17.2	
Buses	0	0	0	0	2	0	0	2	0	1	0	1	
% Buses	0	0	0	0	0.4	0	0	0.4	0	0.2	0	0.2	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:15													
16:15	2	2	0	4	148	3	0	151	1	**210**	0	**211**	366
16:30	2	0	0	2	142	**6**	0	148	1	164	0	165	315
16:45	**9**	2	0	**11**	139	2	0	141	**4**	186	0	190	342
17:00	7	**4**	0	11	**156**	4	0	**160**	1	197	0	198	**369**
Total Volume	20	8	0	28	585	15	0	600	7	757	0	764	1392
% App. Total	71.4	28.6	0		97.5	2.5	0		0.9	99.1	0		
PHF	.556	.500	.000	.636	.938	.625	.000	.938	.438	.901	.000	.905	.943
Automobiles	20	8	0	28	526	15	0	541	7	709	0	716	1285
% Automobiles	100	100	0	100	89.9	100	0	90.2	100	93.7	0	93.7	92.3
Trucks	0	0	0	0	57	0	0	57	0	46	0	46	103
% Trucks	0	0	0	0	9.7	0	0	9.5	0	6.1	0	6.0	7.4
Buses	0	0	0	0	2	0	0	2	0	2	0	2	4
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.3	0	0.3	0.3

Intersection Turning Movement Count

File Name : 23164-2
Site Code : 23164-2
Start Date : 7/13/2023
Page No : 4

	Shopping Center Driveway Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	16:45				15:45				16:15				
+0 mins.	**9**	2	0	**11**	136	5	0	141	1	**210**	0	**211**	
+15 mins.	7	**4**	0	11	**159**	4	0	**163**	1	164	0	165	
+30 mins.	4	0	0	4	148	3	0	151	**4**	186	0	190	
+45 mins.	2	4	0	6	142	**6**	0	148	1	197	0	198	
Total Volume	22	10	0	32	585	18	0	603	7	757	0	764	
% App. Total	68.8	31.2	0		97	3	0		0.9	99.1	0		
PHF	.611	.625	.000	.727	.920	.750	.000	.925	.438	.901	.000	.905	
Automobiles	22	10	0	32	509	18	0	527	7	709	0	716	
% Automobiles	100	100	0	100	87	100	0	87.4	100	93.7	0	93.7	
Trucks	0	0	0	0	75	0	0	75	0	46	0	46	
% Trucks	0	0	0	0	12.8	0	0	12.4	0	6.1	0	6	
Buses	0	0	0	0	1	0	0	1	0	2	0	2	
% Buses	0	0	0	0	0.2	0	0	0.2	0	0.3	0	0.3	

Intersection Turning Movement Count

SR 80 @ Shopping Center e/o Miller Dr
LaBelle, FL

File Name : 23164-2
Site Code : 23164-2
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks - Buses

	Shopping Center Driveway Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	13	1	0	14	0	22	0	22	36
06:15	0	1	0	1	9	0	0	9	0	12	0	12	22
06:30	0	0	0	0	19	0	0	19	0	21	0	21	40
06:45	0	0	0	0	8	0	0	8	0	39	0	39	47
Total	0	1	0	1	49	1	0	50	0	94	0	94	145
07:00	0	0	0	0	14	0	0	14	0	19	0	19	33
07:15	0	0	0	0	21	0	0	21	0	24	0	24	45
07:30	0	0	0	0	27	0	0	27	0	25	0	25	52
07:45	0	0	0	0	14	0	0	14	0	19	0	19	33
Total	0	0	0	0	76	0	0	76	0	87	0	87	163
08:00	0	0	0	0	15	1	0	16	0	31	0	31	47
08:15	0	0	0	0	24	0	0	24	0	22	0	22	46
08:30	0	1	0	1	13	0	0	13	0	19	0	19	33
08:45	0	0	0	0	20	0	0	20	0	25	0	25	45
Total	0	1	0	1	72	1	0	73	0	97	0	97	171
09:00	0	0	0	0	23	0	0	23	0	20	0	20	43
09:15	0	0	0	0	24	0	0	24	0	23	0	23	47
09:30	1	0	0	1	27	1	0	28	0	20	0	20	49
09:45	0	0	0	0	17	0	0	17	0	16	0	16	33
Total	1	0	0	1	91	1	0	92	0	79	0	79	172
*** BREAK ***													
15:00	0	0	0	0	18	1	0	19	0	11	0	11	30
15:15	0	1	0	1	21	0	0	21	0	17	0	17	39
15:30	0	0	0	0	18	0	0	18	0	7	0	7	25
15:45	0	0	0	0	20	0	0	20	0	8	0	8	28
Total	0	1	0	1	77	1	0	78	0	43	0	43	122
16:00	0	0	0	0	20	0	0	20	0	15	0	15	35
16:15	0	0	0	0	16	0	0	16	0	11	0	11	27
16:30	0	0	0	0	20	0	0	20	0	10	0	10	30
16:45	0	0	0	0	11	0	0	11	0	14	0	14	25
Total	0	0	0	0	67	0	0	67	0	50	0	50	117
17:00	0	0	0	0	12	0	0	12	0	13	0	13	25
17:15	0	0	0	0	12	0	0	12	0	5	0	5	17
17:30	0	0	0	0	16	0	0	16	0	8	0	8	24
17:45	0	0	0	0	8	0	0	8	0	4	0	4	12
Total	0	0	0	0	48	0	0	48	0	30	0	30	78
18:00	0	0	0	0	5	0	0	5	0	12	0	12	17
18:15	0	0	0	0	10	0	0	10	0	7	0	7	17
18:30	0	0	0	0	10	0	0	10	0	5	0	5	15
18:45	1	0	0	1	13	0	0	13	1	7	0	8	22
Total	1	0	0	1	38	0	0	38	1	31	0	32	71
Grand Total	2	3	0	5	518	4	0	522	1	511	0	512	1039
Apprch %	40	60	0		99.2	0.8	0		0.2	99.8	0		
Total %	0.2	0.3	0	0.5	49.9	0.4	0	50.2	0.1	49.2	0	49.3	
Trucks	2	3	0	5	506	4	0	510	1	506	0	507	1022
% Trucks	100	100	0	100	97.7	100	0	97.7	100	99	0	99	98.4
Buses	0	0	0	0	12	0	0	12	0	5	0	5	17
% Buses	0	0	0	0	2.3	0	0	2.3	0	1	0	1	1.6

Intersection Turning Movement Count

SR 80 @ Shopping Center e/o Miller Ave
LaBelle, FL

File Name : 23164-2P
Site Code : 23164-2P
Start Date : 7/13/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Shopping Center Driveway Southbound	SR 80 Westbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
06:30	1	0	0	1
*** BREAK ***				
Total	1	0	0	1
07:00	1	0	0	1
*** BREAK ***				
07:30	2	0	1	3
*** BREAK ***				
Total	3	0	1	4
*** BREAK ***				
09:45	0	1	0	1
Total	0	1	0	1
*** BREAK ***				
Grand Total	4	1	1	6
Apprch %	100	100	100	
Total %	66.7	16.7	16.7	
Pedestrians	3	0	0	3
% Pedestrians	75	0	0	50
Bicycles	1	1	1	3
% Bicycles	25	100	100	50

Intersection Turning Movement Count

SR 80 @ Aqua Isles Blvd
LaBelle, FL

File Name : 23164-3
Site Code : 23164-3
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

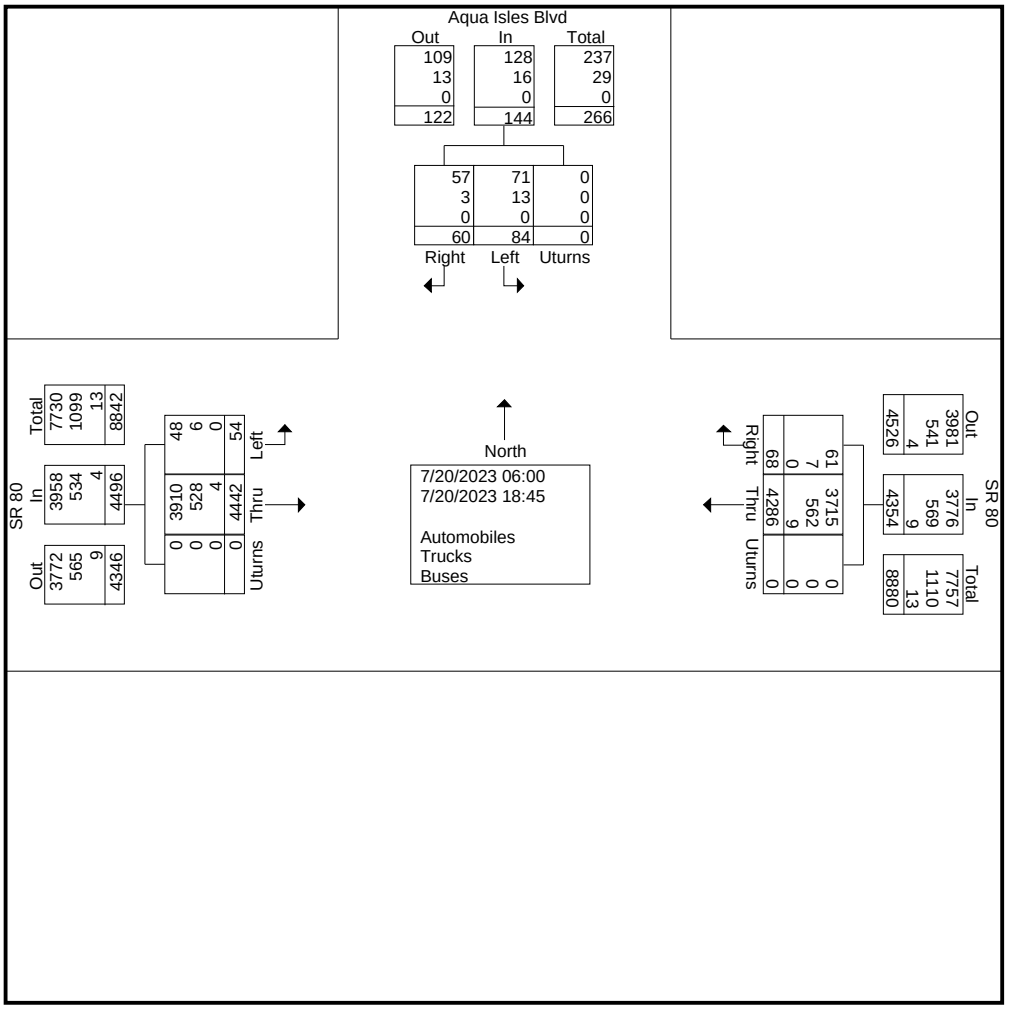
	Aqua Isles Blvd Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	1	1	0	2	130	0	0	130	0	58	0	58	190
06:15	1	0	0	1	106	0	0	106	1	93	0	94	201
06:30	1	2	0	3	126	0	0	126	2	81	0	83	212
06:45	1	1	0	2	140	0	0	140	0	87	0	87	229
Total	4	4	0	8	502	0	0	502	3	319	0	322	832
07:00	4	3	0	7	145	2	0	147	1	91	0	92	246
07:15	2	3	0	5	129	1	0	130	1	105	0	106	241
07:30	3	3	0	6	127	2	0	129	2	98	0	100	235
07:45	6	4	0	10	106	5	0	111	1	126	0	127	248
Total	15	13	0	28	507	10	0	517	5	420	0	425	970
08:00	2	1	0	3	143	2	0	145	4	120	0	124	272
08:15	0	1	0	1	112	2	0	114	1	131	0	132	247
08:30	2	1	0	3	123	1	0	124	1	110	0	111	238
08:45	4	2	0	6	123	2	0	125	2	136	0	138	269
Total	8	5	0	13	501	7	0	508	8	497	0	505	1026
09:00	3	3	0	6	126	3	0	129	3	129	0	132	267
09:15	2	3	0	5	132	2	0	134	1	110	0	111	250
09:30	0	2	0	2	144	0	0	144	0	121	0	121	267
09:45	5	1	0	6	136	4	0	140	1	150	0	151	297
Total	10	9	0	19	538	9	0	547	5	510	0	515	1081
*** BREAK ***													
15:00	3	2	0	5	135	3	0	138	2	154	0	156	299
15:15	1	0	0	1	152	3	0	155	5	146	0	151	307
15:30	3	0	0	3	139	5	0	144	1	149	0	150	297
15:45	3	4	0	7	146	4	0	150	1	157	0	158	315
Total	10	6	0	16	572	15	0	587	9	606	0	615	1218
16:00	2	1	0	3	149	2	0	151	4	165	0	169	323
16:15	4	1	0	5	161	2	0	163	2	197	0	199	367
16:30	5	2	0	7	152	3	0	155	1	181	0	182	344
16:45	1	4	0	5	151	5	0	156	3	207	0	210	371
Total	12	8	0	20	613	12	0	625	10	750	0	760	1405
17:00	3	2	0	5	158	2	0	160	0	195	0	195	360
17:15	1	2	0	3	143	4	0	147	3	193	0	196	346
17:30	4	1	0	5	152	4	0	156	3	151	0	154	315
17:45	3	4	0	7	111	1	0	112	2	166	0	168	287
Total	11	9	0	20	564	11	0	575	8	705	0	713	1308
18:00	4	2	0	6	132	0	0	132	2	186	0	188	326
18:15	2	1	0	3	125	1	0	126	0	155	0	155	284
18:30	4	2	0	6	118	2	0	120	2	154	0	156	282
18:45	4	1	0	5	114	1	0	115	2	140	0	142	262
Total	14	6	0	20	489	4	0	493	6	635	0	641	1154
Grand Total	84	60	0	144	4286	68	0	4354	54	4442	0	4496	8994
Apprch %	58.3	41.7	0		98.4	1.6	0		1.2	98.8	0		
Total %	0.9	0.7	0	1.6	47.7	0.8	0	48.4	0.6	49.4	0	50	

Intersection Turning Movement Count

File Name : 23164-3
Site Code : 23164-3
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Aqua Isles Blvd Southbound				SR 80 Westbound				SR 80 Eastbound				
	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Automobiles	71	57	0	128	3715	61	0	3776	48	3910	0	3958	7862
% Automobiles	84.5	95	0	88.9	86.7	89.7	0	86.7	88.9	88	0	88	87.4
Trucks	13	3	0	16	562	7	0	569	6	528	0	534	1119
% Trucks	15.5	5	0	11.1	13.1	10.3	0	13.1	11.1	11.9	0	11.9	12.4
Buses	0	0	0	0	9	0	0	9	0	4	0	4	13
% Buses	0	0	0	0	0.2	0	0	0.2	0	0.1	0	0.1	0.1



Intersection Turning Movement Count

File Name : 23164-3
Site Code : 23164-3
Start Date : 7/20/2023
Page No : 3

	Aqua Isles Blvd Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 09:00													
09:00	3	**3**	0	**6**	126	3	0	129	**3**	129	0	132	267
09:15	2	3	0	5	132	2	0	134	1	110	0	111	250
09:30	0	2	0	2	**144**	0	0	**144**	0	121	0	121	267
09:45	**5**	1	0	6	136	**4**	0	140	1	**150**	0	**151**	**297**
Total Volume	10	9	0	19	538	9	0	547	5	510	0	515	1081
% App. Total	52.6	47.4	0		98.4	1.6	0		1	99	0		
PHF	.500	.750	.000	.792	.934	.563	.000	.950	.417	.850	.000	.853	.910
Automobiles	10	8	0	18	458	9	0	467	5	435	0	440	925
% Automobiles	100	88.9	0	94.7	85.1	100	0	85.4	100	85.3	0	85.4	85.6
Trucks	0	1	0	1	79	0	0	79	0	75	0	75	155
% Trucks	0	11.1	0	5.3	14.7	0	0	14.4	0	14.7	0	14.6	14.3
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0.1
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:00				09:00				09:00				
+0 mins.	4	3	0	7	126	3	0	129	**3**	129	0	132	
+15 mins.	2	3	0	5	132	2	0	134	1	110	0	111	
+30 mins.	3	3	0	6	**144**	0	0	**144**	0	121	0	121	
+45 mins.	**6**	**4**	0	**10**	136	**4**	0	140	1	**150**	0	**151**	
Total Volume	15	13	0	28	538	9	0	547	5	510	0	515	
% App. Total	53.6	46.4	0		98.4	1.6	0		1	99	0		
PHF	.625	.813	.000	.700	.934	.563	.000	.950	.417	.850	.000	.853	
Automobiles	10	13	0	23	458	9	0	467	5	435	0	440	
% Automobiles	66.7	100	0	82.1	85.1	100	0	85.4	100	85.3	0	85.4	
Trucks	5	0	0	5	79	0	0	79	0	75	0	75	
% Trucks	33.3	0	0	17.9	14.7	0	0	14.4	0	14.7	0	14.6	
Buses	0	0	0	0	1	0	0	1	0	0	0	0	
% Buses	0	0	0	0	0.2	0	0	0.2	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:15													
16:15	4	1	0	5	**161**	2	0	**163**	2	197	0	199	367
16:30	**5**	2	0	**7**	152	3	0	155	1	181	0	182	344
16:45	1	**4**	0	5	151	**5**	0	156	**3**	**207**	0	**210**	**371**
17:00	3	2	0	5	158	2	0	160	0	195	0	195	360
Total Volume	13	9	0	22	622	12	0	634	6	780	0	786	1442
% App. Total	59.1	40.9	0		98.1	1.9	0		0.8	99.2	0		
PHF	.650	.563	.000	.786	.966	.600	.000	.972	.500	.942	.000	.936	.972
Automobiles	11	9	0	20	549	11	0	560	6	736	0	742	1322
% Automobiles	84.6	100	0	90.9	88.3	91.7	0	88.3	100	94.4	0	94.4	91.7
Trucks	2	0	0	2	71	1	0	72	0	43	0	43	117
% Trucks	15.4	0	0	9.1	11.4	8.3	0	11.4	0	5.5	0	5.5	8.1
Buses	0	0	0	0	2	0	0	2	0	1	0	1	3
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.1	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-3
Site Code : 23164-3
Start Date : 7/20/2023
Page No : 4

	Aqua Isles Blvd Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	15:45				16:15				16:15				
+0 mins.	3	**4**	0	**7**	**161**	2	0	**163**	2	197	0	199	
+15 mins.	2	1	0	3	152	3	0	155	1	181	0	182	
+30 mins.	4	1	0	5	151	**5**	0	156	**3**	**207**	0	**210**	
+45 mins.	**5**	2	0	7	158	2	0	160	0	195	0	195	
Total Volume	14	8	0	22	622	12	0	634	6	780	0	786	
% App. Total	63.6	36.4	0		98.1	1.9	0		0.8	99.2	0		
PHF	.700	.500	.000	.786	.966	.600	.000	.972	.500	.942	.000	.936	
Automobiles	11	7	0	18	549	11	0	560	6	736	0	742	
% Automobiles	78.6	87.5	0	81.8	88.3	91.7	0	88.3	100	94.4	0	94.4	
Trucks	3	1	0	4	71	1	0	72	0	43	0	43	
% Trucks	21.4	12.5	0	18.2	11.4	8.3	0	11.4	0	5.5	0	5.5	
Buses	0	0	0	0	2	0	0	2	0	1	0	1	
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.1	0	0.1	

Intersection Turning Movement Count

SR 80 @ Aqua Isles Blvd
LaBelle, FL

File Name : 23164-3
Site Code : 23164-3
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	Aqua Isles Blvd Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	11	0	0	11	0	22	0	22	33
06:15	0	0	0	0	11	0	0	11	0	25	0	25	36
06:30	0	0	0	0	15	0	0	15	1	25	0	26	41
06:45	0	0	0	0	11	0	0	11	0	25	0	25	36
Total	0	0	0	0	48	0	0	48	1	97	0	98	146
07:00	2	0	0	2	12	0	0	12	1	21	0	22	36
07:15	1	0	0	1	24	0	0	24	1	27	0	28	53
07:30	1	0	0	1	21	0	0	21	0	17	0	17	39
07:45	1	0	0	1	22	2	0	24	0	25	0	25	50
Total	5	0	0	5	79	2	0	81	2	90	0	92	178
08:00	0	0	0	0	26	1	0	27	1	24	0	25	52
08:15	0	0	0	0	26	1	0	27	0	28	0	28	55
08:30	0	0	0	0	22	0	0	22	0	24	0	24	46
08:45	1	0	0	1	23	0	0	23	0	26	0	26	50
Total	1	0	0	1	97	2	0	99	1	102	0	103	203
09:00	0	0	0	0	20	0	0	20	0	24	0	24	44
09:15	0	0	0	0	24	0	0	24	0	17	0	17	41
09:30	0	1	0	1	20	0	0	20	0	16	0	16	37
09:45	0	0	0	0	16	0	0	16	0	18	0	18	34
Total	0	1	0	1	80	0	0	80	0	75	0	75	156
*** BREAK ***													
15:00	1	0	0	1	19	0	0	19	0	15	0	15	35
15:15	0	0	0	0	29	1	0	30	1	13	0	14	44
15:30	1	0	0	1	28	1	0	29	0	17	0	17	47
15:45	0	1	0	1	22	0	0	22	1	7	0	8	31
Total	2	1	0	3	98	2	0	100	2	52	0	54	157
16:00	1	0	0	1	16	0	0	16	0	13	0	13	30
16:15	0	0	0	0	12	1	0	13	0	12	0	12	25
16:30	2	0	0	2	17	0	0	17	0	9	0	9	28
16:45	0	0	0	0	21	0	0	21	0	13	0	13	34
Total	3	0	0	3	66	1	0	67	0	47	0	47	117
17:00	0	0	0	0	23	0	0	23	0	10	0	10	33
17:15	0	1	0	1	13	0	0	13	0	16	0	16	30
17:30	0	0	0	0	18	0	0	18	0	12	0	12	30
17:45	1	0	0	1	9	0	0	9	0	8	0	8	18
Total	1	1	0	2	63	0	0	63	0	46	0	46	111
18:00	0	0	0	0	10	0	0	10	0	7	0	7	17
18:15	0	0	0	0	11	0	0	11	0	5	0	5	16
18:30	0	0	0	0	10	0	0	10	0	4	0	4	14
18:45	1	0	0	1	9	0	0	9	0	7	0	7	17
Total	1	0	0	1	40	0	0	40	0	23	0	23	64
Grand Total	13	3	0	16	571	7	0	578	6	532	0	538	1132
Apprch %	81.2	18.8	0		98.8	1.2	0		1.1	98.9	0		
Total %	1.1	0.3	0	1.4	50.4	0.6	0	51.1	0.5	47	0	47.5	
Trucks	13	3	0	16	562	7	0	569	6	528	0	534	1119
% Trucks	100	100	0	100	98.4	100	0	98.4	100	99.2	0	99.3	98.9
Buses	0	0	0	0	9	0	0	9	0	4	0	4	13
% Buses	0	0	0	0	1.6	0	0	1.6	0	0.8	0	0.7	1.1

Intersection Turning Movement Count

SR 80 @ Aqua Isles Blvd
LaBelle, FL

File Name : 23164-3P
Site Code : 23164-3P
Start Date : 7/20/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Aqua Isles Blvd Southbound	SR 80 Westbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
06:00	1	0	0	1
*** BREAK ***				
06:45	1	0	0	1
Total	2	0	0	2
*** BREAK ***				
08:15	1	0	0	1
*** BREAK ***				
Total	1	0	0	1
*** BREAK ***				
15:00	1	0	0	1
*** BREAK ***				
15:30	1	0	0	1
*** BREAK ***				
Total	2	0	0	2
*** BREAK ***				
16:45	1	0	0	1
Total	1	0	0	1
17:00	1	0	0	1
*** BREAK ***				
Total	1	0	0	1
18:00	2	0	0	2
*** BREAK ***				
18:30	1	0	0	1
*** BREAK ***				
Total	3	0	0	3
Grand Total	10	0	0	10
Apprch %	100	0	0	
Total %	100	0	0	
Pedestrians	5	0	0	5
% Pedestrians	50	0	0	50
Bicycles	5	0	0	5
% Bicycles	50	0	0	50

Intersection Turning Movement Count

SR 80 @ Shady Oaks Ave/ Dr. MLK Blvd
LaBelle, FL

File Name : 23164-4
Site Code : 23164-4
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

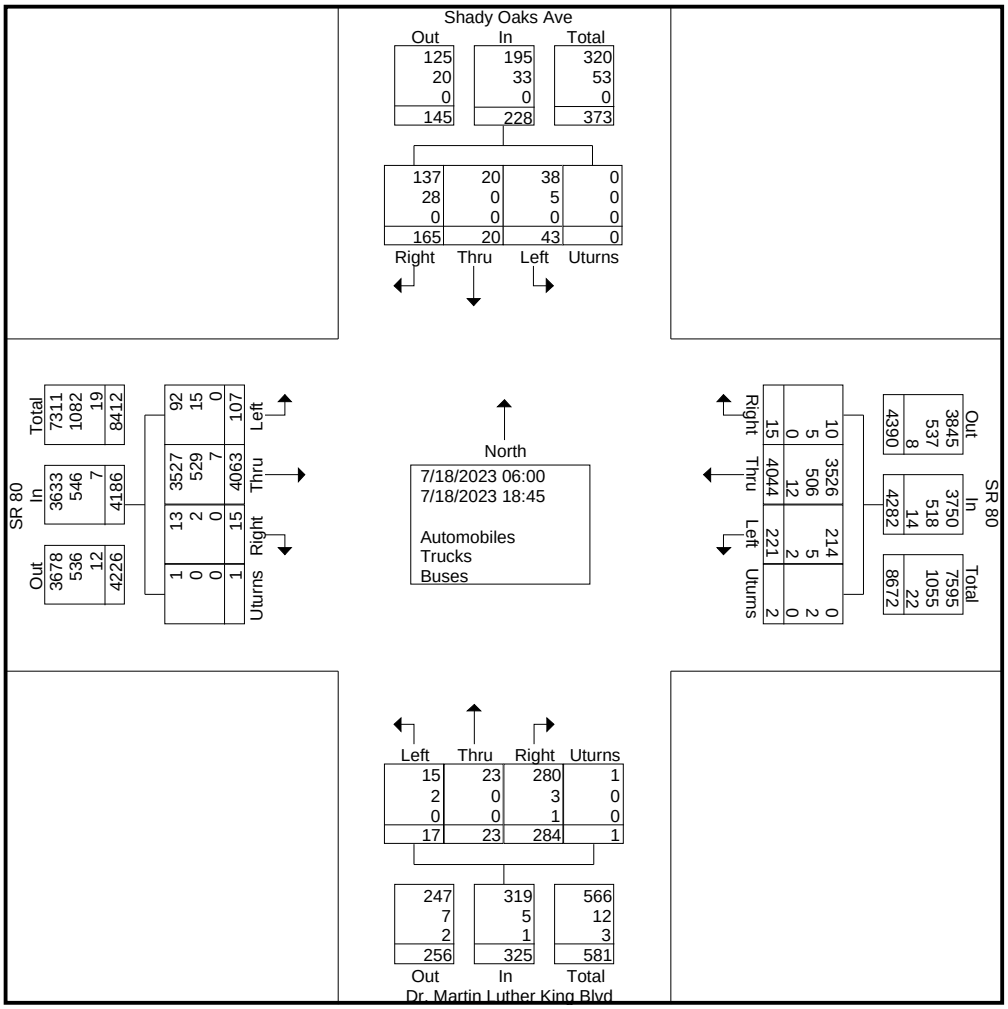
	Shady Oaks Ave Southbound					SR 80 Westbound					Dr. Martin Luther King Blvd Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	3	0	3	5	105	0	0	110	0	0	5	0	5	2	59	1	0	62	180
06:15	1	0	7	0	8	6	116	0	0	122	0	0	3	0	3	1	60	0	0	61	194
06:30	0	0	4	0	4	3	113	0	0	116	0	0	1	0	1	2	78	0	0	80	201
06:45	2	0	9	0	11	10	122	0	0	132	1	1	6	0	8	5	93	0	0	98	249
Total	3	0	23	0	26	24	456	0	0	480	1	1	15	0	17	10	290	1	0	301	824
07:00	0	0	5	0	5	3	123	0	0	126	0	0	7	0	7	2	79	0	0	81	219
07:15	1	0	8	0	9	6	139	1	0	146	0	1	2	0	3	3	108	0	0	111	269
07:30	2	1	4	0	7	1	122	0	0	123	1	1	4	0	6	4	93	0	0	97	233
07:45	2	0	3	0	5	5	136	0	0	141	0	1	6	0	7	6	109	1	0	116	269
Total	5	1	20	0	26	15	520	1	0	536	1	3	19	0	23	15	389	1	0	405	990
08:00	0	1	4	0	5	7	128	0	0	135	0	1	6	0	7	3	118	1	0	122	269
08:15	0	0	6	0	6	6	123	0	0	129	0	1	10	0	11	2	101	1	0	104	250
08:30	2	1	4	0	7	4	115	1	0	120	0	0	5	0	5	7	103	0	0	110	242
08:45	3	1	5	0	9	4	145	0	0	149	0	1	10	0	11	3	131	2	0	136	305
Total	5	3	19	0	27	21	511	1	0	533	0	3	31	0	34	15	453	4	0	472	1066
09:00	0	1	4	0	5	3	145	1	0	149	2	1	7	0	10	3	116	1	1	121	285
09:15	0	1	5	0	6	6	133	0	1	140	2	1	8	0	11	1	135	1	0	137	294
09:30	3	1	7	0	11	6	118	0	0	124	2	0	8	1	11	5	119	1	0	125	271
09:45	5	1	5	0	11	9	135	6	0	150	0	0	5	0	5	7	108	1	0	116	282
Total	8	4	21	0	33	24	531	7	1	563	6	2	28	1	37	16	478	4	1	499	1132
*** BREAK ***																					
15:00	2	0	8	0	10	7	132	0	0	139	0	1	4	0	5	4	167	0	0	171	325
15:15	0	0	5	0	5	8	120	0	0	128	1	1	15	0	17	2	143	0	0	145	295
15:30	1	1	5	0	7	5	133	1	0	139	0	0	9	0	9	3	154	2	0	159	314
15:45	1	0	6	0	7	3	151	0	0	154	1	0	13	0	14	3	129	0	0	132	307
Total	4	1	24	0	29	23	536	1	0	560	2	2	41	0	45	12	593	2	0	607	1241
16:00	2	2	6	0	10	14	148	2	0	164	0	0	12	0	12	2	161	0	0	163	349
16:15	0	1	8	0	9	13	137	0	0	150	1	0	8	0	9	1	153	0	0	154	322
16:30	3	0	4	0	7	3	149	0	0	152	0	0	16	0	16	3	170	1	0	174	349
16:45	2	1	8	0	11	8	146	1	1	156	1	0	14	0	15	6	179	0	0	185	367
Total	7	4	26	0	37	38	580	3	1	622	2	0	50	0	52	12	663	1	0	676	1387
17:00	1	0	8	0	9	21	158	1	0	180	3	0	13	0	16	3	173	0	0	176	381
17:15	2	0	3	0	5	9	119	0	0	128	0	1	10	0	11	5	153	0	0	158	302
17:30	0	1	4	0	5	8	142	1	0	151	1	1	7	0	9	7	163	0	0	170	335
17:45	0	1	5	0	6	10	112	0	0	122	1	0	19	0	20	1	177	1	0	179	327
Total	3	2	20	0	25	48	531	2	0	581	5	2	49	0	56	16	666	1	0	683	1345
18:00	4	0	6	0	10	9	110	0	0	119	0	1	16	0	17	5	151	1	0	157	303
18:15	1	1	2	0	4	5	92	0	0	97	0	3	8	0	11	1	132	0	0	133	245
18:30	1	0	1	0	2	7	93	0	0	100	0	3	16	0	19	1	132	0	0	133	254
18:45	2	4	3	0	9	7	84	0	0	91	0	3	11	0	14	4	116	0	0	120	234
Total	8	5	12	0	25	28	379	0	0	407	0	10	51	0	61	11	531	1	0	543	1036
Grand Total	43	20	165	0	228	221	4044	15	2	4282	17	23	284	1	325	107	4063	15	1	4186	9021
Apprch %	18.9	8.8	72.4	0		5.2	94.4	0.4	0		5.2	7.1	87.4	0.3		2.6	97.1	0.4	0		
Total %	0.5	0.2	1.8	0	2.5	2.4	44.8	0.2	0	47.5	0.2	0.3	3.1	0	3.6	1.2	45	0.2	0	46.4	

Intersection Turning Movement Count

File Name : 23164-4
Site Code : 23164-4
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Shady Oaks Ave Southbound					SR 80 Westbound					Dr. Martin Luther King Blvd Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	38	20	137	0	195	214	3526	10	0	3750	15	23	280	1	319	92	3527	13	1	3633	7897
% Automobiles	88.4	100	83	0	85.5	96.8	87.2	66.7	0	87.6	88.2	100	98.6	100	98.2	86	86.8	86.7	100	86.8	87.5
Trucks	5	0	28	0	33	5	506	5	2	518	2	0	3	0	5	15	529	2	0	546	1102
% Trucks	11.6	0	17	0	14.5	2.3	12.5	33.3	100	12.1	11.8	0	1.1	0	1.5	14	13	13.3	0	13	12.2
Buses	0	0	0	0	0	2	12	0	0	14	0	0	1	0	1	0	7	0	0	7	22
% Buses	0	0	0	0	0	0.9	0.3	0	0	0.3	0	0	0.4	0	0.3	0	0.2	0	0	0.2	0.2



Intersection Turning Movement Count

File Name : 23164-4
Site Code : 23164-4
Start Date : 7/18/2023
Page No : 3

	Shady Oaks Ave Southbound					SR 80 Westbound					Dr. Martin Luther King Blvd Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:45																					
08:45	**3**	**1**	5	0	9	4	**145**	0	0	**149**	0	**1**	**10**	0	**11**	3	131	**2**	0	136	**305**
09:00	0	1	4	0	5	3	145	**1**	0	149	**2**	1	7	0	10	3	116	1	**1**	121	285
09:15	0	1	5	0	6	**6**	133	0	**1**	140	2	1	8	0	11	1	**135**	1	0	**137**	294
09:30	3	1	**7**	0	**11**	6	118	0	0	124	2	0	8	**1**	11	**5**	119	1	0	125	271
Total Volume	6	4	21	0	31	19	541	1	1	562	6	3	33	1	43	12	501	5	1	519	1155
% App. Total	19.4	12.9	67.7	0		3.4	96.3	0.2	0.2		14	7	76.7	2.3		2.3	96.5	1	0.2		
PHF	.500	1.00	.750	.000	.705	.792	.933	.250	.250	.943	.750	.750	.825	.250	.977	.600	.928	.625	.250	.947	.947
Automobiles	6	4	17	0	27	18	445	1	0	464	5	3	33	1	42	10	412	4	1	427	960
% Automobiles	100	100	81.0	0	87.1	94.7	82.3	100	0	82.6	83.3	100	100	100	97.7	83.3	82.2	80.0	100	82.3	83.1
Trucks	0	0	4	0	4	1	94	0	1	96	1	0	0	0	1	2	86	1	0	89	190
% Trucks	0	0	19.0	0	12.9	5.3	17.4	0	100	17.1	16.7	0	0	0	2.3	16.7	17.2	20.0	0	17.1	16.5
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0.4
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	09:00					09:00					08:45					08:45					
+0 mins.	0	**1**	4	0	5	3	**145**	1	0	149	0	**1**	**10**	0	**11**	3	131	**2**	0	136	
+15 mins.	0	1	5	0	6	6	133	0	**1**	140	**2**	1	7	0	10	3	116	1	**1**	121	
+30 mins.	3	1	**7**	0	**11**	6	118	0	0	124	2	1	8	0	11	1	**135**	1	0	**137**	
+45 mins.	**5**	1	5	0	11	**9**	135	**6**	0	**150**	2	0	8	**1**	11	**5**	119	1	0	125	
Total Volume	8	4	21	0	33	24	531	7	1	563	6	3	33	1	43	12	501	5	1	519	
% App. Total	24.2	12.1	63.6	0		4.3	94.3	1.2	0.2		14	7	76.7	2.3		2.3	96.5	1	0.2		
PHF	.400	1.000	.750	.000	.750	.667	.916	.292	.250	.938	.750	.750	.825	.250	.977	.600	.928	.625	.250	.947	
Automobiles	7	4	17	0	28	22	433	5	0	460	5	3	33	1	42	10	412	4	1	427	
% Automobiles	87.5	100	81	0	84.8	91.7	81.5	71.4	0	81.7	83.3	100	100	100	97.7	83.3	82.2	80	100	82.3	
Trucks	1	0	4	0	5	2	95	2	1	100	1	0	0	0	1	2	86	1	0	89	
% Trucks	12.5	0	19	0	15.2	8.3	17.9	28.6	100	17.8	16.7	0	0	0	2.3	16.7	17.2	20	0	17.1	
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	
% Buses	0	0	0	0	0	0	0.6	0	0	0.5	0	0	0	0	0	0	0.6	0	0	0.6	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	0	**1**	**8**	0	9	13	137	0	0	150	1	0	8	0	9	1	153	0	0	154	322
16:30	**3**	0	4	0	7	3	149	0	0	152	0	0	**16**	0	**16**	3	170	**1**	0	174	349
16:45	2	1	8	0	**11**	8	146	**1**	**1**	156	1	0	14	0	15	**6**	**179**	0	0	**185**	367
17:00	1	0	8	0	9	**21**	**158**	1	0	**180**	**3**	0	13	0	16	3	173	0	0	176	**381**
Total Volume	6	2	28	0	36	45	590	2	1	638	5	0	51	0	56	13	675	1	0	689	1419
% App. Total	16.7	5.6	77.8	0		7.1	92.5	0.3	0.2		8.9	0	91.1	0		1.9	98	0.1	0		
PHF	.500	.500	.875	.000	.818	.536	.934	.500	.250	.886	.417	.000	.797	.000	.875	.542	.943	.250	.000	.931	.931
Automobiles	5	2	20	0	27	43	533	1	0	577	5	0	50	0	55	11	629	1	0	641	1300
% Automobiles	83.3	100	71.4	0	75.0	95.6	90.3	50.0	0	90.4	100	0	98.0	0	98.2	84.6	93.2	100	0	93.0	91.6
Trucks	1	0	8	0	9	2	55	1	1	59	0	0	1	0	1	2	45	0	0	47	116
% Trucks	16.7	0	28.6	0	25.0	4.4	9.3	50.0	100	9.2	0	0	2.0	0	1.8	15.4	6.7	0	0	6.8	8.2
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-4
Site Code : 23164-4
Start Date : 7/18/2023
Page No : 4

	Shady Oaks Ave Southbound					SR 80 Westbound					Dr. Martin Luther King Blvd Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:15					17:45					16:30					
+0 mins.	2	**2**	6	0	10	13	137	0	0	150	**1**	0	**19**	0	**20**	3	170	**1**	0	174	
+15 mins.	0	1	**8**	0	9	3	149	0	0	152	0	1	16	0	17	**6**	**179**	0	0	**185**	
+30 mins.	**3**	0	4	0	7	8	146	**1**	**1**	156	0	**3**	8	0	11	3	173	0	0	176	
+45 mins.	2	1	8	0	**11**	**21**	**158**	1	0	**180**	0	3	16	0	19	5	153	0	0	158	
Total Volume	7	4	26	0	37	45	590	2	1	638	1	7	59	0	67	17	675	1	0	693	
% App. Total	18.9	10.8	70.3	0		7.1	92.5	0.3	0.2		1.5	10.4	88.1	0		2.5	97.4	0.1	0		
PHF	.583	.500	.813	.000	.841	.536	.934	.500	.250	.886	.250	.583	.776	.000	.838	.708	.943	.250	.000	.936	
Automobiles	7	4	19	0	30	43	533	1	0	577	1	7	59	0	67	14	629	1	0	644	
% Automobiles	100	100	73.1	0	81.1	95.6	90.3	50	0	90.4	100	100	100	0	100	82.4	93.2	100	0	92.9	
Trucks	0	0	7	0	7	2	55	1	1	59	0	0	0	0	0	3	45	0	0	48	
% Trucks	0	0	26.9	0	18.9	4.4	9.3	50	100	9.2	0	0	0	0	0	17.6	6.7	0	0	6.9	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Shady Oaks Ave/ Dr. MLK Blvd
LaBelle, FL

File Name : 23164-4
Site Code : 23164-4
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Shady Oaks Ave Southbound					SR 80 Westbound					Dr. Martin Luther King Blvd Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	1	20	0	0	21	30
06:15	1	0	1	0	2	0	15	0	0	15	0	0	0	0	0	1	17	0	0	18	35
06:30	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	28	0	0	28	37
06:45	0	0	2	0	2	0	11	0	0	11	0	0	0	0	0	0	27	0	0	27	40
Total	1	0	4	0	5	0	43	0	0	43	0	0	0	0	0	2	92	0	0	94	142
07:00	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	0	15	0	0	15	31
07:15	0	0	4	0	4	1	23	0	0	24	0	0	0	0	0	0	40	0	0	40	68
07:30	0	0	0	0	0	0	23	0	0	23	1	0	0	0	1	1	23	0	0	24	48
07:45	1	0	0	0	1	0	27	0	0	27	0	0	0	0	0	3	18	0	0	21	49
Total	1	0	5	0	6	1	88	0	0	89	1	0	0	0	1	4	96	0	0	100	196
08:00	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	34	0	0	34	53
08:15	0	0	1	0	1	0	21	0	0	21	0	0	1	0	1	0	20	1	0	21	44
08:30	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	23	0	0	23	42
08:45	0	0	1	0	1	0	26	0	0	26	0	0	0	0	0	0	21	0	0	21	48
Total	0	0	2	0	2	0	84	1	0	85	0	0	1	0	1	0	98	1	0	99	187
09:00	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	1	18	0	0	19	42
09:15	0	0	2	0	2	0	24	0	1	25	0	0	0	0	0	1	28	1	0	30	57
09:30	0	0	1	0	1	1	23	0	0	24	1	0	0	0	1	0	22	0	0	22	48
09:45	1	0	1	0	2	1	28	2	0	31	0	0	0	0	0	2	22	0	0	24	57
Total	1	0	4	0	5	2	98	2	1	103	1	0	0	0	1	4	90	1	0	95	204
*** BREAK ***																					
15:00	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	1	19	0	0	20	36
15:15	0	0	1	0	1	1	17	0	0	18	0	0	1	0	1	0	12	0	0	12	32
15:30	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	0	11	0	0	11	27
15:45	0	0	2	0	2	0	23	0	0	23	0	0	0	0	0	0	13	0	0	13	38
Total	0	0	4	0	4	1	70	0	0	71	0	0	2	0	2	1	55	0	0	56	133
16:00	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	13	0	0	13	33
16:15	0	0	3	0	3	0	15	0	0	15	0	0	0	0	0	0	13	0	0	13	31
16:30	0	0	1	0	1	0	14	0	0	14	0	0	1	0	1	0	7	0	0	7	23
16:45	0	0	3	0	3	0	14	1	1	16	0	0	0	0	0	1	14	0	0	15	34
Total	0	0	7	0	7	0	62	2	1	65	0	0	1	0	1	1	47	0	0	48	121
17:00	1	0	1	0	2	2	14	0	0	16	0	0	0	0	0	1	12	0	0	13	31
17:15	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	1	13	0	0	14	22
17:30	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	21
17:45	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	8	0	0	8	19
Total	2	0	1	0	3	3	41	0	0	44	0	0	0	0	0	2	44	0	0	46	93
18:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	3	0	0	3	16
18:15	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	13
18:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
18:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	3	0	0	4	9
Total	0	0	1	0	1	0	32	0	0	32	0	0	0	0	0	1	14	0	0	15	48
Grand Total	5	0	28	0	33	7	518	5	2	532	2	0	4	0	6	15	536	2	0	553	1124
Apprch %	15.2	0	84.8	0		1.3	97.4	0.9	0.4		33.3	0	66.7	0		2.7	96.9	0.4	0		
Total %	0.4	0	2.5	0	2.9	0.6	46.1	0.4	0.2	47.3	0.2	0	0.4	0	0.5	1.3	47.7	0.2	0	49.2	
Trucks	5	0	28	0	33	5	506	5	2	518	2	0	3	0	5	15	529	2	0	546	1102
% Trucks	100	0	100	0	100	71.4	97.7	100	100	97.4	100	0	75	0	83.3	100	98.7	100	0	98.7	98
Buses	0	0	0	0	0	2	12	0	0	14	0	0	1	0	1	0	7	0	0	7	22
% Buses	0	0	0	0	0	28.6	2.3	0	0	2.6	0	0	25	0	16.7	0	1.3	0	0	1.3	2

Intersection Turning Movement Count

SR 80 @ Shady Oaks Ave/ Dr. MLK Blvd
LaBelle, FL

File Name : 23164-4P
Site Code : 23164-4P
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Shady Oaks Ave Southbound	SR 80 Westbound	Dr. Martin Luther King Blvd Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
07:30	0	0	1	0	1
07:45	0	0	1	0	1
Total	0	0	2	0	2
*** BREAK ***					
08:45	0	1	0	0	1
Total	0	1	0	0	1
09:00	1	1	1	0	3
*** BREAK ***					
09:45	0	1	0	0	1
Total	1	2	1	0	4
*** BREAK ***					
15:15	0	1	1	0	2
*** BREAK ***					
15:45	0	2	3	0	5
Total	0	3	4	0	7
16:00	0	0	0	2	2
*** BREAK ***					
16:30	0	0	2	0	2
*** BREAK ***					
Total	0	0	2	2	4
*** BREAK ***					
17:15	0	2	0	0	2
17:30	0	2	1	0	3
*** BREAK ***					
Total	0	4	1	0	5
18:00	0	0	1	0	1
18:15	0	0	1	0	1
18:30	0	0	2	0	2
*** BREAK ***					
Total	0	0	4	0	4
Grand Total	1	10	14	2	27
Apprch %	100	100	100	100	
Total %	3.7	37	51.9	7.4	
Pedestrians	1	9	5	2	17
% Pedestrians	100	90	35.7	100	63
Bicycles	0	1	9	0	10
% Bicycles	0	10	64.3	0	37

Intersection Turning Movement Count

SR 80 @ Driveways e/o Dr MLK Blvd
LaBelle, FL

File Name : 23164-5
Site Code : 23164-5
Start Date : 7/13/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

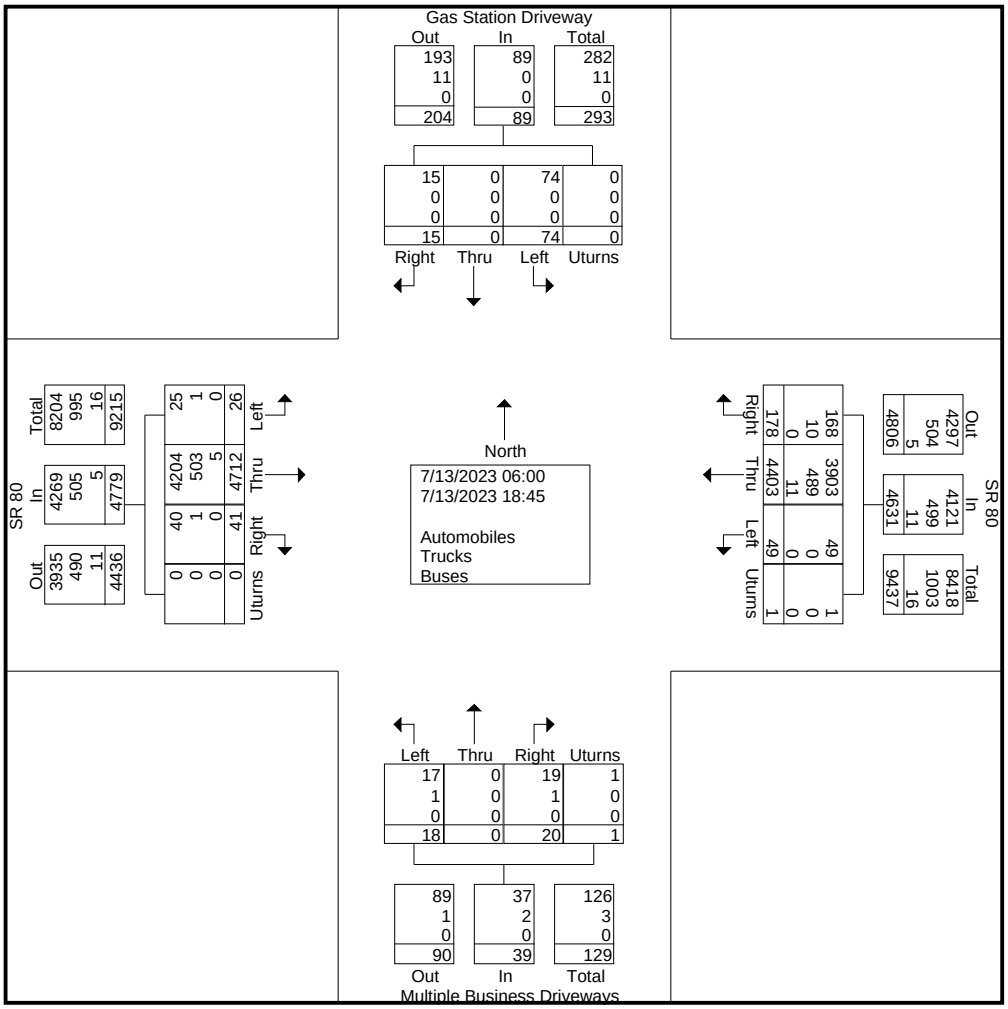
	Gas Station Driveway Southbound					SR 80 Westbound					Multiple Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	1	0	3	0	4	0	114	7	0	121	0	0	0	0	0	0	71	0	0	71	196
06:15	1	0	0	0	1	0	111	3	0	114	0	0	0	0	0	0	49	0	0	49	164
06:30	2	0	0	0	2	0	142	3	0	145	0	0	0	0	0	0	79	0	0	79	226
06:45	1	0	0	0	1	0	125	6	0	131	0	0	0	0	0	1	109	0	0	110	242
Total	5	0	3	0	8	0	492	19	0	511	0	0	0	0	0	1	308	0	0	309	828
07:00	1	0	0	0	1	0	133	5	0	138	0	0	0	0	0	0	85	0	0	85	224
07:15	2	0	0	0	2	0	122	6	0	128	0	0	0	0	0	1	96	0	0	97	227
07:30	2	0	0	0	2	0	149	7	0	156	1	0	1	0	2	0	136	1	0	137	297
07:45	5	0	0	0	5	0	128	12	0	140	0	0	0	0	0	1	119	0	0	120	265
Total	10	0	0	0	10	0	532	30	0	562	1	0	1	0	2	2	436	1	0	439	1013
08:00	0	0	3	0	3	0	138	4	0	142	0	0	1	0	1	0	113	0	0	113	259
08:15	1	0	0	0	1	0	130	6	0	136	0	0	0	0	0	0	109	0	0	109	246
08:30	2	0	1	0	3	0	126	4	0	130	0	0	0	0	0	2	145	0	0	147	280
08:45	3	0	1	0	4	0	134	4	0	138	0	0	0	0	0	2	143	0	0	145	287
Total	6	0	5	0	11	0	528	18	0	546	0	0	1	0	1	4	510	0	0	514	1072
09:00	2	0	1	0	3	0	119	3	0	122	0	0	0	0	0	2	122	0	0	124	249
09:15	0	0	0	0	0	1	158	5	0	164	1	0	0	0	1	1	123	0	0	124	289
09:30	4	0	1	0	5	0	146	6	0	152	0	0	0	0	0	1	122	0	0	123	280
09:45	4	0	0	0	4	3	147	3	0	153	0	0	0	0	0	1	126	0	0	127	284
Total	10	0	2	0	12	4	570	17	0	591	1	0	0	0	1	5	493	0	0	498	1102
*** BREAK ***																					
15:00	4	0	0	0	4	3	136	4	0	143	0	0	4	0	4	0	156	1	0	157	308
15:15	3	0	1	0	4	2	157	8	0	167	1	0	1	0	2	0	184	3	0	187	360
15:30	3	0	0	0	3	0	135	9	0	144	0	0	1	0	1	1	153	2	0	156	304
15:45	6	0	0	0	6	4	144	7	0	155	0	0	1	1	2	0	212	0	0	212	375
Total	16	0	1	0	17	9	572	28	0	609	1	0	7	1	9	1	705	6	0	712	1347
16:00	3	0	1	0	4	5	168	6	0	179	2	0	2	0	4	0	200	3	0	203	390
16:15	1	0	1	0	2	3	159	4	0	166	1	0	1	0	2	0	216	3	0	219	389
16:30	1	0	0	0	1	5	153	8	0	166	1	0	1	0	2	0	170	2	0	172	341
16:45	4	0	0	0	4	1	149	5	0	155	1	0	1	0	2	0	213	5	0	218	379
Total	9	0	2	0	11	14	629	23	0	666	5	0	5	0	10	0	799	13	0	812	1499
17:00	0	0	1	0	1	2	157	3	1	163	0	0	0	0	0	1	206	6	0	213	377
17:15	1	0	0	0	1	4	163	6	0	173	0	0	0	0	0	2	205	3	0	210	384
17:30	3	0	0	0	3	1	154	8	0	163	1	0	0	0	1	3	177	2	0	182	349
17:45	4	0	0	0	4	3	135	7	0	145	2	0	0	0	2	1	200	4	0	205	356
Total	8	0	1	0	9	10	609	24	1	644	3	0	0	0	3	7	788	15	0	810	1466
18:00	2	0	0	0	2	2	123	5	0	130	0	0	1	0	1	2	188	0	0	190	323
18:15	4	0	0	0	4	3	114	9	0	126	2	0	2	0	4	2	179	5	0	186	320
18:30	1	0	1	0	2	4	111	2	0	117	2	0	1	0	3	1	172	1	0	174	296
18:45	3	0	0	0	3	3	123	3	0	129	3	0	2	0	5	1	134	0	0	135	272
Total	10	0	1	0	11	12	471	19	0	502	7	0	6	0	13	6	673	6	0	685	1211
Grand Total	74	0	15	0	89	49	4403	178	1	4631	18	0	20	1	39	26	4712	41	0	4779	9538
Apprch %	83.1	0	16.9	0		1.1	95.1	3.8	0		46.2	0	51.3	2.6		0.5	98.6	0.9	0		
Total %	0.8	0	0.2	0	0.9	0.5	46.2	1.9	0	48.6	0.2	0	0.2	0	0.4	0.3	49.4	0.4	0	50.1	

Intersection Turning Movement Count

File Name : 23164-5
Site Code : 23164-5
Start Date : 7/13/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Gas Station Driveway Southbound					SR 80 Westbound					Multiple Business Driveways Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	74	0	15	0	89	49	3903	168	1	4121	17	0	19	1	37	25	4204	40	0	4269	8516
% Automobiles	100	0	100	0	100	100	88.6	94.4	100	89	94.4	0	95	100	94.9	96.2	89.2	97.6	0	89.3	89.3
Trucks	0	0	0	0	0	0	489	10	0	499	1	0	1	0	2	1	503	1	0	505	1006
% Trucks	0	0	0	0	0	0	11.1	5.6	0	10.8	5.6	0	5	0	5.1	3.8	10.7	2.4	0	10.6	10.5
Buses	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	16
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-5
Site Code : 23164-5
Start Date : 7/13/2023
Page No : 3

	Gas Station Driveway Southbound					SR 80 Westbound					Multiple Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	2	0	**1**	0	3	0	126	4	0	130	0	0	0	0	0	**2**	**145**	0	0	**147**	280
08:45	**3**	0	1	0	**4**	0	134	4	0	138	0	0	0	0	0	2	143	0	0	145	287
09:00	2	0	1	0	3	0	119	3	0	122	0	0	0	0	0	2	122	0	0	124	249
09:15	0	0	0	0	0	**1**	**158**	**5**	0	**164**	**1**	0	0	0	**1**	1	123	0	0	124	**289**
Total Volume	7	0	3	0	10	1	537	16	0	554	1	0	0	0	1	7	533	0	0	540	1105
% App. Total	70	0	30	0		0.2	96.9	2.9	0		100	0	0	0		1.3	98.7	0	0		
PHF	.583	.000	.750	.000	.625	.250	.850	.800	.000	.845	.250	.000	.000	.000	.250	.875	.919	.000	.000	.918	.956
Automobiles	7	0	3	0	10	1	455	16	0	472	1	0	0	0	1	6	437	0	0	443	926
% Automobiles	100	0	100	0	100	100	84.7	100	0	85.2	100	0	0	0	100	85.7	82.0	0	0	82.0	83.8
Trucks	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	1	95	0	0	96	176
% Trucks	0	0	0	0	0	0	14.9	0	0	14.4	0	0	0	0	0	14.3	17.8	0	0	17.8	15.9
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15					09:00					07:15					08:30					
+0 mins.	2	0	0	0	2	0	119	3	0	122	0	0	0	0	0	**2**	**145**	0	0	**147**	
+15 mins.	2	0	0	0	2	1	**158**	5	0	**164**	**1**	0	**1**	0	**2**	2	143	0	0	145	
+30 mins.	**5**	0	0	0	**5**	0	146	**6**	0	152	0	0	0	0	0	2	122	0	0	124	
+45 mins.	0	0	**3**	0	3	**3**	147	3	0	153	0	0	1	0	1	1	123	0	0	124	
Total Volume	9	0	3	0	12	4	570	17	0	591	1	0	2	0	3	7	533	0	0	540	
% App. Total	75	0	25	0		0.7	96.4	2.9	0		33.3	0	66.7	0		1.3	98.7	0	0		
PHF	.450	.000	.250	.000	.600	.333	.902	.708	.000	.901	.250	.000	.500	.000	.375	.875	.919	.000	.000	.918	
Automobiles	9	0	3	0	12	4	472	16	0	492	1	0	1	0	2	6	437	0	0	443	
% Automobiles	100	0	100	0	100	100	82.8	94.1	0	83.2	100	0	50	0	66.7	85.7	82	0	0	82	
Trucks	0	0	0	0	0	0	96	1	0	97	0	0	1	0	1	1	95	0	0	96	
% Trucks	0	0	0	0	0	0	16.8	5.9	0	16.4	0	0	50	0	33.3	14.3	17.8	0	0	17.8	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:00

16:00	3	0	**1**	0	**4**	**5**	**168**	6	0	**179**	**2**	0	**2**	0	**4**	0	200	3	0	203	**390**
16:15	1	0	1	0	2	3	159	4	0	166	1	0	1	0	2	0	**216**	3	0	**219**	389
16:30	1	0	0	0	1	5	153	**8**	0	166	1	0	1	0	2	0	170	2	0	172	341
16:45	**4**	0	0	0	4	1	149	5	0	155	1	0	1	0	2	0	213	**5**	0	218	379
Total Volume	9	0	2	0	11	14	629	23	0	666	5	0	5	0	10	0	799	13	0	812	1499
% App. Total	81.8	0	18.2	0		2.1	94.4	3.5	0		50	0	50	0		0	98.4	1.6	0		
PHF	.563	.000	.500	.000	.688	.700	.936	.719	.000	.930	.625	.000	.625	.000	.625	.000	.925	.650	.000	.927	.961
Automobiles	9	0	2	0	11	14	573	23	0	610	4	0	5	0	9	0	757	12	0	769	1399
% Automobiles	100	0	100	0	100	100	91.1	100	0	91.6	80.0	0	100	0	90.0	0	94.7	92.3	0	94.7	93.3
Trucks	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	0	41	1	0	42	99
% Trucks	0	0	0	0	0	0	8.9	0	0	8.4	20.0	0	0	0	10.0	0	5.1	7.7	0	5.2	6.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0.1	0.1

Intersection Turning Movement Count

File Name : 23164-5
Site Code : 23164-5
Start Date : 7/13/2023
Page No : 4

	Gas Station Driveway Southbound					SR 80 Westbound					Multiple Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					15:45					18:00					16:45					
+0 mins.	4	0	0	0	4	4	144	7	0	155	0	0	1	0	1	0	**213**	5	0	**218**	
+15 mins.	3	0	**1**	0	4	**5**	**168**	6	0	**179**	2	0	**2**	0	4	1	206	**6**	0	213	
+30 mins.	3	0	0	0	3	3	159	4	0	166	2	0	1	0	3	2	205	3	0	210	
+45 mins.	**6**	0	0	0	**6**	5	153	**8**	0	166	**3**	0	2	0	**5**	**3**	177	2	0	182	
Total Volume	16	0	1	0	17	17	624	25	0	666	7	0	6	0	13	6	801	16	0	823	
% App. Total	94.1	0	5.9	0		2.6	93.7	3.8	0		53.8	0	46.2	0		0.7	97.3	1.9	0		
PHF	.667	.000	.250	.000	.708	.850	.929	.781	.000	.930	.583	.000	.750	.000	.650	.500	.940	.667	.000	.944	
Automobiles	16	0	1	0	17	17	558	25	0	600	7	0	6	0	13	6	765	16	0	787	
% Automobiles	100	0	100	0	100	100	89.4	100	0	90.1	100	0	100	0	100	100	95.5	100	0	95.6	
Trucks	0	0	0	0	0	0	66	0	0	66	0	0	0	0	0	0	33	0	0	33	
% Trucks	0	0	0	0	0	0	10.6	0	0	9.9	0	0	0	0	0	0	4.1	0	0	4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.4	0	0	0.4	

Intersection Turning Movement Count

SR 80 @ Driveways e/o Dr MLK Blvd
LaBelle, FL

File Name : 23164-5
Site Code : 23164-5
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks - Buses

	Gas Station Driveway Southbound					SR 80 Westbound					Multiple Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	13	3	0	16	0	0	0	0	0	0	20	0	0	20	36
06:15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	22
06:30	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	20	0	0	20	36
06:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	40	0	0	40	47
Total	0	0	0	0	0	0	45	3	0	48	0	0	0	0	0	0	93	0	0	93	141
07:00	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	19	0	0	19	30
07:15	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	27	0	0	27	48
07:30	0	0	0	0	0	0	29	0	0	29	0	0	1	0	1	0	28	0	0	28	58
07:45	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	20	0	0	20	35
Total	0	0	0	0	0	0	76	0	0	76	0	0	1	0	1	0	94	0	0	94	171
08:00	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	26	0	0	26	44
08:15	0	0	0	0	0	0	25	1	0	26	0	0	0	0	0	0	20	0	0	20	46
08:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	1	24	0	0	25	37
08:45	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	26	0	0	26	45
Total	0	0	0	0	0	0	74	1	0	75	0	0	0	0	0	1	96	0	0	97	172
09:00	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	21	0	0	21	47
09:15	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	25	0	0	25	50
09:30	0	0	0	0	0	0	28	1	0	29	0	0	0	0	0	0	23	0	0	23	52
09:45	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	19	0	0	19	38
Total	0	0	0	0	0	0	98	1	0	99	0	0	0	0	0	0	88	0	0	88	187
*** BREAK ***																					
15:00	0	0	0	0	0	0	19	1	0	20	0	0	0	0	0	0	11	0	0	11	31
15:15	0	0	0	0	0	0	20	1	0	21	0	0	0	0	0	0	15	0	0	15	36
15:30	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	0	6	0	0	6	21
15:45	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	30
Total	0	0	0	0	0	0	73	3	0	76	0	0	0	0	0	0	42	0	0	42	118
16:00	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	14	1	0	15	34
16:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19
16:30	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	0	5	0	0	5	21
16:45	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	16	0	0	16	26
Total	0	0	0	0	0	0	56	0	0	56	1	0	0	0	1	0	42	1	0	43	100
17:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22
17:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15
17:30	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	3	0	0	3	17
17:45	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	4	0	0	4	15
Total	0	0	0	0	0	0	44	1	0	45	0	0	0	0	0	0	24	0	0	24	69
18:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	18
18:15	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	5	0	0	5	15
18:30	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	3	0	0	3	12
18:45	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
Total	0	0	0	0	0	0	34	1	0	35	0	0	0	0	0	0	29	0	0	29	64
Grand Total	0	0	0	0	0	0	500	10	0	510	1	0	1	0	2	1	508	1	0	510	1022
Apprch %	0	0	0	0		0	98	2	0		50	0	50	0		0.2	99.6	0.2	0		
Total %	0	0	0	0	0	0	48.9	1	0	49.9	0.1	0	0.1	0	0.2	0.1	49.7	0.1	0	49.9	
Trucks	0	0	0	0	0	0	489	10	0	499	1	0	1	0	2	1	503	1	0	505	1006
% Trucks	0	0	0	0	0	0	97.8	100	0	97.8	100	0	100	0	100	100	99	100	0	99	98.4
Buses	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	16
% Buses	0	0	0	0	0	0	2.2	0	0	2.2	0	0	0	0	0	0	1	0	0	1	1.6

Intersection Turning Movement Count

SR 80 @ Driveways e/o Dr MLK Blvd
LaBelle, FL

File Name : 23164-5P
Site Code : 23164-5P
Start Date : 7/13/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Gas Station Driveway Southbound	SR 80 Westbound	Multiple Business Driveways Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:30	1	0	0	0	1
*** BREAK ***					
Total	1	0	0	0	1
*** BREAK ***					
07:15	0	0	1	0	1
07:30	1	0	1	0	2
07:45	1	0	0	0	1
Total	2	0	2	0	4
*** BREAK ***					
08:30	0	0	5	0	5
*** BREAK ***					
Total	0	0	5	0	5
09:00	0	0	1	0	1
09:15	0	0	1	0	1
09:30	0	0	0	1	1
09:45	0	0	2	0	2
Total	0	0	4	1	5
*** BREAK ***					
15:00	0	0	1	0	1
*** BREAK ***					
15:45	0	0	1	0	1
Total	0	0	2	0	2
16:00	0	0	1	3	4
*** BREAK ***					
Total	0	0	1	3	4
17:00	0	0	1	0	1
*** BREAK ***					
17:30	0	2	1	0	3
*** BREAK ***					
Total	0	2	2	0	4
*** BREAK ***					
18:30	0	0	6	0	6
*** BREAK ***					
Total	0	0	6	0	6
Grand Total	3	2	22	4	31
Apprch %	100	100	100	100	
Total %	9.7	6.5	71	12.9	
Pedestrians	3	2	17	4	26
% Pedestrians	100	100	77.3	100	83.9
Bicycles	0	0	5	0	5
% Bicycles	0	0	22.7	0	16.1

Intersection Turning Movement Count

SR 80 @ Shady Oaks Ave
LaBelle, FL

File Name : 23164-6
Site Code : 23164-6
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

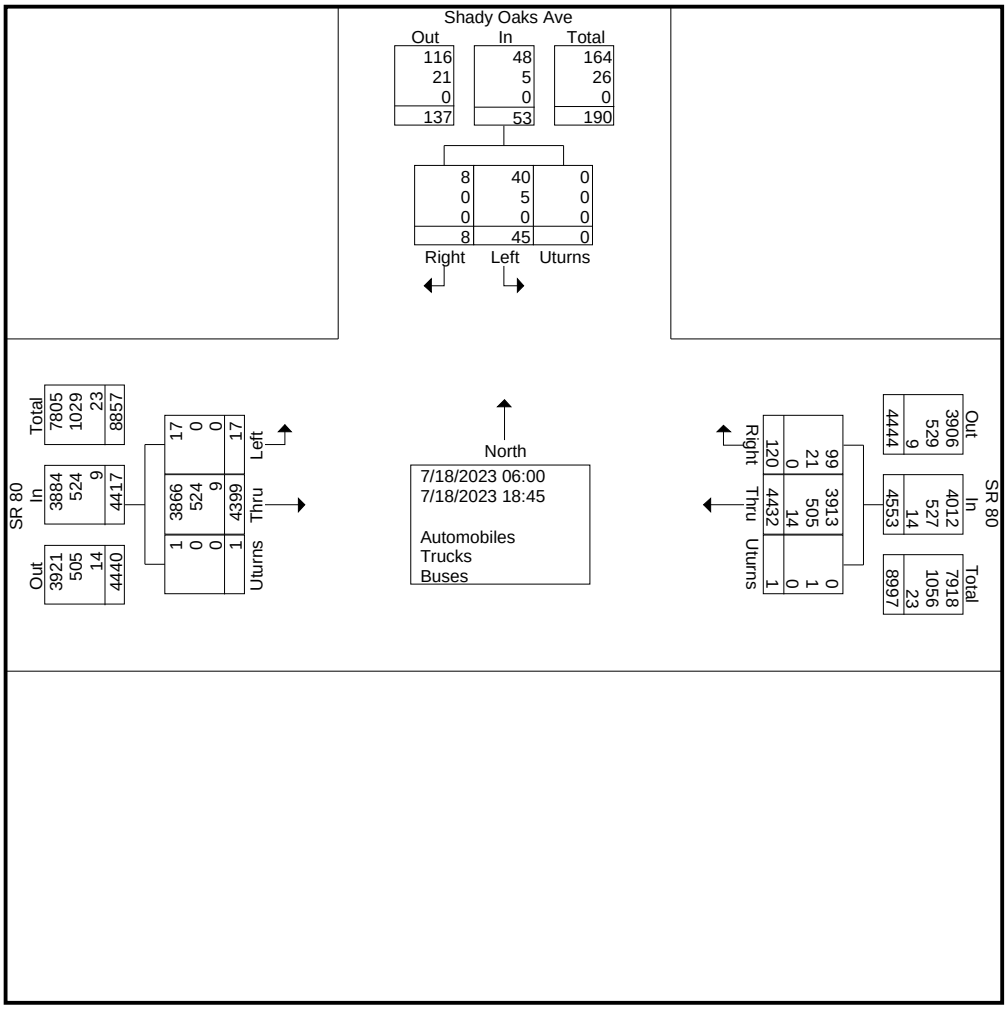
	Shady Oaks Ave Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	108	1	0	109	0	66	0	66	175
06:15	0	0	0	0	130	1	0	131	0	63	0	63	194
06:30	0	0	0	0	121	1	0	122	0	77	0	77	199
06:45	0	0	0	0	138	1	0	139	0	104	0	104	243
Total	0	0	0	0	497	4	0	501	0	310	0	310	811
07:00	2	0	0	2	132	7	0	139	0	92	0	92	233
07:15	3	0	0	3	158	1	0	159	0	109	0	109	271
07:30	0	0	0	0	121	1	0	122	0	101	0	101	223
07:45	0	0	0	0	149	0	0	149	1	116	0	117	266
Total	5	0	0	5	560	9	0	569	1	418	0	419	993
08:00	1	0	0	1	138	4	0	142	0	128	0	128	271
08:15	2	0	0	2	136	4	0	140	1	111	0	112	254
08:30	1	0	0	1	133	3	0	136	0	113	0	113	250
08:45	2	0	0	2	147	3	0	150	1	145	0	146	298
Total	6	0	0	6	554	14	0	568	2	497	0	499	1073
09:00	2	0	0	2	154	4	1	159	0	131	0	131	292
09:15	1	0	0	1	144	4	0	148	0	140	0	140	289
09:30	1	1	0	2	130	0	0	130	0	134	0	134	266
09:45	1	0	0	1	147	3	0	150	0	119	0	119	270
Total	5	1	0	6	575	11	1	587	0	524	0	524	1117
*** BREAK ***													
15:00	0	0	0	0	148	2	0	150	0	170	1	171	321
15:15	4	0	0	4	130	4	0	134	1	165	0	166	304
15:30	2	1	0	3	144	10	0	154	0	164	0	164	321
15:45	1	1	0	2	163	5	0	168	2	145	0	147	317
Total	7	2	0	9	585	21	0	606	3	644	1	648	1263
16:00	3	1	0	4	174	4	0	178	0	175	0	175	357
16:15	0	0	0	0	147	1	0	148	0	160	0	160	308
16:30	1	1	0	2	161	1	0	162	0	185	0	185	349
16:45	2	0	0	2	165	6	0	171	0	194	0	194	367
Total	6	2	0	8	647	12	0	659	0	714	0	714	1381
17:00	2	0	0	2	184	8	0	192	0	186	0	186	380
17:15	0	0	0	0	130	5	0	135	1	171	0	172	307
17:30	1	0	0	1	158	9	0	167	1	164	0	165	333
17:45	6	1	0	7	125	12	0	137	1	194	0	195	339
Total	9	1	0	10	597	34	0	631	3	715	0	718	1359
18:00	2	0	0	2	126	4	0	130	3	164	0	167	299
18:15	1	0	0	1	101	6	0	107	2	140	0	142	250
18:30	3	0	0	3	99	3	0	102	2	141	0	143	248
18:45	1	2	0	3	91	2	0	93	1	132	0	133	229
Total	7	2	0	9	417	15	0	432	8	577	0	585	1026
Grand Total	45	8	0	53	4432	120	1	4553	17	4399	1	4417	9023
Apprch %	84.9	15.1	0		97.3	2.6	0		0.4	99.6	0		
Total %	0.5	0.1	0	0.6	49.1	1.3	0	50.5	0.2	48.8	0	49	

Intersection Turning Movement Count

File Name : 23164-6
Site Code : 23164-6
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Shady Oaks Ave Southbound				SR 80 Westbound				SR 80 Eastbound				
	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Automobiles	40	8	0	48	3913	99	0	4012	17	3866	1	3884	7944
% Automobiles	88.9	100	0	90.6	88.3	82.5	0	88.1	100	87.9	100	87.9	88
Trucks	5	0	0	5	505	21	1	527	0	524	0	524	1056
% Trucks	11.1	0	0	9.4	11.4	17.5	100	11.6	0	11.9	0	11.9	11.7
Buses	0	0	0	0	14	0	0	14	0	9	0	9	23
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.2	0	0.2	0.3



Intersection Turning Movement Count

File Name : 23164-6
Site Code : 23164-6
Start Date : 7/18/2023
Page No : 3

	Shady Oaks Ave Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:45													
08:45	**2**	0	0	**2**	147	3	0	150	**1**	**145**	0	**146**	**298**
09:00	2	0	0	2	**154**	**4**	**1**	**159**	0	131	0	131	292
09:15	1	0	0	1	144	4	0	148	0	140	0	140	289
09:30	1	**1**	0	2	130	0	0	130	0	134	0	134	266
Total Volume	6	1	0	7	575	11	1	587	1	550	0	551	1145
% App. Total	85.7	14.3	0		98	1.9	0.2		0.2	99.8	0		
PHF	.750	.250	.000	.875	.933	.688	.250	.923	.250	.948	.000	.943	.961
Automobiles	6	1	0	7	482	9	0	491	1	460	0	461	959
% Automobiles	100	100	0	100	83.8	81.8	0	83.6	100	83.6	0	83.7	83.8
Trucks	0	0	0	0	93	2	1	96	0	86	0	86	182
% Trucks	0	0	0	0	16.2	18.2	100	16.4	0	15.6	0	15.6	15.9
Buses	0	0	0	0	0	0	0	0	0	4	0	4	4
% Buses	0	0	0	0	0	0	0	0	0	0.7	0	0.7	0.3

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	08:15				08:30				08:45				
+0 mins.	**2**	0	0	**2**	133	3	0	136	**1**	**145**	0	**146**	
+15 mins.	1	0	0	1	147	3	0	150	0	131	0	131	
+30 mins.	2	0	0	2	**154**	**4**	**1**	**159**	0	140	0	140	
+45 mins.	2	0	0	2	144	4	0	148	0	134	0	134	
Total Volume	7	0	0	7	578	14	1	593	1	550	0	551	
% App. Total	100	0	0		97.5	2.4	0.2		0.2	99.8	0		
PHF	.875	.000	.000	.875	.938	.875	.250	.932	.250	.948	.000	.943	
Automobiles	6	0	0	6	486	12	0	498	1	460	0	461	
% Automobiles	85.7	0	0	85.7	84.1	85.7	0	84	100	83.6	0	83.7	
Trucks	1	0	0	1	91	2	1	94	0	86	0	86	
% Trucks	14.3	0	0	14.3	15.7	14.3	100	15.9	0	15.6	0	15.6	
Buses	0	0	0	0	1	0	0	1	0	4	0	4	
% Buses	0	0	0	0	0.2	0	0	0.2	0	0.7	0	0.7	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:15													
16:15	0	0	0	0	147	1	0	148	0	160	0	160	308
16:30	1	**1**	0	**2**	161	1	0	162	0	185	0	185	349
16:45	**2**	0	0	2	165	6	0	171	0	**194**	0	**194**	367
17:00	2	0	0	2	**184**	**8**	0	**192**	0	186	0	186	**380**
Total Volume	5	1	0	6	657	16	0	673	0	725	0	725	1404
% App. Total	83.3	16.7	0		97.6	2.4	0		0	100	0		
PHF	.625	.250	.000	.750	.893	.500	.000	.876	.000	.934	.000	.934	.924
Automobiles	4	1	0	5	601	13	0	614	0	679	0	679	1298
% Automobiles	80.0	100	0	83.3	91.5	81.3	0	91.2	0	93.7	0	93.7	92.5
Trucks	1	0	0	1	54	3	0	57	0	45	0	45	103
% Trucks	20.0	0	0	16.7	8.2	18.8	0	8.5	0	6.2	0	6.2	7.3
Buses	0	0	0	0	2	0	0	2	0	1	0	1	3
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.1	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-6
Site Code : 23164-6
Start Date : 7/18/2023
Page No : 4

	Shady Oaks Ave Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	15:15				16:15				16:30				
+0 mins.	**4**	0	0	**4**	147	1	0	148	0	185	0	185	
+15 mins.	2	**1**	0	3	161	1	0	162	0	**194**	0	**194**	
+30 mins.	1	1	0	2	165	6	0	171	0	186	0	186	
+45 mins.	3	1	0	4	**184**	**8**	0	**192**	**1**	171	0	172	
Total Volume	10	3	0	13	657	16	0	673	1	736	0	737	
% App. Total	76.9	23.1	0		97.6	2.4	0		0.1	99.9	0		
PHF	.625	.750	.000	.813	.893	.500	.000	.876	.250	.948	.000	.950	
Automobiles	10	3	0	13	601	13	0	614	1	690	0	691	
% Automobiles	100	100	0	100	91.5	81.2	0	91.2	100	93.8	0	93.8	
Trucks	0	0	0	0	54	3	0	57	0	45	0	45	
% Trucks	0	0	0	0	8.2	18.8	0	8.5	0	6.1	0	6.1	
Buses	0	0	0	0	2	0	0	2	0	1	0	1	
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.1	0	0.1	

Intersection Turning Movement Count

SR 80 @ Shady Oaks Ave
LaBelle, FL

File Name : 23164-6
Site Code : 23164-6
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Shady Oaks Ave Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	9	1	0	10	0	19	0	19	29
06:15	0	0	0	0	14	1	0	15	0	17	0	17	32
06:30	0	0	0	0	10	0	0	10	0	26	0	26	36
06:45	0	0	0	0	15	0	0	15	0	29	0	29	44
Total	0	0	0	0	48	2	0	50	0	91	0	91	141
07:00	1	0	0	1	14	5	0	19	0	14	0	14	34
07:15	2	0	0	2	27	0	0	27	0	38	0	38	67
07:30	0	0	0	0	22	1	0	23	0	22	0	22	45
07:45	0	0	0	0	27	0	0	27	0	20	0	20	47
Total	3	0	0	3	90	6	0	96	0	94	0	94	193
08:00	0	0	0	0	19	1	0	20	0	34	0	34	54
08:15	1	0	0	1	19	2	0	21	0	21	0	21	43
08:30	0	0	0	0	21	0	0	21	0	26	0	26	47
08:45	0	0	0	0	26	0	0	26	0	21	0	21	47
Total	1	0	0	1	85	3	0	88	0	102	0	102	191
09:00	0	0	0	0	22	1	1	24	0	19	0	19	43
09:15	0	0	0	0	23	1	0	24	0	26	0	26	50
09:30	0	0	0	0	22	0	0	22	0	24	0	24	46
09:45	0	0	0	0	27	1	0	28	0	22	0	22	50
Total	0	0	0	0	94	3	1	98	0	91	0	91	189
*** BREAK ***													
15:00	0	0	0	0	15	0	0	15	0	16	0	16	31
15:15	0	0	0	0	17	0	0	17	0	12	0	12	29
15:30	0	0	0	0	14	1	0	15	0	11	0	11	26
15:45	0	0	0	0	22	1	0	23	0	11	0	11	34
Total	0	0	0	0	68	2	0	70	0	50	0	50	120
16:00	0	0	0	0	20	1	0	21	0	13	0	13	34
16:15	0	0	0	0	14	0	0	14	0	13	0	13	27
16:30	0	0	0	0	12	0	0	12	0	8	0	8	20
16:45	1	0	0	1	17	2	0	19	0	13	0	13	33
Total	1	0	0	1	63	3	0	66	0	47	0	47	114
17:00	0	0	0	0	13	1	0	14	0	12	0	12	26
17:15	0	0	0	0	6	1	0	7	0	13	0	13	20
17:30	0	0	0	0	10	0	0	10	0	9	0	9	19
17:45	0	0	0	0	12	0	0	12	0	10	0	10	22
Total	0	0	0	0	41	2	0	43	0	44	0	44	87
18:00	0	0	0	0	12	0	0	12	0	4	0	4	16
18:15	0	0	0	0	8	0	0	8	0	4	0	4	12
18:30	0	0	0	0	5	0	0	5	0	4	0	4	9
18:45	0	0	0	0	5	0	0	5	0	2	0	2	7
Total	0	0	0	0	30	0	0	30	0	14	0	14	44
Grand Total	5	0	0	5	519	21	1	541	0	533	0	533	1079
Apprch %	100	0	0		95.9	3.9	0.2		0	100	0		
Total %	0.5	0	0	0.5	48.1	1.9	0.1	50.1	0	49.4	0	49.4	
Trucks	5	0	0	5	505	21	1	527	0	524	0	524	1056
% Trucks	100	0	0	100	97.3	100	100	97.4	0	98.3	0	98.3	97.9
Buses	0	0	0	0	14	0	0	14	0	9	0	9	23
% Buses	0	0	0	0	2.7	0	0	2.6	0	1.7	0	1.7	2.1

Intersection Turning Movement Count

SR 80 @ Shady Oaks Ave
LaBelle, FL

File Name : 23164-6P
Site Code : 23164-6P
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Shady Oaks Ave Southbound	SR 80 Westbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
06:45	1	0	0	1
Total	1	0	0	1
*** BREAK ***				
07:45	1	0	0	1
Total	1	0	0	1
*** BREAK ***				
08:45	2	0	0	2
Total	2	0	0	2
*** BREAK ***				
09:15	1	1	0	2
09:30	1	0	0	1
09:45	1	0	0	1
Total	3	1	0	4
*** BREAK ***				
15:30	2	0	0	2
*** BREAK ***				
Total	2	0	0	2
*** BREAK ***				
16:45	1	0	0	1
Total	1	0	0	1
*** BREAK ***				
18:15	1	0	0	1
*** BREAK ***				
Total	1	0	0	1
Grand Total	11	1	0	12
Apprch %	100	100	0	
Total %	91.7	8.3	0	
Pedestrians	5	1	0	6
% Pedestrians	45.5	100	0	50
Bicycles	6	0	0	6
% Bicycles	54.5	0	0	50

Intersection Turning Movement Count

SR 80 @ Lashley St
LaBelle, FL

File Name : 23164-7
Site Code : 23164-7
Start Date : 7/11/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

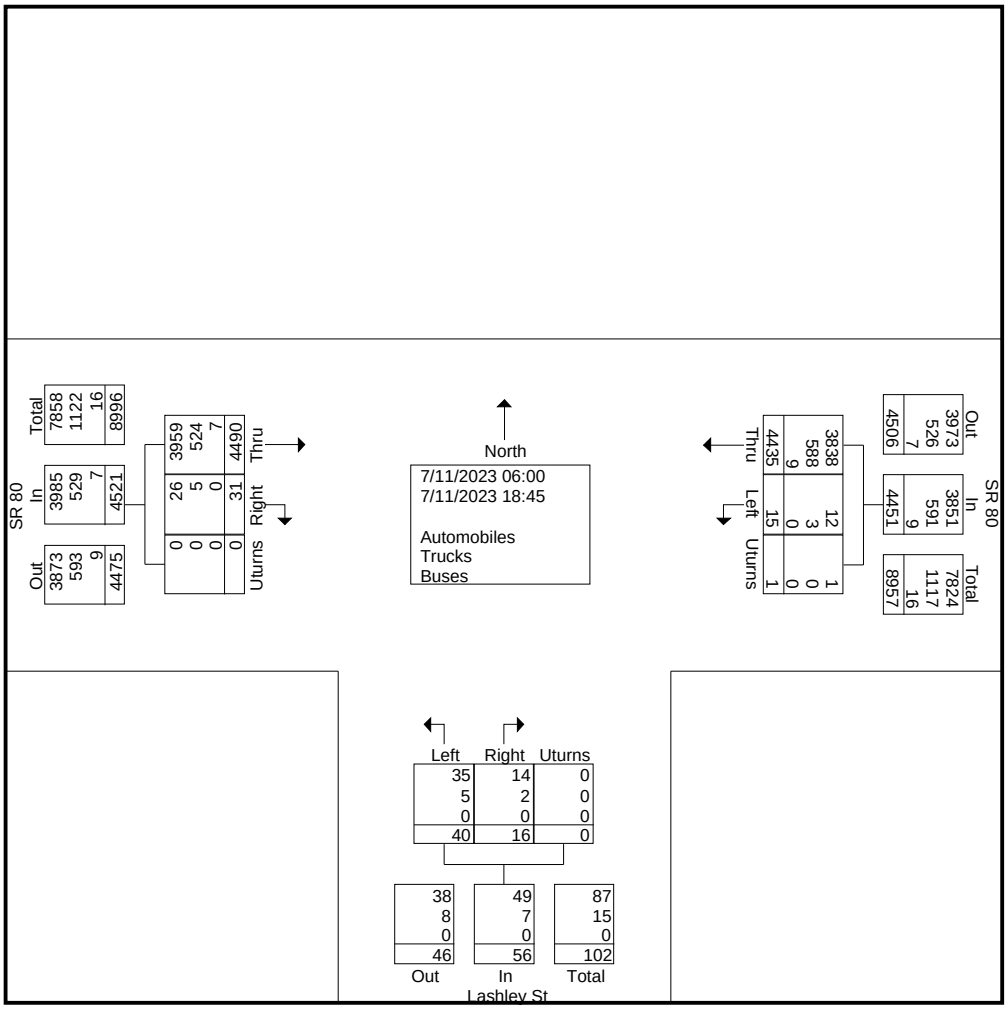
	SR 80 Westbound				Lashley St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	110	0	110	1	0	0	1	54	0	0	54	165
06:15	0	144	0	144	0	0	0	0	76	0	0	76	220
06:30	0	127	0	127	0	1	0	1	91	0	0	91	219
06:45	2	120	0	122	4	0	0	4	93	2	0	95	221
Total	2	501	0	503	5	1	0	6	314	2	0	316	825
07:00	0	138	0	138	1	0	0	1	80	0	0	80	219
07:15	0	129	0	129	7	0	0	7	101	0	0	101	237
07:30	0	136	0	136	1	1	0	2	120	0	0	120	258
07:45	0	135	0	135	0	0	0	0	102	1	0	103	238
Total	0	538	0	538	9	1	0	10	403	1	0	404	952
08:00	0	137	0	137	0	1	0	1	128	3	0	131	269
08:15	0	135	0	135	1	0	0	1	109	1	0	110	246
08:30	1	120	0	121	1	0	0	1	133	1	0	134	256
08:45	0	144	0	144	1	0	0	1	137	2	0	139	284
Total	1	536	0	537	3	1	0	4	507	7	0	514	1055
09:00	0	151	0	151	2	1	0	3	127	2	0	129	283
09:15	0	129	0	129	1	1	0	2	112	0	0	112	243
09:30	2	151	0	153	0	0	0	0	137	0	0	137	290
09:45	0	145	0	145	1	0	0	1	131	0	0	131	277
Total	2	576	0	578	4	2	0	6	507	2	0	509	1093
*** BREAK ***													
15:00	0	154	0	154	0	0	0	0	149	0	0	149	303
15:15	1	153	0	154	1	0	0	1	172	0	0	172	327
15:30	0	161	0	161	0	2	0	2	152	0	0	152	315
15:45	0	128	0	128	1	0	0	1	159	1	0	160	289
Total	1	596	0	597	2	2	0	4	632	1	0	633	1234
16:00	1	175	0	176	1	0	0	1	168	1	0	169	346
16:15	1	142	1	144	4	0	0	4	181	1	0	182	330
16:30	2	152	0	154	2	4	0	6	181	2	0	183	343
16:45	0	162	0	162	0	0	0	0	167	1	0	168	330
Total	4	631	1	636	7	4	0	11	697	5	0	702	1349
17:00	0	182	0	182	0	0	0	0	236	0	0	236	418
17:15	0	163	0	163	2	1	0	3	185	1	0	186	352
17:30	0	138	0	138	1	0	0	1	164	1	0	165	304
17:45	2	124	0	126	2	0	0	2	206	3	0	209	337
Total	2	607	0	609	5	1	0	6	791	5	0	796	1411
18:00	1	128	0	129	0	1	0	1	182	1	0	183	313
18:15	0	102	0	102	2	1	0	3	160	2	0	162	267
18:30	0	123	0	123	0	0	0	0	147	1	0	148	271
18:45	2	97	0	99	3	2	0	5	150	4	0	154	258
Total	3	450	0	453	5	4	0	9	639	8	0	647	1109
Grand Total	15	4435	1	4451	40	16	0	56	4490	31	0	4521	9028
Apprch %	0.3	99.6	0		71.4	28.6	0		99.3	0.7	0		
Total %	0.2	49.1	0	49.3	0.4	0.2	0	0.6	49.7	0.3	0	50.1	

Intersection Turning Movement Count

File Name : 23164-7
Site Code : 23164-7
Start Date : 7/11/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Lashley St Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	12	3838	1	3851	35	14	0	49	3959	26	0	3985	7885
% Automobiles	80	86.5	100	86.5	87.5	87.5	0	87.5	88.2	83.9	0	88.1	87.3
Trucks	3	588	0	591	5	2	0	7	524	5	0	529	1127
% Trucks	20	13.3	0	13.3	12.5	12.5	0	12.5	11.7	16.1	0	11.7	12.5
Buses	0	9	0	9	0	0	0	0	7	0	0	7	16
% Buses	0	0.2	0	0.2	0	0	0	0	0.2	0	0	0.2	0.2



Intersection Turning Movement Count

File Name : 23164-7
Site Code : 23164-7
Start Date : 7/11/2023
Page No : 3

	SR 80 Westbound				Lashley St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:45													
08:45	0	144	0	144	1	0	0	1	**137**	**2**	0	**139**	284
09:00	0	**151**	0	151	**2**	**1**	0	**3**	127	2	0	129	283
09:15	0	129	0	129	1	1	0	2	112	0	0	112	243
09:30	**2**	151	0	**153**	0	0	0	0	137	0	0	137	**290**
Total Volume	2	575	0	577	4	2	0	6	513	4	0	517	1100
% App. Total	0.3	99.7	0		66.7	33.3	0		99.2	0.8	0		
PHF	.250	.952	.000	.943	.500	.500	.000	.500	.936	.500	.000	.930	.948
Automobiles	1	467	0	468	4	2	0	6	428	4	0	432	906
% Automobiles	50.0	81.2	0	81.1	100	100	0	100	83.4	100	0	83.6	82.4
Trucks	1	107	0	108	0	0	0	0	85	0	0	85	193
% Trucks	50.0	18.6	0	18.7	0	0	0	0	16.6	0	0	16.4	17.5
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00				06:45				08:45				
+0 mins.	0	**151**	0	151	4	0	0	4	**137**	**2**	0	**139**	
+15 mins.	0	129	0	129	1	0	0	1	127	2	0	129	
+30 mins.	**2**	151	0	**153**	**7**	0	0	**7**	112	0	0	112	
+45 mins.	0	145	0	145	1	**1**	0	2	137	0	0	137	
Total Volume	2	576	0	578	13	1	0	14	513	4	0	517	
% App. Total	0.3	99.7	0		92.9	7.1	0		99.2	0.8	0		
PHF	.250	.954	.000	.944	.464	.250	.000	.500	.936	.500	.000	.930	
Automobiles	1	460	0	461	10	1	0	11	428	4	0	432	
% Automobiles	50	79.9	0	79.8	76.9	100	0	78.6	83.4	100	0	83.6	
Trucks	1	115	0	116	3	0	0	3	85	0	0	85	
% Trucks	50	20	0	20.1	23.1	0	0	21.4	16.6	0	0	16.4	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	
% Buses	0	0.2	0	0.2	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	**2**	152	0	154	**2**	**4**	0	**6**	181	**2**	0	183	343
16:45	0	162	0	162	0	0	0	0	167	1	0	168	330
17:00	0	**182**	0	**182**	0	0	0	0	**236**	0	0	**236**	**418**
17:15	0	163	0	163	2	1	0	3	185	1	0	186	352
Total Volume	2	659	0	661	4	5	0	9	769	4	0	773	1443
% App. Total	0.3	99.7	0		44.4	55.6	0		99.5	0.5	0		
PHF	.250	.905	.000	.908	.500	.313	.000	.375	.815	.500	.000	.819	.863
Automobiles	1	592	0	593	4	4	0	8	734	4	0	738	1339
% Automobiles	50.0	89.8	0	89.7	100	80.0	0	88.9	95.4	100	0	95.5	92.8
Trucks	1	64	0	65	0	1	0	1	33	0	0	33	99
% Trucks	50.0	9.7	0	9.8	0	20.0	0	11.1	4.3	0	0	4.3	6.9
Buses	0	3	0	3	0	0	0	0	2	0	0	2	5
% Buses	0	0.5	0	0.5	0	0	0	0	0.3	0	0	0.3	0.3

Intersection Turning Movement Count

File Name : 23164-7
Site Code : 23164-7
Start Date : 7/11/2023
Page No : 4

	SR 80 Westbound				Lashley St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	16:30				15:45				17:00				
+0 mins.	**2**	152	0	154	1	0	0	1	**236**	0	0	**236**	
+15 mins.	0	162	0	162	1	0	0	1	185	1	0	186	
+30 mins.	0	**182**	0	**182**	**4**	0	0	4	164	1	0	165	
+45 mins.	0	163	0	163	2	**4**	0	**6**	206	**3**	0	209	
Total Volume	2	659	0	661	8	4	0	12	791	5	0	796	
% App. Total	0.3	99.7	0		66.7	33.3	0		99.4	0.6	0		
PHF	.250	.905	.000	.908	.500	.250	.000	.500	.838	.417	.000	.843	
Automobiles	1	592	0	593	7	3	0	10	763	5	0	768	
% Automobiles	50	89.8	0	89.7	87.5	75	0	83.3	96.5	100	0	96.5	
Trucks	1	64	0	65	1	1	0	2	27	0	0	27	
% Trucks	50	9.7	0	9.8	12.5	25	0	16.7	3.4	0	0	3.4	
Buses	0	3	0	3	0	0	0	0	1	0	0	1	
% Buses	0	0.5	0	0.5	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Lashley St
LaBelle, FL

File Name : 23164-7
Site Code : 23164-7
Start Date : 7/11/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Lashley St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	16	0	16	0	0	0	0	14	0	0	14	30
06:15	0	15	0	15	0	0	0	0	22	0	0	22	37
06:30	0	11	0	11	0	0	0	0	31	0	0	31	42
06:45	0	12	0	12	0	0	0	0	28	0	0	28	40
Total	0	54	0	54	0	0	0	0	95	0	0	95	149
07:00	0	13	0	13	0	0	0	0	19	0	0	19	32
07:15	0	16	0	16	3	0	0	3	28	0	0	28	47
07:30	0	34	0	34	0	0	0	0	30	0	0	30	64
07:45	0	22	0	22	0	0	0	0	21	0	0	21	43
Total	0	85	0	85	3	0	0	3	98	0	0	98	186
08:00	0	26	0	26	0	0	0	0	28	1	0	29	55
08:15	0	26	0	26	0	0	0	0	24	0	0	24	50
08:30	0	22	0	22	0	0	0	0	28	0	0	28	50
08:45	0	16	0	16	0	0	0	0	19	0	0	19	35
Total	0	90	0	90	0	0	0	0	99	1	0	100	190
09:00	0	28	0	28	0	0	0	0	20	0	0	20	48
09:15	0	30	0	30	0	0	0	0	18	0	0	18	48
09:30	1	34	0	35	0	0	0	0	28	0	0	28	63
09:45	0	24	0	24	1	0	0	1	23	0	0	23	48
Total	1	116	0	117	1	0	0	1	89	0	0	89	207
*** BREAK ***													
15:00	0	32	0	32	0	0	0	0	17	0	0	17	49
15:15	0	26	0	26	0	0	0	0	11	0	0	11	37
15:30	0	33	0	33	0	1	0	1	18	0	0	18	52
15:45	0	15	0	15	0	0	0	0	14	0	0	14	29
Total	0	106	0	106	0	1	0	1	60	0	0	60	167
16:00	0	18	0	18	0	0	0	0	8	0	0	8	26
16:15	0	18	0	18	1	0	0	1	11	0	0	11	30
16:30	1	15	0	16	0	1	0	1	6	0	0	6	23
16:45	0	18	0	18	0	0	0	0	10	0	0	10	28
Total	1	69	0	70	1	1	0	2	35	0	0	35	107
17:00	0	18	0	18	0	0	0	0	10	0	0	10	28
17:15	0	16	0	16	0	0	0	0	9	0	0	9	25
17:30	0	12	0	12	0	0	0	0	4	0	0	4	16
17:45	0	10	0	10	0	0	0	0	5	0	0	5	15
Total	0	56	0	56	0	0	0	0	28	0	0	28	84
18:00	1	7	0	8	0	0	0	0	7	0	0	7	15
18:15	0	5	0	5	0	0	0	0	9	1	0	10	15
18:30	0	2	0	2	0	0	0	0	6	1	0	7	9
18:45	0	7	0	7	0	0	0	0	5	2	0	7	14
Total	1	21	0	22	0	0	0	0	27	4	0	31	53
Grand Total	3	597	0	600	5	2	0	7	531	5	0	536	1143
Apprch %	0.5	99.5	0		71.4	28.6	0		99.1	0.9	0		
Total %	0.3	52.2	0	52.5	0.4	0.2	0	0.6	46.5	0.4	0	46.9	
Trucks	3	588	0	591	5	2	0	7	524	5	0	529	1127
% Trucks	100	98.5	0	98.5	100	100	0	100	98.7	100	0	98.7	98.6
Buses	0	9	0	9	0	0	0	0	7	0	0	7	16
% Buses	0	1.5	0	1.5	0	0	0	0	1.3	0	0	1.3	1.4

Intersection Turning Movement Count

SR 80 @ Lashley St
LaBelle, FL

File Name : 23164-7P
Site Code : 23164-7P
Start Date : 7/11/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Lashley St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
06:45	0	1	0	1
Total	0	1	0	1
*** BREAK ***				
07:15	0	1	0	1
*** BREAK ***				
07:45	0	2	0	2
Total	0	3	0	3
*** BREAK ***				
08:15	0	2	0	2
*** BREAK ***				
08:45	0	1	0	1
Total	0	3	0	3
*** BREAK ***				
09:30	0	2	0	2
09:45	0	1	0	1
Total	0	3	0	3
*** BREAK ***				
15:00	0	1	0	1
15:15	0	1	0	1
*** BREAK ***				
15:45	0	1	0	1
Total	0	3	0	3
*** BREAK ***				
16:30	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
17:30	0	1	0	1
17:45	0	1	0	1
Total	0	2	0	2
*** BREAK ***				
18:45	0	1	0	1
Total	0	1	0	1
Grand Total	0	17	0	17
Apprch %	0	100	0	
Total %	0	100	0	
Pedestrians	0	6	0	6
% Pedestrians	0	35.3	0	35.3
Bicycles	0	11	0	11
% Bicycles	0	64.7	0	64.7

Intersection Turning Movement Count

SR 80 @ Popeyes Driveway
LaBelle, FL

File Name : 23164-8
Site Code : 23164-8
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

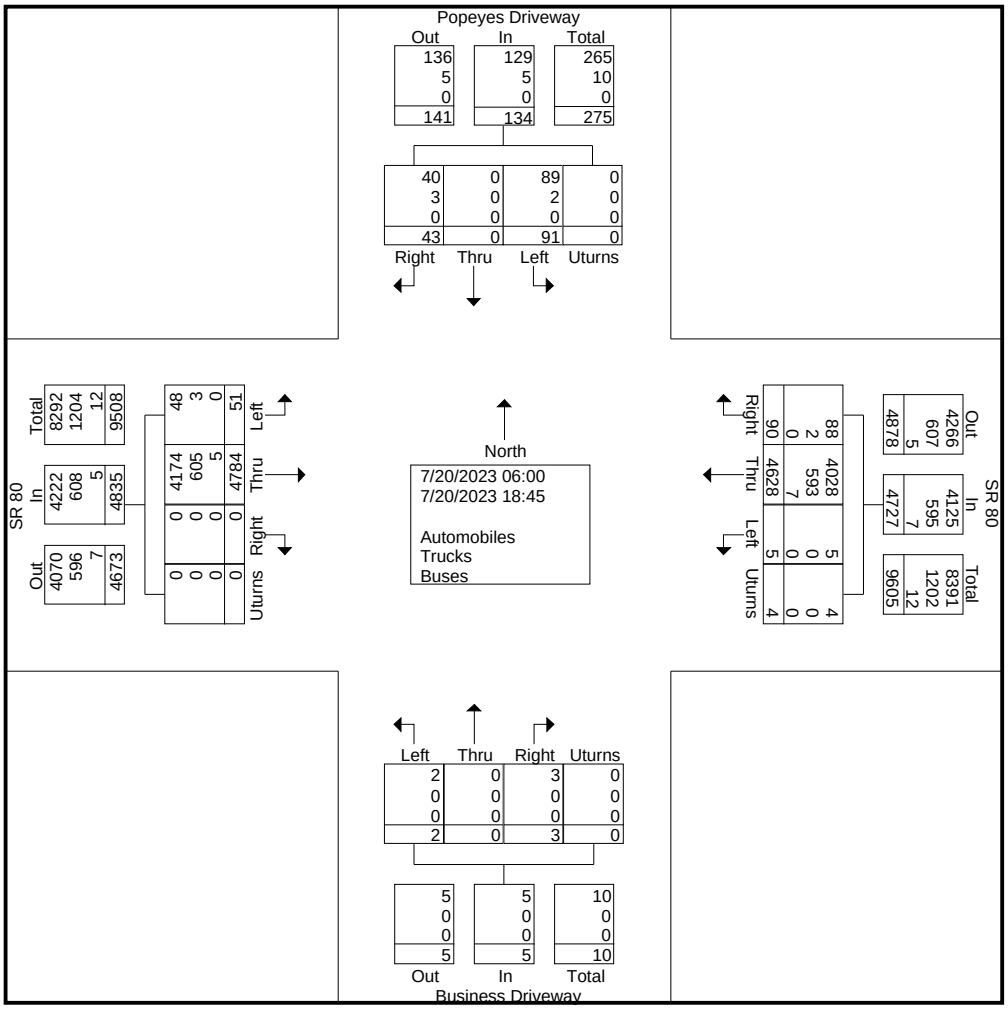
	Popeyes Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	126	0	0	126	2	0	0	0	2	0	56	0	0	56	184
06:15	1	0	0	0	1	0	108	0	0	108	0	0	0	0	0	0	92	0	0	92	201
06:30	0	0	0	0	0	1	128	0	0	129	0	0	1	0	1	0	86	0	0	86	216
06:45	1	0	1	0	2	0	149	0	0	149	0	0	0	0	0	0	92	0	0	92	243
Total	2	0	1	0	3	1	511	0	0	512	2	0	1	0	3	0	326	0	0	326	844
07:00	1	0	0	0	1	0	151	0	0	151	0	0	0	0	0	0	98	0	0	98	250
07:15	0	0	0	0	0	0	135	0	0	135	0	0	0	0	0	0	109	0	0	109	244
07:30	0	0	0	0	0	0	129	1	0	130	0	0	0	0	0	0	97	0	0	97	227
07:45	0	0	1	0	1	0	114	0	0	114	0	0	0	0	0	0	131	0	0	131	246
Total	1	0	1	0	2	0	529	1	0	530	0	0	0	0	0	0	435	0	0	435	967
08:00	0	0	0	0	0	0	151	0	0	151	0	0	0	0	0	0	138	0	0	138	289
08:15	0	0	0	0	0	1	116	0	0	117	0	0	1	0	1	0	141	0	0	141	259
08:30	0	0	0	0	0	1	134	1	0	136	0	0	0	0	0	0	114	0	0	114	250
08:45	0	0	1	0	1	0	128	4	0	132	0	0	0	0	0	1	155	0	0	156	289
Total	0	0	1	0	1	2	529	5	0	536	0	0	1	0	1	1	548	0	0	549	1087
09:00	1	0	1	0	2	0	140	1	0	141	0	0	0	0	0	1	138	0	0	139	282
09:15	0	0	0	0	0	0	134	0	1	135	0	0	0	0	0	0	127	0	0	127	262
09:30	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	0	134	0	0	134	281
09:45	0	0	0	0	0	0	151	0	0	151	0	0	0	0	0	0	166	0	0	166	317
Total	1	0	1	0	2	0	572	1	1	574	0	0	0	0	0	1	565	0	0	566	1142
*** BREAK ***																					
15:00	5	0	4	0	9	0	143	4	0	147	0	0	0	0	0	2	172	0	0	174	330
15:15	5	0	2	0	7	0	161	6	1	168	0	0	0	0	0	1	165	0	0	166	341
15:30	3	0	5	0	8	1	154	4	1	160	0	0	0	0	0	1	155	0	0	156	324
15:45	2	0	2	0	4	0	167	5	0	172	0	0	0	0	0	3	172	0	0	175	351
Total	15	0	13	0	28	1	625	19	2	647	0	0	0	0	0	7	664	0	0	671	1346
16:00	5	0	3	0	8	0	157	4	0	161	0	0	0	0	0	2	177	0	0	179	348
16:15	6	0	2	0	8	0	171	2	0	173	0	0	0	0	0	4	190	0	0	194	375
16:30	2	0	4	0	6	0	165	4	0	169	0	0	0	0	0	2	204	0	0	206	381
16:45	5	0	2	0	7	1	172	8	0	181	0	0	1	0	1	1	227	0	0	228	417
Total	18	0	11	0	29	1	665	18	0	684	0	0	1	0	1	9	798	0	0	807	1521
17:00	4	0	2	0	6	0	177	5	0	182	0	0	0	0	0	3	211	0	0	214	402
17:15	2	0	3	0	5	0	160	1	1	162	0	0	0	0	0	3	192	0	0	195	362
17:30	7	0	1	0	8	0	156	6	0	162	0	0	0	0	0	4	189	0	0	193	363
17:45	4	0	2	0	6	0	131	5	0	136	0	0	0	0	0	5	175	0	0	180	322
Total	17	0	8	0	25	0	624	17	1	642	0	0	0	0	0	15	767	0	0	782	1449
18:00	6	0	3	0	9	0	147	5	0	152	0	0	0	0	0	1	194	0	0	195	356
18:15	5	0	1	0	6	0	145	5	0	150	0	0	0	0	0	4	161	0	0	165	321
18:30	15	0	2	0	17	0	138	11	0	149	0	0	0	0	0	10	170	0	0	180	346
18:45	11	0	1	0	12	0	143	8	0	151	0	0	0	0	0	3	156	0	0	159	322
Total	37	0	7	0	44	0	573	29	0	602	0	0	0	0	0	18	681	0	0	699	1345
Grand Total	91	0	43	0	134	5	4628	90	4	4727	2	0	3	0	5	51	4784	0	0	4835	9701
Apprch %	67.9	0	32.1	0		0.1	97.9	1.9	0.1		40	0	60	0		1.1	98.9	0	0		
Total %	0.9	0	0.4	0	1.4	0.1	47.7	0.9	0	48.7	0	0	0	0	0.1	0.5	49.3	0	0	49.8	

Intersection Turning Movement Count

File Name : 23164-8
Site Code : 23164-8
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Popeyes Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	89	0	40	0	129	5	4028	88	4	4125	2	0	3	0	5	48	4174	0	0	4222	8481
% Automobiles	97.8	0	93	0	96.3	100	87	97.8	100	87.3	100	0	100	0	100	94.1	87.2	0	0	87.3	87.4
Trucks	2	0	3	0	5	0	593	2	0	595	0	0	0	0	0	3	605	0	0	608	1208
% Trucks	2.2	0	7	0	3.7	0	12.8	2.2	0	12.6	0	0	0	0	0	5.9	12.6	0	0	12.6	12.5
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
% Buses	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	0.1



Intersection Turning Movement Count

File Name : 23164-8
Site Code : 23164-8
Start Date : 7/20/2023
Page No : 3

	Popeyes Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	**1**	0	**1**	0	**2**	0	140	**1**	0	141	0	0	0	0	0	**1**	138	0	0	139	282
09:15	0	0	0	0	0	0	134	0	**1**	135	0	0	0	0	0	0	127	0	0	127	262
09:30	0	0	0	0	0	0	147	0	0	147	0	0	0	0	0	0	134	0	0	134	281
09:45	0	0	0	0	0	0	**151**	0	0	**151**	0	0	0	0	0	0	**166**	0	0	**166**	**317**
Total Volume	1	0	1	0	2	0	572	1	1	574	0	0	0	0	0	1	565	0	0	566	1142
% App. Total	50	0	50	0		0	99.7	0.2	0.2		0	0	0	0		0.2	99.8	0	0		
PHF	.250	.000	.250	.000	.250	.000	.947	.250	.250	.950	.000	.000	.000	.000	.000	.250	.851	.000	.000	.852	.901
Automobiles	1	0	1	0	2	0	488	1	1	490	0	0	0	0	0	1	480	0	0	481	973
% Automobiles	100	0	100	0	100	0	85.3	100	100	85.4	0	0	0	0	0	100	85.0	0	0	85.0	85.2
Trucks	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	0	85	0	0	85	168
% Trucks	0	0	0	0	0	0	14.5	0	0	14.5	0	0	0	0	0	0	15.0	0	0	15.0	14.7
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:15					09:00					06:00					09:00					
+0 mins.	**1**	0	0	0	1	0	140	**1**	0	141	**2**	0	0	0	**2**	**1**	138	0	0	139	
+15 mins.	0	0	0	0	0	0	134	0	**1**	135	0	0	0	0	0	0	127	0	0	127	
+30 mins.	1	0	**1**	0	**2**	0	147	0	0	147	0	0	**1**	0	1	0	134	0	0	134	
+45 mins.	1	0	0	0	1	0	**151**	0	0	**151**	0	0	0	0	0	0	**166**	0	0	**166**	
Total Volume	3	0	1	0	4	0	572	1	1	574	2	0	1	0	3	1	565	0	0	566	
% App. Total	75	0	25	0		0	99.7	0.2	0.2		66.7	0	33.3	0		0.2	99.8	0	0		
PHF	.750	.000	.250	.000	.500	.000	.947	.250	.250	.950	.250	.000	.250	.000	.375	.250	.851	.000	.000	.852	
Automobiles	3	0	1	0	4	0	488	1	1	490	2	0	1	0	3	1	480	0	0	481	
% Automobiles	100	0	100	0	100	0	85.3	100	100	85.4	100	0	100	0	100	100	85	0	0	85	
Trucks	0	0	0	0	0	0	83	0	0	83	0	0	0	0	0	0	85	0	0	85	
% Trucks	0	0	0	0	0	0	14.5	0	0	14.5	0	0	0	0	0	0	15	0	0	15	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	**6**	0	2	0	**8**	0	171	2	0	173	0	0	0	0	0	**4**	190	0	0	194	375
16:30	2	0	**4**	0	6	0	165	4	0	169	0	0	0	0	0	2	204	0	0	206	381
16:45	5	0	2	0	7	**1**	172	**8**	0	181	0	0	**1**	0	**1**	1	**227**	0	0	**228**	**417**
17:00	4	0	2	0	6	0	**177**	5	0	**182**	0	0	0	0	0	3	211	0	0	214	402
Total Volume	17	0	10	0	27	1	685	19	0	705	0	0	1	0	1	10	832	0	0	842	1575
% App. Total	63	0	37	0		0.1	97.2	2.7	0		0	0	100	0		1.2	98.8	0	0		
PHF	.708	.000	.625	.000	.844	.250	.968	.594	.000	.968	.000	.000	.250	.000	.250	.625	.916	.000	.000	.923	.944
Automobiles	17	0	10	0	27	1	617	19	0	637	0	0	1	0	1	10	771	0	0	781	1446
% Automobiles	100	0	100	0	100	100	90.1	100	0	90.4	0	0	100	0	100	100	92.7	0	0	92.8	91.8
Trucks	0	0	0	0	0	0	67	0	0	67	0	0	0	0	0	0	59	0	0	59	126
% Trucks	0	0	0	0	0	0	9.8	0	0	9.5	0	0	0	0	0	0	7.1	0	0	7.0	8.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.2	0	0	0.2	0.2

Intersection Turning Movement Count

File Name : 23164-8
Site Code : 23164-8
Start Date : 7/20/2023
Page No : 4

	Popeyes Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	18:00					16:15					16:00					16:30					
+0 mins.	6	0	**3**	0	9	0	171	2	0	173	0	0	0	0	0	2	204	0	0	206	
+15 mins.	5	0	1	0	6	0	165	4	0	169	0	0	0	0	0	1	**227**	0	0	**228**	
+30 mins.	**15**	0	2	0	**17**	**1**	172	**8**	0	181	0	0	0	0	0	**3**	211	0	0	214	
+45 mins.	11	0	1	0	12	0	**177**	5	0	**182**	0	0	**1**	0	**1**	3	192	0	0	195	
Total Volume	37	0	7	0	44	1	685	19	0	705	0	0	1	0	1	9	834	0	0	843	
% App. Total	84.1	0	15.9	0		0.1	97.2	2.7	0		0	0	100	0		1.1	98.9	0	0		
PHF	.617	.000	.583	.000	.647	.250	.968	.594	.000	.968	.000	.000	.250	.000	.250	.750	.919	.000	.000	.924	
Automobiles	36	0	6	0	42	1	617	19	0	637	0	0	1	0	1	9	776	0	0	785	
% Automobiles	97.3	0	85.7	0	95.5	100	90.1	100	0	90.4	0	0	100	0	100	100	93	0	0	93.1	
Trucks	1	0	1	0	2	0	67	0	0	67	0	0	0	0	0	0	57	0	0	57	
% Trucks	2.7	0	14.3	0	4.5	0	9.8	0	0	9.5	0	0	0	0	0	0	6.8	0	0	6.8	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Popeyes Driveway
LaBelle, FL

File Name : 23164-8
Site Code : 23164-8
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	Popeyes Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	24	0	0	24	34
06:15	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	21	0	0	21	37
06:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	25	0	0	25	45
06:45	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	27	0	0	27	42
Total	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	0	97	0	0	97	158
07:00	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	26	0	0	26	45
07:15	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	29	0	0	29	59
07:30	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	17	0	0	17	43
07:45	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	28	0	0	28	51
Total	0	0	0	0	0	0	98	0	0	98	0	0	0	0	0	0	100	0	0	100	198
08:00	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	29	0	0	29	64
08:15	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	35	0	0	35	63
08:30	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	26	0	0	26	49
08:45	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	27	0	0	27	52
Total	0	0	0	0	0	0	111	0	0	111	0	0	0	0	0	0	117	0	0	117	228
09:00	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	25	0	0	25	47
09:15	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	21	0	0	21	44
09:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	19	0	0	19	39
09:45	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	20	0	0	20	39
Total	0	0	0	0	0	0	84	0	0	84	0	0	0	0	0	0	85	0	0	85	169
*** BREAK ***																					
15:00	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	0	19	0	0	19	36
15:15	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	19	0	0	19	44
15:30	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	21	0	0	21	48
15:45	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	1	8	0	0	9	30
Total	0	0	1	0	1	0	89	0	0	89	0	0	0	0	0	1	67	0	0	68	158
16:00	1	0	1	0	2	0	16	1	0	17	0	0	0	0	0	0	16	0	0	16	35
16:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	18	0	0	18	30
16:30	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	12	0	0	12	28
16:45	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	18	0	0	18	35
Total	1	0	1	0	2	0	61	1	0	62	0	0	0	0	0	0	64	0	0	64	128
17:00	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	13	0	0	13	36
17:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	27
17:30	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	12	0	0	12	28
17:45	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	10	0	0	11	21
Total	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	1	50	0	0	51	112
18:00	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	7	0	0	7	18
18:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	16
18:30	1	0	0	0	1	0	10	1	0	11	0	0	0	0	0	1	7	0	0	8	20
18:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15
Total	1	0	1	0	2	0	35	1	0	36	0	0	0	0	0	1	30	0	0	31	69
Grand Total	2	0	3	0	5	0	600	2	0	602	0	0	0	0	0	3	610	0	0	613	1220
Apprch %	40	0	60	0		0	99.7	0.3	0		0	0	0	0		0.5	99.5	0	0		
Total %	0.2	0	0.2	0	0.4	0	49.2	0.2	0	49.3	0	0	0	0	0	0.2	50	0	0	50.2	
Trucks	2	0	3	0	5	0	593	2	0	595	0	0	0	0	0	3	605	0	0	608	1208
% Trucks	100	0	100	0	100	0	98.8	100	0	98.8	0	0	0	0	0	100	99.2	0	0	99.2	99
Buses	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
% Buses	0	0	0	0	0	0	1.2	0	0	1.2	0	0	0	0	0	0	0.8	0	0	0.8	1

Intersection Turning Movement Count

SR 80 @ Popeyes Driveway
LaBelle, FL

File Name : 23164-8P
Site Code : 23164-8P
Start Date : 7/20/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Popeyes Driveway Southbound	SR 80 Westbound	Business Driveway Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:15	2	0	0	0	2
*** BREAK ***					
Total	2	0	0	0	2
07:00	0	0	1	0	1
07:15	1	0	0	0	1
*** BREAK ***					
07:45	0	0	1	0	1
Total	1	0	2	0	3
*** BREAK ***					
08:30	1	0	2	0	3
08:45	0	0	2	0	2
Total	1	0	4	0	5
*** BREAK ***					
09:15	0	0	3	0	3
09:30	0	0	3	0	3
*** BREAK ***					
Total	0	0	6	0	6
*** BREAK ***					
15:00	1	0	0	0	1
*** BREAK ***					
15:30	1	0	0	0	1
*** BREAK ***					
Total	2	0	0	0	2
16:00	0	0	2	0	2
*** BREAK ***					
Total	0	0	2	0	2
17:00	0	1	1	1	3
17:15	2	0	0	0	2
*** BREAK ***					
17:45	1	0	0	0	1
Total	3	1	1	1	6
*** BREAK ***					
18:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
Grand Total	9	1	16	1	27
Apprch %	100	100	100	100	
Total %	33.3	3.7	59.3	3.7	
Pedestrians	6	1	7	1	15
% Pedestrians	66.7	100	43.8	100	55.6
Bicycles	3	0	9	0	12
% Bicycles	33.3	0	56.2	0	44.4

Intersection Turning Movement Count

SR 80 @ Driveways w/o Hardee St
LaBelle, FL

File Name : 23164-9
Site Code : 23164-9
Start Date : 7/27/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

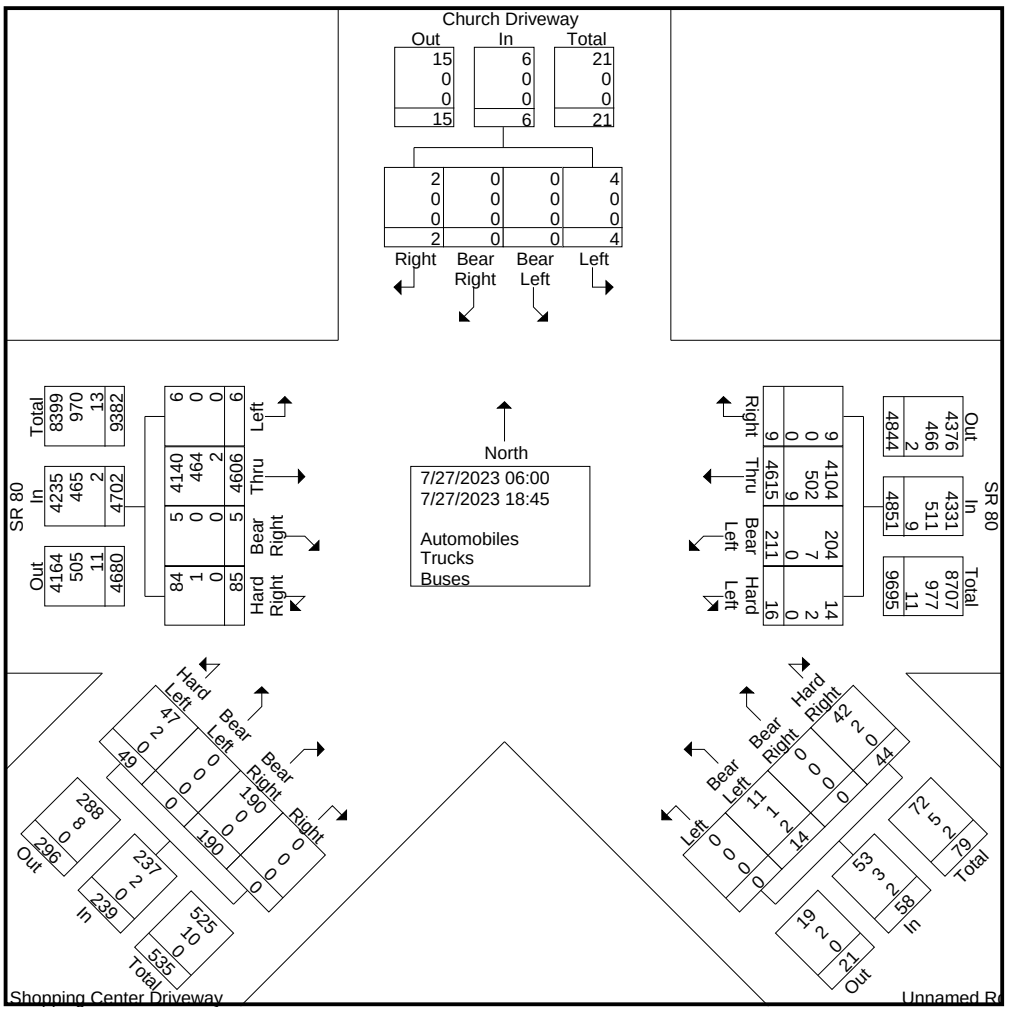
	Church Driveway Southbound					SR 80 Westbound					Unnamed Rd Northwestbound					Shopping Center Driveway Northeastbound					SR 80 Eastbound					
Start Time	Left	Bear Left	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Right	App. Total	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	App. Total	Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	131	0	131	0	0	0	0	0	0	0	0	0	0	0	62	0	0	62	193
06:15	0	0	0	0	0	0	0	126	0	126	0	0	0	0	0	0	0	0	0	0	0	70	0	0	70	196
06:30	0	0	0	0	0	0	1	151	0	152	0	0	0	0	0	0	0	0	0	0	0	78	0	0	78	230
06:45	0	0	0	0	0	0	0	135	1	136	0	0	0	0	0	0	0	0	0	0	0	89	0	0	89	225
Total	0	0	0	0	0	0	1	543	1	545	0	0	0	0	0	0	0	0	0	0	0	299	0	0	299	844
07:00	0	0	0	1	1	0	4	134	0	138	0	0	0	0	0	0	0	0	0	0	0	111	0	0	111	250
07:15	0	0	0	1	1	0	4	147	0	151	0	0	0	0	0	4	0	3	0	7	0	103	0	3	106	265
07:30	0	0	0	0	0	0	1	138	1	140	0	0	0	2	2	1	0	2	0	3	0	140	0	1	141	286
07:45	0	0	0	0	0	0	7	138	0	145	0	0	0	0	0	1	0	1	0	2	0	101	0	1	102	249
Total	0	0	0	2	2	0	16	557	1	574	0	0	0	2	2	6	0	6	0	12	0	455	0	5	460	1050
08:00	0	0	0	0	0	0	8	133	0	141	0	1	0	0	1	1	0	3	0	4	0	150	0	0	150	296
08:15	0	0	0	0	0	0	10	132	0	142	0	0	0	0	0	2	0	2	0	4	0	102	0	0	102	248
08:30	0	0	0	0	0	0	4	143	0	147	0	0	0	1	1	3	0	2	0	5	0	112	0	1	113	266
08:45	0	0	0	0	0	0	6	112	0	118	0	0	0	0	0	1	0	5	0	6	0	135	0	3	138	262
Total	0	0	0	0	0	0	28	520	0	548	0	1	0	1	2	7	0	12	0	19	0	499	0	4	503	1072
09:00	0	0	0	0	0	0	12	114	0	126	0	1	0	1	2	2	0	7	0	9	0	100	0	2	102	239
09:15	0	0	0	0	0	0	9	142	0	151	0	0	0	2	2	0	0	8	0	8	0	131	0	3	134	295
09:30	0	0	0	0	0	0	9	136	1	146	0	1	0	1	2	0	0	9	0	9	1	125	0	1	127	284
09:45	0	0	0	0	0	1	7	158	0	166	0	1	0	1	2	2	0	7	0	9	0	127	0	3	130	307
Total	0	0	0	0	0	1	37	550	1	589	0	3	0	5	8	4	0	31	0	35	1	483	0	9	493	1125
*** BREAK ***																										
15:00	0	0	0	0	0	1	10	150	0	161	0	1	0	4	5	3	0	9	0	12	0	157	1	4	162	340
15:15	1	0	0	0	1	1	12	135	0	148	0	1	0	3	4	3	0	10	0	13	0	154	0	6	160	326
15:30	0	0	0	0	0	0	5	199	0	204	0	0	0	1	1	1	0	7	0	8	1	169	0	5	175	388
15:45	0	0	0	0	0	2	10	175	1	188	0	0	0	2	2	3	0	5	0	8	0	164	0	7	171	369
Total	1	0	0	0	1	4	37	659	1	701	0	2	0	10	12	10	0	31	0	41	1	644	1	22	668	1423
16:00	0	0	0	0	0	2	12	162	0	176	0	1	0	3	4	1	0	16	0	17	0	194	1	2	197	394
16:15	0	0	0	0	0	3	7	166	1	177	0	1	0	3	4	3	0	6	0	9	1	186	1	5	193	383
16:30	0	0	0	0	0	1	3	180	1	185	0	0	0	3	3	0	0	13	0	13	0	184	0	5	189	390
16:45	0	0	0	0	0	1	8	158	0	167	0	0	0	1	1	1	0	9	0	10	0	202	0	6	208	386
Total	0	0	0	0	0	7	30	666	2	705	0	2	0	10	12	5	0	44	0	49	1	766	2	18	787	1553
17:00	1	0	0	0	1	2	17	151	1	171	0	2	0	6	8	1	0	9	0	10	0	196	0	6	202	392
17:15	0	0	0	0	0	0	8	154	0	162	0	1	0	4	5	1	0	7	0	8	1	192	1	5	199	374
17:30	1	0	0	0	1	0	3	149	0	152	0	1	0	1	2	2	0	8	0	10	0	213	1	1	215	380
17:45	0	0	0	0	0	0	10	153	0	163	0	1	0	0	1	3	0	11	0	14	1	184	0	4	189	367
Total	2	0	0	0	2	2	38	607	1	648	0	5	0	11	16	7	0	35	0	42	2	785	2	16	805	1513

Intersection Turning Movement Count

File Name : 23164-9
Site Code : 23164-9
Start Date : 7/27/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Church Driveway Southbound					SR 80 Westbound					Unnamed Rd Northwestbound					Shopping Center Driveway Northeastbound					SR 80 Eastbound					
Start Time	Left	Bear Left	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Right	App. Total	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	App. Total	Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
18:00	0	0	0	0	0	0	7	131	0	138	0	0	0	0	0	1	0	7	0	8	0	178	0	6	184	330
18:15	0	0	0	0	0	1	5	139	0	145	0	1	0	2	3	3	0	7	0	10	0	180	0	3	183	341
18:30	1	0	0	0	1	1	6	126	2	135	0	0	0	1	1	3	0	7	0	10	1	164	0	0	165	312
18:45	0	0	0	0	0	0	6	117	0	123	0	0	0	2	2	3	0	10	0	13	0	153	0	2	155	293
Total	1	0	0	0	1	2	24	513	2	541	0	1	0	5	6	10	0	31	0	41	1	675	0	11	687	1276
Grand Total	4	0	0	2	6	16	211	4615	9	4851	0	14	0	44	58	49	0	190	0	239	6	4606	5	85	4702	9856
Apprch %	66.7	0	0	33.3		0.3	4.3	95.1	0.2		0	24.1	0	75.9		20.5	0	79.5	0		0.1	98	0.1	1.8		
Total %	0	0	0	0	0.1	0.2	2.1	46.8	0.1	49.2	0	0.1	0	0.4	0.6	0.5	0	1.9	0	2.4	0.1	46.7	0.1	0.9	47.7	
Automobiles	4	0	0	2	6	14	204	4104	9	4331	0	11	0	42	53	47	0	190	0	237	6	4140	5	84	4235	8862
% Automobiles	100	0	0	100	100	87.5	96.7	88.9	100	89.3	0	78.6	0	95.5	91.4	95.9	0	100	0	99.2	100	89.9	100	98.8	90.1	89.9
Trucks	0	0	0	0	0	2	7	502	0	511	0	1	0	2	3	2	0	0	0	2	0	464	0	1	465	981
% Trucks	0	0	0	0	0	12.5	3.3	10.9	0	10.5	0	7.1	0	4.5	5.2	4.1	0	0	0	0.8	0	10.1	0	1.2	9.9	10
Buses	0	0	0	0	0	0	0	9	0	9	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	13
% Buses	0	0	0	0	0	0	0	0.2	0	0.2	0	14.3	0	0	3.4	0	0	0	0	0	0	0	0	0	0	0.1



Intersection Turning Movement Count

File Name : 23164-9
Site Code : 23164-9
Start Date : 7/27/2023
Page No : 3

	Church Driveway Southbound					SR 80 Westbound					Unnamed Rd Northwestbound					Shopping Center Driveway Northeastbound					SR 80 Eastbound					
Start Time	Left	Bear Left	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Right	App. Total	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	App. Total	Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 09:00																										
09:00	0	0	0	0	0	0	**12**	114	0	126	0	**1**	0	1	**2**	**2**	0	7	0	**9**	0	100	0	2	102	239
09:15	0	0	0	0	0	0	9	142	0	151	0	0	0	**2**	2	0	0	8	0	8	0	**131**	0	**3**	**134**	295
09:30	0	0	0	0	0	0	9	136	**1**	146	0	1	0	1	2	0	0	**9**	0	9	**1**	125	0	1	127	284
09:45	0	0	0	0	0	**1**	7	**158**	0	**166**	0	1	0	1	2	2	0	7	0	9	0	127	0	3	130	**307**
Total Volume	0	0	0	0	0	1	37	550	1	589	0	3	0	5	8	4	0	31	0	35	1	483	0	9	493	1125
% App. Total	0	0	0	0		0.2	6.3	93.4	0.2		0	37.5	0	62.5		11.4	0	88.6	0		0.2	98	0	1.8		
PHF	.000	.000	.000	.000	.000	.250	.771	.870	.250	.887	.000	.750	.000	.625	1.00	.500	.000	.861	.000	.972	.250	.922	.000	.750	.920	.916
Automobiles	0	0	0	0	0	1	37	473	1	512	0	2	0	4	6	4	0	31	0	35	1	407	0	8	416	969
% Automobiles	0	0	0	0	0	100	100	86.0	100	86.9	0	66.7	0	80.0	75.0	100	0	100	0	100	100	84.3	0	88.9	84.4	86.1
Trucks	0	0	0	0	0	0	0	77	0	77	0	0	0	1	1	0	0	0	0	0	0	76	0	1	77	155
% Trucks	0	0	0	0	0	0	0	14.0	0	13.1	0	0	0	20.0	12.5	0	0	0	0	0	0	15.7	0	11.1	15.6	13.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0	12.5	0	0	0	0	0	0	0	0	0	0	0.1
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	06:30					09:00					09:00					09:00					08:00					
+0 mins.	0	0	0	0	0	0	**12**	114	0	126	0	**1**	0	1	**2**	**2**	0	7	0	**9**	0	**150**	0	0	**150**	
+15 mins.	0	0	0	0	0	0	9	142	0	151	0	0	0	**2**	2	0	0	8	0	8	0	102	0	0	102	
+30 mins.	0	0	0	**1**	**1**	0	9	136	**1**	146	0	1	0	1	2	0	0	**9**	0	9	0	112	0	1	113	
+45 mins.	0	0	0	1	1	**1**	7	**158**	0	**166**	0	1	0	1	2	2	0	7	0	9	0	135	0	**3**	138	
Total Volume	0	0	0	2	2	1	37	550	1	589	0	3	0	5	8	4	0	31	0	35	0	499	0	4	503	
% App. Total	0	0	0	100		0.2	6.3	93.4	0.2		0	37.5	0	62.5		11.4	0	88.6	0		0	99.2	0	0.8		
PHF	.000	.000	.000	.500	.500	.250	.771	.870	.250	.887	.000	.750	.000	.625	1.000	.500	.000	.861	.000	.972	.000	.832	.000	.333	.838	
Automobiles	0	0	0	2	2	1	37	473	1	512	0	2	0	4	6	4	0	31	0	35	0	412	0	4	416	
% Automobiles	0	0	0	100	100	100	100	86	100	86.9	0	66.7	0	80	75	100	0	100	0	100	0	82.6	0	100	82.7	
Trucks	0	0	0	0	0	0	0	77	0	77	0	0	0	1	1	0	0	0	0	0	0	87	0	0	87	
% Trucks	0	0	0	0	0	0	0	14	0	13.1	0	0	0	20	12.5	0	0	0	0	0	0	17.4	0	0	17.3	
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0	12.5	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 16:00																										
16:00	0	0	0	0	0	2	**12**	162	0	176	0	**1**	0	**3**	**4**	1	0	**16**	0	**17**	0	194	**1**	2	197	**394**
16:15	0	0	0	0	0	**3**	7	166	**1**	177	0	1	0	3	4	**3**	0	6	0	9	**1**	186	1	5	193	383
16:30	0	0	0	0	0	1	3	**180**	1	**185**	0	0	0	3	3	0	0	13	0	13	0	184	0	5	189	390
16:45	0	0	0	0	0	1	8	158	0	167	0	0	0	1	1	1	0	9	0	10	0	**202**	0	**6**	**208**	386
Total Volume	0	0	0	0	0	7	30	666	2	705	0	2	0	10	12	5	0	44	0	49	1	766	2	18	787	1553
% App. Total	0	0	0	0		1	4.3	94.5	0.3		0	16.7	0	83.3		10.2	0	89.8	0		0.1	97.3	0.3	2.3		
PHF	.000	.000	.000	.000	.000	.583	.625	.925	.500	.953	.000	.500	.000	.833	.750	.417	.000	.688	.000	.721	.250	.948	.500	.750	.946	.985
Automobiles	0	0	0	0	0	6	29	600	2	637	0	2	0	10	12	5	0	44	0	49	1	738	2	18	759	1457
% Automobiles	0	0	0	0	0	85.7	96.7	90.1	100	90.4	0	100	0	100	100	100	0	100	0	100	100	96.3	100	100	96.4	93.8
Trucks	0	0	0	0	0	1	1	65	0	67	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	95
% Trucks	0	0	0	0	0	14.3	3.3	9.8	0	9.5	0	0	0	0	0	0	0	0	0	0	0	3.7	0	0	3.6	6.1
Buses	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

File Name : 23164-9
Site Code : 23164-9
Start Date : 7/27/2023
Page No : 4

	Church Driveway Southbound					SR 80 Westbound					Unnamed Rd Northwestbound					Shopping Center Driveway Northeastbound					SR 80 Eastbound					
Start Time	Left	Bear Left	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Right	App. Total	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	App. Total	Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																										
Peak Hour for Each Approach Begins at:																										
	16:45					15:30					16:30					16:00					16:45					
+0 mins.	0	0	0	0	0	0	5	**199**	0	**204**	0	0	0	3	3	1	0	**16**	0	**17**	0	202	0	**6**	208	
+15 mins.	**1**	0	0	0	**1**	2	10	175	**1**	188	0	0	0	1	1	**3**	0	6	0	9	0	196	0	6	202	
+30 mins.	0	0	0	0	0	2	**12**	162	0	176	0	**2**	0	**6**	**8**	0	0	13	0	13	**1**	192	**1**	5	199	
+45 mins.	1	0	0	0	1	**3**	7	166	1	177	0	1	0	4	5	1	0	9	0	10	0	**213**	1	1	**215**	
Total Volume	2	0	0	0	2	7	34	702	2	745	0	3	0	14	17	5	0	44	0	49	1	803	2	18	824	
% App. Total	100	0	0	0		0.9	4.6	94.2	0.3		0	17.6	0	82.4		10.2	0	89.8	0		0.1	97.5	0.2	2.2		
PHF	.500	.000	.000	.000	.500	.583	.708	.882	.500	.913	.000	.375	.000	.583	.531	.417	.000	.688	.000	.721	.250	.942	.500	.750	.958	
Automobiles	2	0	0	0	2	7	32	633	2	674	0	2	0	13	15	5	0	44	0	49	1	779	2	18	800	
% Automobiles	100	0	0	0	100	100	94.1	90.2	100	90.5	0	66.7	0	92.9	88.2	100	0	100	0	100	100	97	100	100	97.1	
Trucks	0	0	0	0	0	0	2	69	0	71	0	0	0	1	1	0	0	0	0	0	0	24	0	0	24	
% Trucks	0	0	0	0	0	0	5.9	9.8	0	9.5	0	0	0	7.1	5.9	0	0	0	0	0	0	3	0	0	2.9	
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0	0	0	0	0	33.3	0	0	5.9	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

SR 80 @ Driveways w/o Hardee St
LaBelle, FL

File Name : 23164-9
Site Code : 23164-9
Start Date : 7/27/2023
Page No : 1

Groups Printed- Trucks - Buses

	Church Driveway Southbound					SR 80 Westbound					Unnamed Rd Northwestbound					Shopping Center Driveway Northeastbound					SR 80 Eastbound					
Start Time	Left	Bear Left	Bear Right	Right	App. Total	Hard Left	Bear Left	Thru	Right	App. Total	Left	Bear Left	Bear Right	Hard Right	App. Total	Hard Left	Bear Left	Bear Right	Right	App. Total	Left	Thru	Bear Right	Hard Right	App. Total	Int. Total
06:00	0	0	0	0	0	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	37
06:15	0	0	0	0	0	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	0	23	0	0	23	37
06:30	0	0	0	0	0	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	39
06:45	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	22	0	0	22	29
Total	0	0	0	0	0	0	0	62	0	62	0	0	0	0	0	0	0	0	0	0	0	80	0	0	80	142
07:00	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	41
07:15	0	0	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	48
07:30	0	0	0	0	0	0	0	23	0	23	0	0	0	0	0	0	0	0	0	0	0	21	0	0	21	44
07:45	0	0	0	0	0	0	0	28	0	28	0	0	0	0	0	0	0	0	0	0	0	18	0	0	18	46
Total	0	0	0	0	0	0	0	83	0	83	0	0	0	0	0	0	0	0	0	0	0	96	0	0	96	179
08:00	0	0	0	0	0	0	1	18	0	19	0	0	0	0	0	1	0	0	0	1	0	31	0	0	31	51
08:15	0	0	0	0	0	0	1	24	0	25	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	38
08:30	0	0	0	0	0	0	0	25	0	25	0	0	0	0	0	1	0	0	0	1	0	19	0	0	19	45
08:45	0	0	0	0	0	0	0	12	0	12	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	36
Total	0	0	0	0	0	0	2	79	0	81	0	0	0	0	0	2	0	0	0	2	0	87	0	0	87	170
09:00	0	0	0	0	0	0	0	18	0	18	0	1	0	0	1	0	0	0	0	0	0	15	0	0	15	34
09:15	0	0	0	0	0	0	0	15	0	15	0	0	0	1	1	0	0	0	0	0	0	18	0	1	19	35
09:30	0	0	0	0	0	0	0	25	0	25	0	0	0	0	0	0	0	0	0	0	0	19	0	0	19	44
09:45	0	0	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	24	0	0	24	43
Total	0	0	0	0	0	0	0	77	0	77	0	1	0	1	2	0	0	0	0	0	0	76	0	1	77	156
*** BREAK ***																										
15:00	0	0	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	32
15:15	0	0	0	0	0	0	1	23	0	24	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	38
15:30	0	0	0	0	0	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	30
15:45	0	0	0	0	0	0	1	15	0	16	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	25
Total	0	0	0	0	0	0	2	81	0	83	0	0	0	0	0	0	0	0	0	0	0	42	0	0	42	125
16:00	0	0	0	0	0	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	25
16:15	0	0	0	0	0	0	1	17	0	18	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	24
16:30	0	0	0	0	0	1	0	14	0	15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	21
16:45	0	0	0	0	0	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	26
Total	0	0	0	0	0	1	1	66	0	68	0	0	0	0	0	0	0	0	0	0	0	28	0	0	28	96
17:00	0	0	0	0	0	1	2	8	0	11	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	16
17:15	0	0	0	0	0	0	0	10	0	10	0	0	0	1	1	0	0	0	0	0	0	4	0	0	4	15
17:30	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	12	0	0	12	20
17:45	0	0	0	0	0	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	0	8	0	0	8	17
Total	0	0	0	0	0	1	2	34	0	37	0	2	0	1	3	0	0	0	0	0	0	28	0	0	28	68
18:00	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	19
18:15	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	17
18:30	0	0	0	0	0	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	9
18:45	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	13
Total	0	0	0	0	0	0	0	29	0	29	0	0	0	0	0	0	0	0	0	0	0	29	0	0	29	58
Grand Total	0	0	0	0	0	2	7	511	0	520	0	3	0	2	5	2	0	0	0	2	0	466	0	1	467	994
Apprch %	0	0	0	0		0.4	1.3	98.3	0		0	60	0	40		100	0	0	0		0	99.8	0	0.2		
Total %	0	0	0	0	0	0.2	0.7	51.4	0	52.3	0	0.3	0	0.2	0.5	0.2	0	0	0	0.2	0	46.9	0	0.1	47	
Trucks	0	0	0	0	0	2	7	502	0	511	0	1	0	2	3	2	0	0	0	2	0	464	0	1	465	981
% Trucks	0	0	0	0	0	100	100	98.2	0	98.3	0	33.3	0	100	60	100	0	0	0	100	0	99.6	0	100	99.6	98.7
Buses	0	0	0	0	0	0	0	9	0	9	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	13
% Buses	0	0	0	0	0	0	0	1.8	0	1.7	0	66.7	0	0	40	0	0	0	0	0	0	0.4	0	0	0.4	1.3

Intersection Turning Movement Count

SR 80 @ Driveways w/o Hardee St
LaBelle, FL

File Name : 23164-9P
Site Code : 23164-9
Start Date : 7/27/2023
Page No : 1

Groups Printed- Bicycles

	Church Driveway Southbound		SR 80 Westbound		Unnamed Rd Northwestbound		Shopping Center Driveway Northeastbound		SR 80 Eastbound		
Start Time	Peds	App. Total	Peds	App. Total	Peds	App. Total	Peds	App. Total	Peds	App. Total	Int. Total
*** BREAK ***											
07:45	0	0	0	0	1	1	1	1	0	0	2
Total	0	0	0	0	1	1	1	1	0	0	2
08:00	0	0	0	0	1	1	1	1	0	0	2
08:15	0	0	0	0	1	1	1	1	0	0	2
08:30	1	1	0	0	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	2	2	0	0	2
Total	1	1	0	0	2	2	4	4	0	0	7
09:00	0	0	0	0	1	1	1	1	0	0	2
*** BREAK ***											
Total	0	0	0	0	1	1	1	1	0	0	2
*** BREAK ***											
17:00	0	0	0	0	1	1	1	1	0	0	2
17:15	0	0	0	0	1	1	1	1	0	0	2
*** BREAK ***											
17:45	1	1	0	0	0	0	0	0	0	0	1
Total	1	1	0	0	2	2	2	2	0	0	5
18:00	0	0	0	0	1	1	1	1	0	0	2
18:15	1	1	0	0	0	0	0	0	0	0	1
*** BREAK ***											
Total	1	1	0	0	1	1	1	1	0	0	3
Grand Total	3	3	0	0	7	7	9	9	0	0	19
Apprch %	100		0		100		100		0		
Total %	15.8	15.8	0	0	36.8	36.8	47.4	47.4	0	0	

Intersection Turning Movement Count

SR 80 @ Hardee St/Business Driveway
LaBelle, FL

File Name : 23164-10
Site Code : 23164-10
Start Date : 7/13/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

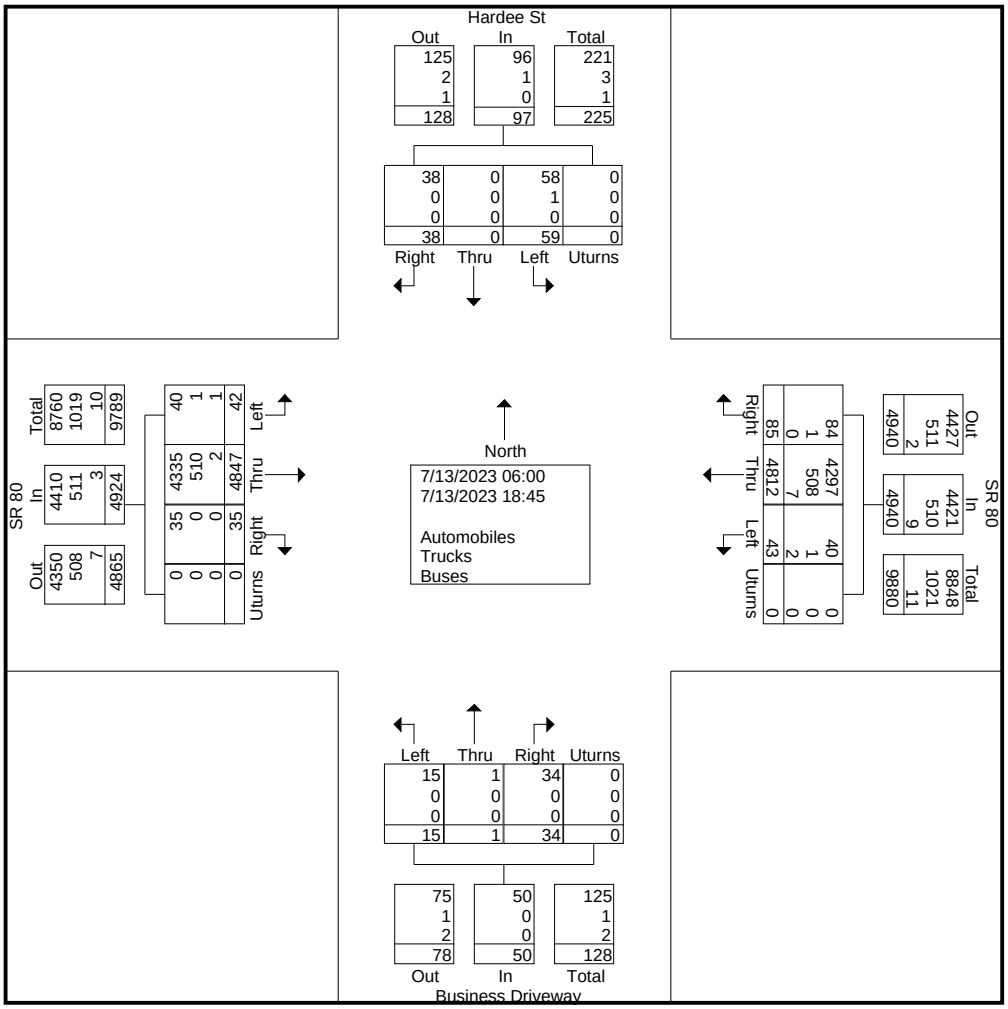
	Hardee St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	110	0	0	110	0	0	0	0	0	0	73	0	0	73	183
06:15	0	0	0	0	0	0	114	0	0	114	0	0	0	0	0	0	77	0	0	77	191
06:30	0	0	0	0	0	0	141	0	0	141	0	0	0	0	0	0	80	0	0	80	221
06:45	1	0	1	0	2	0	146	1	0	147	0	0	0	0	0	2	88	0	0	90	239
Total	1	0	1	0	2	0	511	1	0	512	0	0	0	0	0	2	318	0	0	320	834
07:00	0	0	0	0	0	0	151	0	0	151	0	0	0	0	0	0	98	0	0	98	249
07:15	0	0	1	0	1	0	121	1	0	122	0	0	0	0	0	0	98	0	0	98	221
07:30	0	0	0	0	0	1	149	0	0	150	0	0	0	0	0	0	143	0	0	143	293
07:45	3	0	0	0	3	2	159	0	0	161	0	0	1	0	1	0	121	0	0	121	286
Total	3	0	1	0	4	3	580	1	0	584	0	0	1	0	1	0	460	0	0	460	1049
08:00	0	0	0	0	0	1	145	1	0	147	0	0	0	0	0	1	115	0	0	116	263
08:15	1	0	0	0	1	0	138	2	0	140	0	0	0	0	0	0	119	1	0	120	261
08:30	2	0	0	0	2	1	158	2	0	161	1	0	0	0	1	2	146	0	0	148	312
08:45	3	0	1	0	4	1	161	1	0	163	0	0	3	0	3	2	140	3	0	145	315
Total	6	0	1	0	7	3	602	6	0	611	1	0	3	0	4	5	520	4	0	529	1151
09:00	5	0	3	0	8	4	118	4	0	126	1	0	0	0	1	0	127	1	0	128	263
09:15	2	0	1	0	3	2	166	6	0	174	0	0	0	0	0	2	124	1	0	127	304
09:30	5	0	2	0	7	1	132	4	0	137	1	0	2	0	3	0	108	0	0	108	255
09:45	3	0	0	0	3	1	142	2	0	145	1	0	1	0	2	3	107	2	0	112	262
Total	15	0	6	0	21	8	558	16	0	582	3	0	3	0	6	5	466	4	0	475	1084
*** BREAK ***																					
15:00	2	0	4	0	6	1	144	3	0	148	1	0	3	0	4	1	168	1	0	170	328
15:15	1	0	2	0	3	5	179	2	0	186	0	0	3	0	3	1	193	0	0	194	386
15:30	2	0	1	0	3	3	153	3	0	159	1	0	3	0	4	1	165	2	0	168	334
15:45	2	0	1	0	3	3	169	7	0	179	0	0	2	0	2	3	216	3	0	222	406
Total	7	0	8	0	15	12	645	15	0	672	2	0	11	0	13	6	742	6	0	754	1454
16:00	2	0	2	0	4	2	182	4	0	188	2	0	0	0	2	1	207	2	0	210	404
16:15	1	0	3	0	4	1	171	4	0	176	0	0	2	0	2	0	221	2	0	223	405
16:30	2	0	2	0	4	2	183	7	0	192	1	0	0	0	1	4	178	0	0	182	379
16:45	0	0	3	0	3	5	159	1	0	165	0	1	1	0	2	1	210	2	0	213	383
Total	5	0	10	0	15	10	695	16	0	721	3	1	3	0	7	6	816	6	0	828	1571
17:00	2	0	3	0	5	4	170	9	0	183	2	0	1	0	3	6	209	2	0	217	408
17:15	6	0	1	0	7	1	175	2	0	178	0	0	0	0	0	2	210	4	0	216	401
17:30	2	0	0	0	2	1	166	6	0	173	2	0	4	0	6	3	171	5	0	179	360
17:45	2	0	1	0	3	0	155	3	0	158	0	0	1	0	1	1	210	0	0	211	373
Total	12	0	5	0	17	6	666	20	0	692	4	0	6	0	10	12	800	11	0	823	1542
18:00	5	0	2	0	7	1	142	6	0	149	0	0	0	0	0	1	195	2	0	198	354
18:15	1	0	1	0	2	0	145	1	0	146	0	0	1	0	1	1	189	2	0	192	341
18:30	4	0	1	0	5	0	132	2	0	134	1	0	4	0	5	3	189	0	0	192	336
18:45	0	0	2	0	2	0	136	1	0	137	1	0	2	0	3	1	152	0	0	153	295
Total	10	0	6	0	16	1	555	10	0	566	2	0	7	0	9	6	725	4	0	735	1326
Grand Total	59	0	38	0	97	43	4812	85	0	4940	15	1	34	0	50	42	4847	35	0	4924	10011
Apprch %	60.8	0	39.2	0		0.9	97.4	1.7	0		30	2	68	0		0.9	98.4	0.7	0		
Total %	0.6	0	0.4	0	1	0.4	48.1	0.8	0	49.3	0.1	0	0.3	0	0.5	0.4	48.4	0.3	0	49.2	

Intersection Turning Movement Count

File Name : 23164-10
Site Code : 23164-10
Start Date : 7/13/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Hardee St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	58	0	38	0	96	40	4297	84	0	4421	15	1	34	0	50	40	4335	35	0	4410	8977
% Automobiles	98.3	0	100	0	99	93	89.3	98.8	0	89.5	100	100	100	0	100	95.2	89.4	100	0	89.6	89.7
Trucks	1	0	0	0	1	1	508	1	0	510	0	0	0	0	0	1	510	0	0	511	1022
% Trucks	1.7	0	0	0	1	2.3	10.6	1.2	0	10.3	0	0	0	0	0	2.4	10.5	0	0	10.4	10.2
Buses	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	1	2	0	0	3	12
% Buses	0	0	0	0	0	4.7	0.1	0	0	0.2	0	0	0	0	0	2.4	0	0	0	0.1	0.1



Intersection Turning Movement Count

File Name : 23164-10
Site Code : 23164-10
Start Date : 7/13/2023
Page No : 3

	Hardee St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	2	0	0	0	2	1	158	2	0	161	**1**	0	0	0	1	**2**	**146**	0	0	**148**	312
08:45	3	0	1	0	4	1	161	1	0	163	0	0	**3**	0	**3**	2	140	**3**	0	145	**315**
09:00	**5**	0	**3**	0	**8**	**4**	118	4	0	126	1	0	0	0	1	0	127	1	0	128	263
09:15	2	0	1	0	3	2	**166**	**6**	0	**174**	0	0	0	0	0	2	124	1	0	127	304
Total Volume	12	0	5	0	17	8	603	13	0	624	2	0	3	0	5	6	537	5	0	548	1194
% App. Total	70.6	0	29.4	0		1.3	96.6	2.1	0		40	0	60	0		1.1	98	0.9	0		
PHF	.600	.000	.417	.000	.531	.500	.908	.542	.000	.897	.500	.000	.250	.000	.417	.750	.920	.417	.000	.926	.948
Automobiles	12	0	5	0	17	7	496	13	0	516	2	0	3	0	5	5	450	5	0	460	998
% Automobiles	100	0	100	0	100	87.5	82.3	100	0	82.7	100	0	100	0	100	83.3	83.8	100	0	83.9	83.6
Trucks	0	0	0	0	0	1	106	0	0	107	0	0	0	0	0	0	87	0	0	87	194
% Trucks	0	0	0	0	0	12.5	17.6	0	0	17.1	0	0	0	0	0	0	16.2	0	0	15.9	16.2
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	2
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	16.7	0	0	0	0.2	0.2

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45					08:30					08:45					08:30				
+0 mins.	3	0	1	0	4	1	158	2	0	161	0	0	**3**	0	**3**	**2**	**146**	0	0	**148**
+15 mins.	**5**	0	**3**	0	**8**	1	161	1	0	163	**1**	0	0	0	1	2	140	**3**	0	145
+30 mins.	2	0	1	0	3	**4**	118	4	0	126	0	0	0	0	0	0	127	1	0	128
+45 mins.	5	0	2	0	7	2	**166**	**6**	0	**174**	1	0	2	0	3	2	124	1	0	127
Total Volume	15	0	7	0	22	8	603	13	0	624	2	0	5	0	7	6	537	5	0	548
% App. Total	68.2	0	31.8	0		1.3	96.6	2.1	0		28.6	0	71.4	0		1.1	98	0.9	0	
PHF	.750	.000	.583	.000	.688	.500	.908	.542	.000	.897	.500	.000	.417	.000	.583	.750	.920	.417	.000	.926
Automobiles	15	0	7	0	22	7	496	13	0	516	2	0	5	0	7	5	450	5	0	460
% Automobiles	100	0	100	0	100	87.5	82.3	100	0	82.7	100	0	100	0	100	83.3	83.8	100	0	83.9
Trucks	0	0	0	0	0	1	106	0	0	107	0	0	0	0	0	0	87	0	0	87
% Trucks	0	0	0	0	0	12.5	17.6	0	0	17.1	0	0	0	0	0	0	16.2	0	0	15.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	16.7	0	0	0	0.2

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 15:45

15:45	**2**	0	1	0	3	**3**	169	**7**	0	179	0	0	**2**	0	**2**	3	216	**3**	0	222	**406**
16:00	2	0	2	0	**4**	2	182	4	0	188	**2**	0	0	0	2	1	207	2	0	210	404
16:15	1	0	**3**	0	4	1	171	4	0	176	0	0	2	0	2	0	**221**	2	0	**223**	405
16:30	2	0	2	0	4	2	**183**	7	0	**192**	1	0	0	0	1	**4**	178	0	0	182	379
Total Volume	7	0	8	0	15	8	705	22	0	735	3	0	4	0	7	8	822	7	0	837	1594
% App. Total	46.7	0	53.3	0		1.1	95.9	3	0		42.9	0	57.1	0		1	98.2	0.8	0		
PHF	.875	.000	.667	.000	.938	.667	.963	.786	.000	.957	.375	.000	.500	.000	.875	.500	.930	.583	.000	.938	.982
Automobiles	7	0	8	0	15	8	631	22	0	661	3	0	4	0	7	7	778	7	0	792	1475
% Automobiles	100	0	100	0	100	100	89.5	100	0	89.9	100	0	100	0	100	87.5	94.6	100	0	94.6	92.5
Trucks	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	1	44	0	0	45	118
% Trucks	0	0	0	0	0	0	10.4	0	0	9.9	0	0	0	0	0	12.5	5.4	0	0	5.4	7.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

File Name : 23164-10
Site Code : 23164-10
Start Date : 7/13/2023
Page No : 4

	Hardee St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:30					15:45					15:00					15:45					
+0 mins.	2	0	2	0	4	**3**	169	**7**	0	179	**1**	0	**3**	0	**4**	3	216	**3**	0	222	
+15 mins.	0	0	**3**	0	3	2	182	4	0	188	0	0	3	0	3	1	207	2	0	210	
+30 mins.	2	0	3	0	5	1	171	4	0	176	1	0	3	0	4	0	**221**	2	0	**223**	
+45 mins.	**6**	0	1	0	**7**	2	**183**	7	0	**192**	0	0	2	0	2	**4**	178	0	0	182	
Total Volume	10	0	9	0	19	8	705	22	0	735	2	0	11	0	13	8	822	7	0	837	
% App. Total	52.6	0	47.4	0		1.1	95.9	3	0		15.4	0	84.6	0		1	98.2	0.8	0		
PHF	.417	.000	.750	.000	.679	.667	.963	.786	.000	.957	.500	.000	.917	.000	.813	.500	.930	.583	.000	.938	
Automobiles	10	0	9	0	19	8	631	22	0	661	2	0	11	0	13	7	778	7	0	792	
% Automobiles	100	0	100	0	100	100	89.5	100	0	89.9	100	0	100	0	100	87.5	94.6	100	0	94.6	
Trucks	0	0	0	0	0	0	73	0	0	73	0	0	0	0	0	1	44	0	0	45	
% Trucks	0	0	0	0	0	0	10.4	0	0	9.9	0	0	0	0	0	12.5	5.4	0	0	5.4	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.1	0	0	0.1	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

SR 80 @ Hardee St/Business Driveway
LaBelle, FL

File Name : 23164-10
Site Code : 23164-10
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks - Buses

	Hardee St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	21	0	0	21	35
06:15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	41	0	0	41	50
06:30	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	31
06:45	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	26	0	0	26	49
Total	0	0	0	0	0	0	59	0	0	59	0	0	0	0	0	0	106	0	0	106	165
07:00	0	0	0	0	0	0	24	0	0	24	0	0	0	0	0	0	31	0	0	31	55
07:15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	24	0	0	24	39
07:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	28	0	0	28	48
07:45	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	21	0	0	21	48
Total	0	0	0	0	0	0	86	0	0	86	0	0	0	0	0	0	104	0	0	104	190
08:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	24	0	0	24	37
08:15	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	28	0	0	28	50
08:30	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	1	21	0	0	22	55
08:45	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	25	0	0	25	56
Total	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	1	98	0	0	99	198
09:00	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	0	23	0	0	23	46
09:15	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	18	0	0	18	39
*** BREAK ***																					
09:45	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	44	0	0	45	0	0	0	0	0	0	41	0	0	41	86
*** BREAK ***																					
15:00	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	12	0	0	12	24
15:15	0	0	0	0	0	1	22	0	0	23	0	0	0	0	0	0	17	0	0	17	40
15:30	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	7	0	0	7	24
15:45	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	1	11	0	0	12	35
Total	0	0	0	0	0	1	74	0	0	75	0	0	0	0	0	1	47	0	0	48	123
16:00	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	16	0	0	16	33
16:15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	24
16:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	7	0	0	7	27
16:45	0	0	0	0	0	1	14	0	0	15	0	0	0	0	0	0	16	0	0	16	31
Total	0	0	0	0	0	1	65	0	0	66	0	0	0	0	0	0	49	0	0	49	115
17:00	0	0	0	0	0	0	9	1	0	10	0	0	0	0	0	0	16	0	0	16	26
17:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	20
17:30	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	6	0	0	6	22
17:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	20
Total	0	0	0	0	0	0	49	1	0	50	0	0	0	0	0	0	38	0	0	38	88
18:00	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	15
18:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19
18:30	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	3	0	0	3	13
18:45	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	22
Total	1	0	0	0	1	0	39	0	0	39	0	0	0	0	0	0	29	0	0	29	69
Grand Total	1	0	0	0	1	3	515	1	0	519	0	0	0	0	0	2	512	0	0	514	1034
Apprch %	100	0	0	0		0.6	99.2	0.2	0		0	0	0	0		0.4	99.6	0	0		
Total %	0.1	0	0	0	0.1	0.3	49.8	0.1	0	50.2	0	0	0	0	0	0.2	49.5	0	0	49.7	
Trucks	1	0	0	0	1	1	508	1	0	510	0	0	0	0	0	1	510	0	0	511	1022
% Trucks	100	0	0	0	100	33.3	98.6	100	0	98.3	0	0	0	0	0	50	99.6	0	0	99.4	98.8
Buses	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	1	2	0	0	3	12
% Buses	0	0	0	0	0	66.7	1.4	0	0	1.7	0	0	0	0	0	50	0.4	0	0	0.6	1.2

Intersection Turning Movement Count

SR 80 @ Hardee St/Business Driveway
LaBelle, FL

File Name : 23164-10p
Site Code : 23164-10
Start Date : 7/13/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Hardee St Southbound	SR 80 Westbound	Business Driveway Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:30	1	0	0	0	1
*** BREAK ***					
Total	1	0	0	0	1
07:00	1	0	0	0	1
*** BREAK ***					
07:30	1	0	2	0	3
*** BREAK ***					
Total	2	0	2	0	4
*** BREAK ***					
08:30	0	0	3	0	3
*** BREAK ***					
Total	0	0	3	0	3
09:00	0	0	1	0	1
09:15	0	0	3	0	3
*** BREAK ***					
09:45	2	0	3	0	5
Total	2	0	7	0	9
*** BREAK ***					
15:00	0	0	0	1	1
*** BREAK ***					
Total	0	0	0	1	1
16:00	1	0	0	0	1
16:15	0	0	0	1	1
*** BREAK ***					
16:45	0	0	0	1	1
Total	1	0	0	2	3
*** BREAK ***					
17:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
*** BREAK ***					
18:15	1	0	0	0	1
18:30	0	0	0	1	1
*** BREAK ***					
Total	1	0	0	1	2
Grand Total	7	0	13	4	24
Apprch %	100	0	100	100	
Total %	29.2	0	54.2	16.7	
Pedestrians	6	0	8	4	18
% Pedestrians	85.7	0	61.5	100	75
Bicycles	1	0	5	0	6
% Bicycles	14.3	0	38.5	0	25

Intersection Turning Movement Count

SR 80 @ Florida St/Belmont St
LaBelle, FL

File Name : 23164-11
Site Code : 23164-11
Start Date : 7/19/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

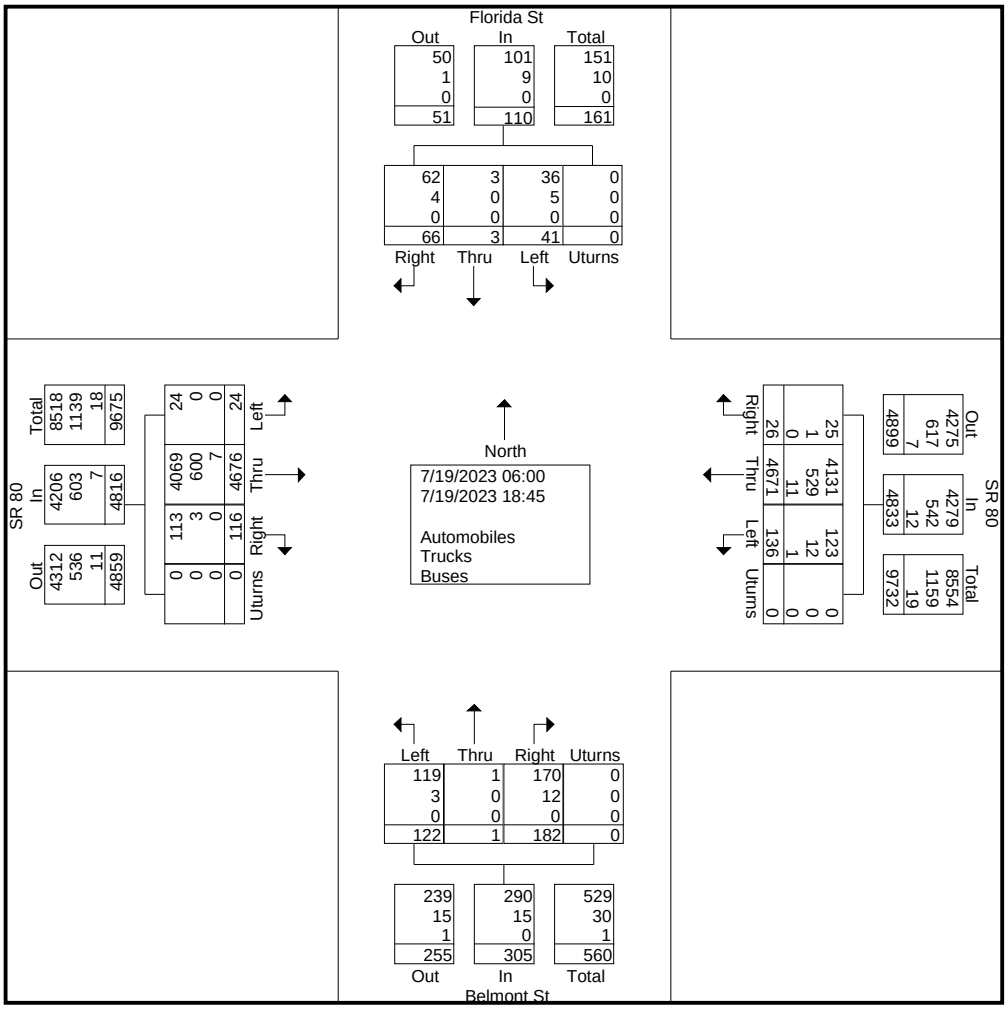
	Florida St Southbound					SR 80 Westbound					Belmont St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	1	0	1	1	113	0	0	114	4	0	3	0	7	0	61	1	0	62	184
06:15	0	0	1	0	1	0	113	0	0	113	6	0	7	0	13	0	78	0	0	78	205
06:30	1	0	0	0	1	0	128	0	0	128	10	0	4	0	14	0	88	1	0	89	232
06:45	1	0	0	0	1	1	107	0	0	108	4	0	1	0	5	0	76	2	0	78	192
Total	2	0	2	0	4	2	461	0	0	463	24	0	15	0	39	0	303	4	0	307	813
07:00	2	0	2	0	4	1	146	0	0	147	5	0	7	0	12	0	98	0	0	98	261
07:15	4	0	5	0	9	2	137	2	0	141	4	0	10	0	14	1	126	2	0	129	293
07:30	0	0	2	0	2	2	148	0	0	150	0	0	2	0	2	1	134	0	0	135	289
07:45	4	1	2	0	7	4	169	1	0	174	1	0	7	0	8	0	131	1	0	132	321
Total	10	1	11	0	22	9	600	3	0	612	10	0	26	0	36	2	489	3	0	494	1164
08:00	0	0	1	0	1	2	123	1	0	126	1	0	6	0	7	0	145	1	0	146	280
08:15	2	0	4	0	6	7	140	1	0	148	2	0	8	0	10	0	107	1	0	108	272
08:30	0	0	4	0	4	8	145	1	0	154	2	0	5	0	7	0	121	5	0	126	291
08:45	6	0	3	0	9	6	149	2	0	157	4	0	7	0	11	0	120	3	0	123	300
Total	8	0	12	0	20	23	557	5	0	585	9	0	26	0	35	0	493	10	0	503	1143
09:00	0	0	0	0	0	3	150	1	0	154	1	0	5	0	6	1	115	3	0	119	279
09:15	1	0	0	0	1	3	151	1	0	155	4	0	5	0	9	1	128	4	0	133	298
09:30	1	0	2	0	3	3	145	0	0	148	4	0	5	0	9	0	126	1	0	127	287
09:45	1	0	5	0	6	5	168	5	0	178	1	0	1	0	2	0	141	1	0	142	328
Total	3	0	7	0	10	14	614	7	0	635	10	0	16	0	26	2	510	9	0	521	1192
*** BREAK ***																					
15:00	1	0	1	0	2	3	160	0	0	163	1	0	6	0	7	2	145	3	0	150	322
15:15	0	1	3	0	4	6	172	2	0	180	5	0	8	0	13	0	173	5	0	178	375
15:30	2	0	1	0	3	8	140	0	0	148	3	0	6	0	9	2	162	3	0	167	327
15:45	1	0	2	0	3	5	152	1	0	158	7	0	9	0	16	3	197	1	0	201	378
Total	4	1	7	0	12	22	624	3	0	649	16	0	29	0	45	7	677	12	0	696	1402
16:00	0	1	3	0	4	7	157	0	0	164	3	0	6	0	9	3	184	4	0	191	368
16:15	3	0	1	0	4	4	171	3	0	178	6	0	3	0	9	1	190	3	0	194	385
16:30	4	0	3	0	7	6	166	2	0	174	2	0	6	0	8	2	199	7	0	208	397
16:45	1	0	0	0	1	6	176	0	0	182	5	1	11	0	17	1	173	5	0	179	379
Total	8	1	7	0	16	23	670	5	0	698	16	1	26	0	43	7	746	19	0	772	1529
17:00	3	0	3	0	6	6	170	1	0	177	6	0	5	0	11	2	185	4	0	191	385
17:15	0	0	2	0	2	5	127	1	0	133	7	0	1	0	8	1	187	6	0	194	337
17:30	0	0	2	0	2	9	161	0	0	170	3	0	5	0	8	1	182	13	0	196	376
17:45	0	0	1	0	1	5	151	0	0	156	8	0	7	0	15	0	197	5	0	202	374
Total	3	0	8	0	11	25	609	2	0	636	24	0	18	0	42	4	751	28	0	783	1472
18:00	1	0	5	0	6	7	125	0	0	132	4	0	6	0	10	0	202	12	0	214	362
18:15	0	0	3	0	3	4	148	1	0	153	4	0	7	0	11	1	190	9	0	200	367
18:30	0	0	2	0	2	3	126	0	0	129	2	0	6	0	8	1	163	4	0	168	307
18:45	2	0	2	0	4	4	137	0	0	141	3	0	7	0	10	0	152	6	0	158	313
Total	3	0	12	0	15	18	536	1	0	555	13	0	26	0	39	2	707	31	0	740	1349
Grand Total	41	3	66	0	110	136	4671	26	0	4833	122	1	182	0	305	24	4676	116	0	4816	10064
Apprch %	37.3	2.7	60	0		2.8	96.6	0.5	0		40	0.3	59.7	0		0.5	97.1	2.4	0		
Total %	0.4	0	0.7	0	1.1	1.4	46.4	0.3	0	48	1.2	0	1.8	0	3	0.2	46.5	1.2	0	47.9	

Intersection Turning Movement Count

File Name : 23164-11
Site Code : 23164-11
Start Date : 7/19/2023
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Groups Printed- Automobiles - Trucks - Buses

	Florida St Southbound					SR 80 Westbound					Belmont St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	36	3	62	0	101	123	4131	25	0	4279	119	1	170	0	290	24	4069	113	0	4206	8876
% Automobiles	87.8	100	93.9	0	91.8	90.4	88.4	96.2	0	88.5	97.5	100	93.4	0	95.1	100	87	97.4	0	87.3	88.2
Trucks	5	0	4	0	9	12	529	1	0	542	3	0	12	0	15	0	600	3	0	603	1169
% Trucks	12.2	0	6.1	0	8.2	8.8	11.3	3.8	0	11.2	2.5	0	6.6	0	4.9	0	12.8	2.6	0	12.5	11.6
Buses	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	7	0	0	7	19
% Buses	0	0	0	0	0	0.7	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-11
Site Code : 23164-11
Start Date : 7/19/2023
Page No : 3

	Florida St Southbound					SR 80 Westbound					Belmont St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	0	0	0	0	0	3	150	1	0	154	1	0	**5**	0	6	**1**	115	3	0	119	279
09:15	**1**	0	0	0	1	3	151	1	0	155	**4**	0	5	0	**9**	1	128	**4**	0	133	298
09:30	1	0	2	0	3	3	145	0	0	148	4	0	5	0	9	0	126	1	0	127	287
09:45	1	0	**5**	0	**6**	**5**	**168**	**5**	0	**178**	1	0	1	0	2	0	**141**	1	0	**142**	**328**
Total Volume	3	0	7	0	10	14	614	7	0	635	10	0	16	0	26	2	510	9	0	521	1192
% App. Total	30	0	70	0		2.2	96.7	1.1	0		38.5	0	61.5	0		0.4	97.9	1.7	0		
PHF	.750	.000	.350	.000	.417	.700	.914	.350	.000	.892	.625	.000	.800	.000	.722	.500	.904	.563	.000	.917	.909
Automobiles	2	0	7	0	9	13	514	7	0	534	10	0	15	0	25	2	412	9	0	423	991
% Automobiles	66.7	0	100	0	90.0	92.9	83.7	100	0	84.1	100	0	93.8	0	96.2	100	80.8	100	0	81.2	83.1
Trucks	1	0	0	0	1	0	97	0	0	97	0	0	1	0	1	0	95	0	0	95	194
% Trucks	33.3	0	0	0	10.0	0	15.8	0	0	15.3	0	0	6.3	0	3.8	0	18.6	0	0	18.2	16.3
Buses	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	3	0	0	3	7
% Buses	0	0	0	0	0	7.1	0.5	0	0	0.6	0	0	0	0	0	0	0.6	0	0	0.6	0.6

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00					09:00					06:30					07:15					
+0 mins.	2	0	2	0	4	3	150	1	0	154	**10**	0	4	0	**14**	**1**	126	**2**	0	129	
+15 mins.	**4**	0	**5**	0	**9**	3	151	1	0	155	4	0	1	0	5	1	134	0	0	135	
+30 mins.	0	0	2	0	2	3	145	0	0	148	5	0	7	0	12	0	131	1	0	132	
+45 mins.	4	**1**	2	0	7	**5**	**168**	**5**	0	**178**	4	0	**10**	0	14	0	**145**	1	0	**146**	
Total Volume	10	1	11	0	22	14	614	7	0	635	23	0	22	0	45	2	536	4	0	542	
% App. Total	45.5	4.5	50	0		2.2	96.7	1.1	0		51.1	0	48.9	0		0.4	98.9	0.7	0		
PHF	.625	.250	.550	.000	.611	.700	.914	.350	.000	.892	.575	.000	.550	.000	.804	.500	.924	.500	.000	.928	
Automobiles	7	1	8	0	16	13	514	7	0	534	22	0	21	0	43	2	398	3	0	403	
% Automobiles	70	100	72.7	0	72.7	92.9	83.7	100	0	84.1	95.7	0	95.5	0	95.6	100	74.3	75	0	74.4	
Trucks	3	0	3	0	6	0	97	0	0	97	1	0	1	0	2	0	138	1	0	139	
% Trucks	30	0	27.3	0	27.3	0	15.8	0	0	15.3	4.3	0	4.5	0	4.4	0	25.7	25	0	25.6	
Buses	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	7.1	0.5	0	0	0.6	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:15

16:15	3	0	1	0	4	4	171	**3**	0	178	**6**	0	3	0	9	1	190	3	0	194	385
16:30	**4**	0	**3**	0	**7**	**6**	166	2	0	174	2	0	6	0	8	**2**	**199**	**7**	0	**208**	**397**
16:45	1	0	0	0	1	6	**176**	0	0	**182**	5	**1**	**11**	0	**17**	1	173	5	0	179	379
17:00	3	0	3	0	6	6	170	1	0	177	6	0	5	0	11	2	185	4	0	191	385
Total Volume	11	0	7	0	18	22	683	6	0	711	19	1	25	0	45	6	747	19	0	772	1546
% App. Total	61.1	0	38.9	0		3.1	96.1	0.8	0		42.2	2.2	55.6	0		0.8	96.8	2.5	0		
PHF	.688	.000	.583	.000	.643	.917	.970	.500	.000	.977	.792	.250	.568	.000	.662	.750	.938	.679	.000	.928	.974
Automobiles	10	0	7	0	17	21	634	5	0	660	19	1	24	0	44	6	701	19	0	726	1447
% Automobiles	90.9	0	100	0	94.4	95.5	92.8	83.3	0	92.8	100	100	96.0	0	97.8	100	93.8	100	0	94.0	93.6
Trucks	1	0	0	0	1	1	47	1	0	49	0	0	1	0	1	0	44	0	0	44	95
% Trucks	9.1	0	0	0	5.6	4.5	6.9	16.7	0	6.9	0	0	4.0	0	2.2	0	5.9	0	0	5.7	6.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.3	0.3

Intersection Turning Movement Count

File Name : 23164-11
Site Code : 23164-11
Start Date : 7/19/2023
Page No : 4

	Florida St Southbound					SR 80 Westbound					Belmont St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:45					16:15					15:15					17:30					
+0 mins.	1	0	2	0	3	4	171	**3**	0	178	5	0	8	0	13	**1**	182	**13**	0	196	
+15 mins.	0	**1**	**3**	0	4	**6**	166	2	0	174	3	0	6	0	9	0	197	5	0	202	
+30 mins.	3	0	1	0	4	6	**176**	0	0	**182**	**7**	0	**9**	0	**16**	0	**202**	12	0	**214**	
+45 mins.	**4**	0	3	0	**7**	6	170	1	0	177	3	0	6	0	9	1	190	9	0	200	
Total Volume	8	1	9	0	18	22	683	6	0	711	18	0	29	0	47	2	771	39	0	812	
% App. Total	44.4	5.6	50	0		3.1	96.1	0.8	0		38.3	0	61.7	0		0.2	95	4.8	0		
PHF	.500	.250	.750	.000	.643	.917	.970	.500	.000	.977	.643	.000	.806	.000	.734	.500	.954	.750	.000	.949	
Automobiles	7	1	9	0	17	21	634	5	0	660	18	0	27	0	45	2	730	38	0	770	
% Automobiles	87.5	100	100	0	94.4	95.5	92.8	83.3	0	92.8	100	0	93.1	0	95.7	100	94.7	97.4	0	94.8	
Trucks	1	0	0	0	1	1	47	1	0	49	0	0	2	0	2	0	40	1	0	41	
% Trucks	12.5	0	0	0	5.6	4.5	6.9	16.7	0	6.9	0	0	6.9	0	4.3	0	5.2	2.6	0	5	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Florida St/Belmont St
LaBelle, FL

File Name : 23164-11
Site Code : 23164-11
Start Date : 7/19/2023
Page No : 1

Groups Printed- Trucks - Buses

	Florida St Southbound					SR 80 Westbound					Belmont St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	24	0	0	24	49
06:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	24	0	0	24	36
06:30	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	24	0	0	24	34
06:45	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	19	1	0	20	30
Total	0	0	0	0	0	0	56	0	0	56	0	0	1	0	1	0	91	1	0	92	149
07:00	1	0	1	0	2	0	14	0	0	14	1	0	0	0	1	0	22	0	0	22	39
07:15	0	0	1	0	1	0	16	0	0	16	0	0	0	0	0	0	35	1	0	36	53
07:30	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	32	0	0	32	53
07:45	2	0	1	0	3	2	27	0	0	29	0	0	0	0	0	0	29	0	0	29	61
Total	3	0	3	0	6	2	77	0	0	79	1	0	1	0	2	0	118	1	0	119	206
08:00	0	0	1	0	1	0	17	0	0	17	0	0	2	0	2	0	42	0	0	42	62
08:15	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	25	0	0	25	59
08:30	0	0	0	0	0	0	24	0	0	24	1	0	1	0	2	0	18	0	0	18	44
08:45	0	0	0	0	0	1	29	0	0	30	0	0	0	0	0	0	24	0	0	24	54
Total	0	0	1	0	1	1	104	0	0	105	1	0	3	0	4	0	109	0	0	109	219
09:00	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	0	14	0	0	14	46
09:15	0	0	0	0	0	0	23	0	0	23	0	0	1	0	1	0	30	0	0	30	54
09:30	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	0	24	0	0	24	49
09:45	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	30	0	0	30	52
Total	1	0	0	0	1	1	100	0	0	101	0	0	1	0	1	0	98	0	0	98	201
*** BREAK ***																					
15:00	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	11	0	0	11	34
15:15	0	0	0	0	0	0	20	0	0	20	0	0	1	0	1	0	20	0	0	20	41
15:30	0	0	0	0	0	2	21	0	0	23	0	0	0	0	0	0	14	0	0	14	37
15:45	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	19	0	0	19	29
Total	0	0	0	0	0	2	73	0	0	75	0	0	2	0	2	0	64	0	0	64	141
16:00	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	13	0	0	13	27
16:15	1	0	0	0	1	0	13	1	0	14	0	0	0	0	0	0	12	0	0	12	27
16:30	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	25
16:45	0	0	0	0	0	1	16	0	0	17	0	0	1	0	1	0	10	0	0	10	28
Total	1	0	0	0	1	2	55	1	0	58	0	0	1	0	1	0	47	0	0	47	107
17:00	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
17:15	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	12	0	0	12	22
17:30	0	0	0	0	0	3	11	0	0	14	0	0	0	0	0	0	7	0	0	7	21
17:45	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	7	0	0	7	20
Total	0	0	0	0	0	4	40	0	0	44	0	0	0	0	0	0	38	0	0	38	82
18:00	0	0	0	0	0	1	4	0	0	5	0	0	2	0	2	0	13	1	0	14	21
18:15	0	0	0	0	0	0	7	0	0	7	0	0	1	0	1	0	14	0	0	14	22
18:30	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	6	0	0	6	14
18:45	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	9	0	0	9	26
Total	0	0	0	0	0	1	35	0	0	36	1	0	3	0	4	0	42	1	0	43	83
Grand Total	5	0	4	0	9	13	540	1	0	554	3	0	12	0	15	0	607	3	0	610	1188
Apprch %	55.6	0	44.4	0		2.3	97.5	0.2	0		20	0	80	0		0	99.5	0.5	0		
Total %	0.4	0	0.3	0	0.8	1.1	45.5	0.1	0	46.6	0.3	0	1	0	1.3	0	51.1	0.3	0	51.3	
Trucks	5	0	4	0	9	12	529	1	0	542	3	0	12	0	15	0	600	3	0	603	1169
% Trucks	100	0	100	0	100	92.3	98	100	0	97.8	100	0	100	0	100	0	98.8	100	0	98.9	98.4
Buses	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	7	0	0	7	19
% Buses	0	0	0	0	0	7.7	2	0	0	2.2	0	0	0	0	0	0	1.2	0	0	1.1	1.6

Intersection Turning Movement Count

SR 80 @ Florida St/Belmont St
LaBelle, FL

File Name : 23164-11p
Site Code : 23164-11
Start Date : 7/19/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Florida St Southbound	SR 80 Westbound	Belmont St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:15	1	0	0	0	1
*** BREAK ***					
Total	1	0	0	0	1
07:00	1	0	1	0	2
*** BREAK ***					
07:30	0	0	2	0	2
07:45	0	0	2	0	2
Total	1	0	5	0	6
08:00	1	0	0	0	1
08:15	1	0	0	1	2
08:30	1	0	0	0	1
*** BREAK ***					
Total	3	0	0	1	4
09:00	1	0	2	0	3
09:15	0	0	1	0	1
*** BREAK ***					
09:45	1	0	0	0	1
Total	2	0	3	0	5
*** BREAK ***					
15:00	2	0	0	0	2
15:15	0	0	2	0	2
15:30	1	0	0	0	1
15:45	0	0	1	0	1
Total	3	0	3	0	6
*** BREAK ***					
16:30	1	0	0	0	1
16:45	0	0	2	0	2
Total	1	0	2	0	3
*** BREAK ***					
17:30	1	0	0	0	1
*** BREAK ***					
Total	1	0	0	0	1
18:00	0	0	2	0	2
18:15	0	0	2	0	2
18:30	0	0	1	0	1
18:45	0	0	1	0	1
Total	0	0	6	0	6
Grand Total	12	0	19	1	32
Apprch %	100	0	100	100	
Total %	37.5	0	59.4	3.1	
Pedestrians	5	0	8	1	14
% Pedestrians	41.7	0	42.1	100	43.8
Bicycles	7	0	11	0	18
% Bicycles	58.3	0	57.9	0	56.2

Intersection Turning Movement Count

SR 80 @ Martin St
LaBelle, FL

File Name : 23164-12
Site Code : 23164-12
Start Date : 7/11/2023
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Groups Printed- Automobiles - Trucks - Buses

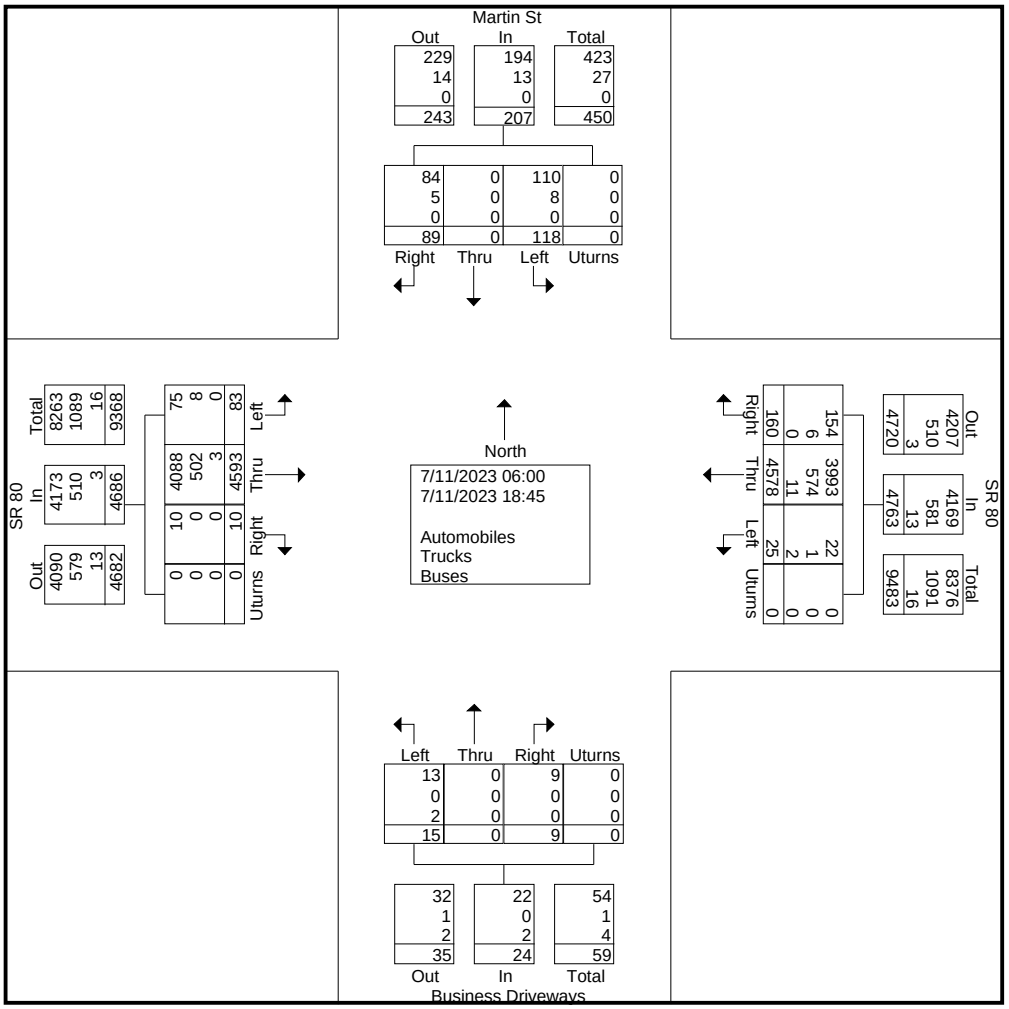
	Martin St Southbound					SR 80 Westbound					Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	1	0	1	0	99	2	0	101	0	0	0	0	0	0	56	0	0	56	158
06:15	0	0	2	0	2	0	131	1	0	132	0	0	0	0	0	1	77	0	0	78	212
06:30	0	0	1	0	1	0	119	1	0	120	0	0	0	0	0	0	95	0	0	95	216
06:45	0	0	0	0	0	0	119	3	0	122	1	0	0	0	1	2	96	0	0	98	221
Total	0	0	4	0	4	0	468	7	0	475	1	0	0	0	1	3	324	0	0	327	807
07:00	3	0	1	0	4	0	133	5	0	138	0	0	0	0	0	1	76	0	0	77	219
07:15	1	0	1	0	2	1	128	3	0	132	1	0	0	0	1	0	101	0	0	101	236
07:30	4	0	0	0	4	2	139	2	0	143	0	0	0	0	0	5	110	1	0	116	263
07:45	1	0	0	0	1	0	137	6	0	143	0	0	0	0	0	2	100	1	0	103	247
Total	9	0	2	0	11	3	537	16	0	556	1	0	0	0	1	8	387	2	0	397	965
08:00	6	0	1	0	7	1	142	6	0	149	1	0	0	0	1	3	123	0	0	126	283
08:15	2	0	1	0	3	0	148	1	0	149	0	0	0	0	0	3	113	0	0	116	268
08:30	3	0	5	0	8	0	124	6	0	130	0	0	0	0	0	1	137	1	0	139	277
08:45	4	0	4	0	8	2	148	4	0	154	1	0	0	0	1	1	129	0	0	130	293
Total	15	0	11	0	26	3	562	17	0	582	2	0	0	0	2	8	502	1	0	511	1121
09:00	3	0	3	0	6	3	161	11	0	175	0	0	0	0	0	1	135	0	0	136	317
09:15	10	0	5	0	15	0	139	4	0	143	0	0	0	0	0	4	115	0	0	119	277
09:30	4	0	1	0	5	1	157	7	0	165	0	0	0	0	0	2	142	0	0	144	314
09:45	9	0	4	0	13	3	137	9	0	149	0	0	0	0	0	2	147	0	0	149	311
Total	26	0	13	0	39	7	594	31	0	632	0	0	0	0	0	9	539	0	0	548	1219
*** BREAK ***																					
15:00	5	0	2	0	7	1	170	5	0	176	1	0	1	0	2	3	156	0	0	159	344
15:15	5	0	3	0	8	0	151	4	0	155	0	0	2	0	2	6	175	0	0	181	346
15:30	0	0	6	0	6	2	165	3	0	170	1	0	1	0	2	4	177	1	0	182	360
15:45	3	0	4	0	7	2	137	8	0	147	0	0	1	0	1	2	160	1	0	163	318
Total	13	0	15	0	28	5	623	20	0	648	2	0	5	0	7	15	668	2	0	685	1368
16:00	6	0	3	0	9	0	179	6	0	185	1	0	0	0	1	4	172	0	0	176	371
16:15	2	0	4	0	6	1	156	4	0	161	0	0	1	0	1	3	179	0	0	182	350
16:30	2	0	4	0	6	0	171	6	0	177	0	0	0	0	0	1	193	1	0	195	378
16:45	2	0	2	0	4	0	181	5	0	186	1	0	0	0	1	5	176	0	0	181	372
Total	12	0	13	0	25	1	687	21	0	709	2	0	1	0	3	13	720	1	0	734	1471
17:00	6	0	5	0	11	0	190	9	0	199	0	0	1	0	1	3	224	1	0	228	439
17:15	5	0	4	0	9	1	169	6	0	176	1	0	0	0	1	2	189	1	0	192	378
17:30	5	0	2	0	7	1	149	4	0	154	1	0	1	0	2	3	174	1	0	178	341
17:45	4	0	2	0	6	1	132	9	0	142	2	0	1	0	3	5	209	0	0	214	365
Total	20	0	13	0	33	3	640	28	0	671	4	0	3	0	7	13	796	3	0	812	1523
18:00	8	0	7	0	15	1	132	11	0	144	0	0	0	0	0	5	184	0	0	189	348
18:15	8	0	4	0	12	1	114	5	0	120	2	0	0	0	2	1	177	1	0	179	313
18:30	5	0	6	0	11	1	122	2	0	125	1	0	0	0	1	4	152	0	0	156	293
18:45	2	0	1	0	3	0	99	2	0	101	0	0	0	0	0	4	144	0	0	148	252
Total	23	0	18	0	41	3	467	20	0	490	3	0	0	0	3	14	657	1	0	672	1206
Grand Total	118	0	89	0	207	25	4578	160	0	4763	15	0	9	0	24	83	4593	10	0	4686	9680
Apprch %	57	0	43	0		0.5	96.1	3.4	0		62.5	0	37.5	0		1.8	98	0.2	0		
Total %	1.2	0	0.9	0	2.1	0.3	47.3	1.7	0	49.2	0.2	0	0.1	0	0.2	0.9	47.4	0.1	0	48.4	

Intersection Turning Movement Count

File Name : 23164-12
Site Code : 23164-12
Start Date : 7/11/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Martin St Southbound					SR 80 Westbound					Business Driveways Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	110	0	84	0	194	22	3993	154	0	4169	13	0	9	0	22	75	4088	10	0	4173	8558
% Automobiles	93.2	0	94.4	0	93.7	88	87.2	96.2	0	87.5	86.7	0	100	0	91.7	90.4	89	100	0	89.1	88.4
Trucks	8	0	5	0	13	1	574	6	0	581	0	0	0	0	0	8	502	0	0	510	1104
% Trucks	6.8	0	5.6	0	6.3	4	12.5	3.8	0	12.2	0	0	0	0	0	9.6	10.9	0	0	10.9	11.4
Buses	0	0	0	0	0	2	11	0	0	13	2	0	0	0	2	0	3	0	0	3	18
% Buses	0	0	0	0	0	8	0.2	0	0	0.3	13.3	0	0	0	8.3	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-12
Site Code : 23164-12
Start Date : 7/11/2023
Page No : 3

	Martin St Southbound					SR 80 Westbound					Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	3	0	3	0	6	**3**	**161**	**11**	0	**175**	0	0	0	0	0	1	135	0	0	136	**317**
09:15	**10**	0	**5**	0	**15**	0	139	4	0	143	0	0	0	0	0	**4**	115	0	0	119	277
09:30	4	0	1	0	5	1	157	7	0	165	0	0	0	0	0	2	142	0	0	144	314
09:45	9	0	4	0	13	3	137	9	0	149	0	0	0	0	0	2	**147**	0	0	**149**	311
Total Volume	26	0	13	0	39	7	594	31	0	632	0	0	0	0	0	9	539	0	0	548	1219
% App. Total	66.7	0	33.3	0		1.1	94	4.9	0		0	0	0	0		1.6	98.4	0	0		
PHF	.650	.000	.650	.000	.650	.583	.922	.705	.000	.903	.000	.000	.000	.000	.000	.563	.917	.000	.000	.919	.961
Automobiles	25	0	13	0	38	6	481	31	0	518	0	0	0	0	0	7	450	0	0	457	1013
% Automobiles	96.2	0	100	0	97.4	85.7	81.0	100	0	82.0	0	0	0	0	0	77.8	83.5	0	0	83.4	83.1
Trucks	1	0	0	0	1	1	111	0	0	112	0	0	0	0	0	2	89	0	0	91	204
% Trucks	3.8	0	0	0	2.6	14.3	18.7	0	0	17.7	0	0	0	0	0	22.2	16.5	0	0	16.6	16.7
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.2

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00					08:45					06:30					09:00					
+0 mins.	3	0	3	0	6	2	148	4	0	154	0	0	0	0	0	1	135	0	0	136	
+15 mins.	**10**	0	**5**	0	**15**	**3**	**161**	**11**	0	**175**	**1**	0	0	0	**1**	**4**	115	0	0	119	
+30 mins.	4	0	1	0	5	0	139	4	0	143	0	0	0	0	0	2	142	0	0	144	
+45 mins.	9	0	4	0	13	1	157	7	0	165	1	0	0	0	1	2	**147**	0	0	**149**	
Total Volume	26	0	13	0	39	6	605	26	0	637	2	0	0	0	2	9	539	0	0	548	
% App. Total	66.7	0	33.3	0		0.9	95	4.1	0		100	0	0	0		1.6	98.4	0	0		
PHF	.650	.000	.650	.000	.650	.500	.939	.591	.000	.910	.500	.000	.000	.000	.500	.563	.917	.000	.000	.919	
Automobiles	25	0	13	0	38	5	497	26	0	528	1	0	0	0	1	7	450	0	0	457	
% Automobiles	96.2	0	100	0	97.4	83.3	82.1	100	0	82.9	50	0	0	0	50	77.8	83.5	0	0	83.4	
Trucks	1	0	0	0	1	0	106	0	0	106	0	0	0	0	0	2	89	0	0	91	
% Trucks	3.8	0	0	0	2.6	0	17.5	0	0	16.6	0	0	0	0	0	22.2	16.5	0	0	16.6	
Buses	0	0	0	0	0	1	2	0	0	3	1	0	0	0	1	0	0	0	0	0	
% Buses	0	0	0	0	0	16.7	0.3	0	0	0.5	50	0	0	0	50	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	2	0	4	0	6	0	171	6	0	177	0	0	0	0	0	1	193	**1**	0	195	378
16:45	2	0	2	0	4	0	181	5	0	186	**1**	0	0	0	**1**	**5**	176	0	0	181	372
17:00	**6**	0	**5**	0	**11**	0	**190**	**9**	0	**199**	0	0	**1**	0	1	3	**224**	1	0	**228**	**439**
17:15	5	0	4	0	9	**1**	169	6	0	176	1	0	0	0	1	2	189	1	0	192	378
Total Volume	15	0	15	0	30	1	711	26	0	738	2	0	1	0	3	11	782	3	0	796	1567
% App. Total	50	0	50	0		0.1	96.3	3.5	0		66.7	0	33.3	0		1.4	98.2	0.4	0		
PHF	.625	.000	.750	.000	.682	.250	.936	.722	.000	.927	.500	.000	.250	.000	.750	.550	.873	.750	.000	.873	.892
Automobiles	13	0	14	0	27	1	646	23	0	670	2	0	1	0	3	10	744	3	0	757	1457
% Automobiles	86.7	0	93.3	0	90.0	100	90.9	88.5	0	90.8	100	0	100	0	100	90.9	95.1	100	0	95.1	93.0
Trucks	2	0	1	0	3	0	62	3	0	65	0	0	0	0	0	1	38	0	0	39	107
% Trucks	13.3	0	6.7	0	10.0	0	8.7	11.5	0	8.8	0	0	0	0	0	9.1	4.9	0	0	4.9	6.8
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	0.2

Intersection Turning Movement Count

File Name : 23164-12
Site Code : 23164-12
Start Date : 7/11/2023
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	Martin St Southbound					SR 80 Westbound					Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:45					16:30					15:00					17:00					
+0 mins.	4	0	2	0	6	0	171	6	0	177	**1**	0	1	0	**2**	3	**224**	**1**	0	**228**	
+15 mins.	**8**	0	**7**	0	**15**	0	181	5	0	186	0	0	**2**	0	2	2	189	1	0	192	
+30 mins.	8	0	4	0	12	0	**190**	**9**	0	**199**	1	0	1	0	2	3	174	1	0	178	
+45 mins.	5	0	6	0	11	**1**	169	6	0	176	0	0	1	0	1	**5**	209	0	0	214	
Total Volume	25	0	19	0	44	1	711	26	0	738	2	0	5	0	7	13	796	3	0	812	
% App. Total	56.8	0	43.2	0		0.1	96.3	3.5	0		28.6	0	71.4	0		1.6	98	0.4	0		
PHF	.781	.000	.679	.000	.733	.250	.936	.722	.000	.927	.500	.000	.625	.000	.875	.650	.888	.750	.000	.890	
Automobiles	24	0	18	0	42	1	646	23	0	670	2	0	5	0	7	11	764	3	0	778	
% Automobiles	96	0	94.7	0	95.5	100	90.9	88.5	0	90.8	100	0	100	0	100	84.6	96	100	0	95.8	
Trucks	1	0	1	0	2	0	62	3	0	65	0	0	0	0	0	2	32	0	0	34	
% Trucks	4	0	5.3	0	4.5	0	8.7	11.5	0	8.8	0	0	0	0	0	15.4	4	0	0	4.2	
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

SR 80 @ Martin St
LaBelle, FL

File Name : 23164-12
Site Code : 23164-12
Start Date : 7/11/2023
Page No : 1

Groups Printed- Trucks - Buses

	Martin St Southbound					SR 80 Westbound					Business Driveways Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	13	0	0	13	26
06:15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	21	0	0	21	38
06:30	0	0	1	0	1	0	13	0	0	13	0	0	0	0	0	0	30	0	0	30	44
06:45	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	26	0	0	26	38
Total	0	0	1	0	1	0	55	0	0	55	0	0	0	0	0	0	90	0	0	90	146
07:00	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	18	0	0	18	33
07:15	0	0	0	0	0	1	14	0	0	15	1	0	0	0	1	0	21	0	0	21	37
07:30	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0	29	0	0	29	61
07:45	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	24	0	0	24	45
Total	0	0	0	0	0	1	82	0	0	83	1	0	0	0	1	0	92	0	0	92	176
08:00	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	24	0	0	24	49
08:15	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	24	0	0	25	50
08:30	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	27	0	0	27	48
08:45	1	0	0	0	1	1	16	0	0	17	1	0	0	0	1	0	16	0	0	16	35
Total	1	0	0	0	1	1	87	0	0	88	1	0	0	0	1	1	91	0	0	92	182
09:00	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	23	0	0	23	54
09:15	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	2	18	0	0	20	48
09:30	1	0	0	0	1	0	33	0	0	33	0	0	0	0	0	0	25	0	0	25	59
09:45	0	0	0	0	0	1	21	0	0	22	0	0	0	0	0	0	23	0	0	23	45
Total	1	0	0	0	1	1	113	0	0	114	0	0	0	0	0	2	89	0	0	91	206
*** BREAK ***																					
15:00	1	0	0	0	1	0	31	0	0	31	0	0	0	0	0	0	16	0	0	16	48
15:15	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	1	9	0	0	10	36
15:30	0	0	0	0	0	0	31	1	0	32	0	0	0	0	0	0	16	0	0	16	48
15:45	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	2	10	0	0	12	28
Total	1	0	1	0	2	0	103	1	0	104	0	0	0	0	0	3	51	0	0	54	160
16:00	1	0	0	0	1	0	18	1	0	19	0	0	0	0	0	0	8	0	0	8	28
16:15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	12	0	0	12	29
16:30	0	0	1	0	1	0	14	2	0	16	0	0	0	0	0	0	9	0	0	9	26
16:45	1	0	0	0	1	0	17	0	0	17	0	0	0	0	0	0	8	0	0	8	26
Total	2	0	1	0	3	0	66	3	0	69	0	0	0	0	0	0	37	0	0	37	109
17:00	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	1	11	0	0	12	31
17:15	1	0	0	0	1	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	27
17:30	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	1	6	0	0	7	21
17:45	1	0	0	0	1	0	11	1	0	12	0	0	0	0	0	0	5	0	0	5	18
Total	3	0	1	0	4	0	57	2	0	59	0	0	0	0	0	2	32	0	0	34	97
18:00	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	16
18:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	16
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
18:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	7
Total	0	0	1	0	1	0	22	0	0	22	0	0	0	0	0	0	23	0	0	23	46
Grand Total	8	0	5	0	13	3	585	6	0	594	2	0	0	0	2	8	505	0	0	513	1122
Apprch %	61.5	0	38.5	0		0.5	98.5	1	0		100	0	0	0		1.6	98.4	0	0		
Total %	0.7	0	0.4	0	1.2	0.3	52.1	0.5	0	52.9	0.2	0	0	0	0.2	0.7	45	0	0	45.7	
Trucks	8	0	5	0	13	1	574	6	0	581	0	0	0	0	0	8	502	0	0	510	1104
% Trucks	100	0	100	0	100	33.3	98.1	100	0	97.8	0	0	0	0	0	100	99.4	0	0	99.4	98.4
Buses	0	0	0	0	0	2	11	0	0	13	2	0	0	0	2	0	3	0	0	3	18
% Buses	0	0	0	0	0	66.7	1.9	0	0	2.2	100	0	0	0	100	0	0.6	0	0	0.6	1.6

Intersection Turning Movement Count

SR 80 @ Martin St
LaBelle, FL

File Name : 23164-12p
Site Code : 23164-12
Start Date : 7/11/2023

Groups Printed- Pedestrians - Bicycles

	Martin St Southbound	SR 80 Westbound	Business Driveways Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
07:15	0	0	1	0	1
07:30	0	0	2	0	2
07:45	0	0	1	0	1
Total	0	0	4	0	4
*** BREAK ***					
08:15	1	0	0	0	1
08:30	1	0	0	0	1
08:45	1	0	0	0	1
Total	3	0	0	0	3
09:00	0	0	2	0	2
09:15	1	0	1	0	2
*** BREAK ***					
Total	1	0	3	0	4
*** BREAK ***					
15:15	1	0	0	0	1
*** BREAK ***					
15:45	2	0	2	0	4
Total	3	0	2	0	5
16:00	0	0	2	0	2
16:15	0	0	3	0	3
16:30	1	0	1	0	2
*** BREAK ***					
Total	1	0	6	0	7
17:00	2	0	0	0	2
*** BREAK ***					
17:30	1	0	0	0	1
*** BREAK ***					
Total	3	0	0	0	3
18:00	2	0	0	0	2
18:15	1	0	0	0	1
18:30	1	0	0	0	1
*** BREAK ***					
Total	4	0	0	0	4
Grand Total	15	0	15	0	30
Apprch %	100	0	100	0	
Total %	50	0	50	0	
Pedestrians	8	0	6	0	14
% Pedestrians	53.3	0	40	0	46.7
Bicycles	7	0	9	0	16
% Bicycles	46.7	0	60	0	53.3

Intersection Turning Movement Count

SR 80 @ Driveways e/o Martin St
LaBelle, FL

File Name : 23164-13
Site Code : 23164-13
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

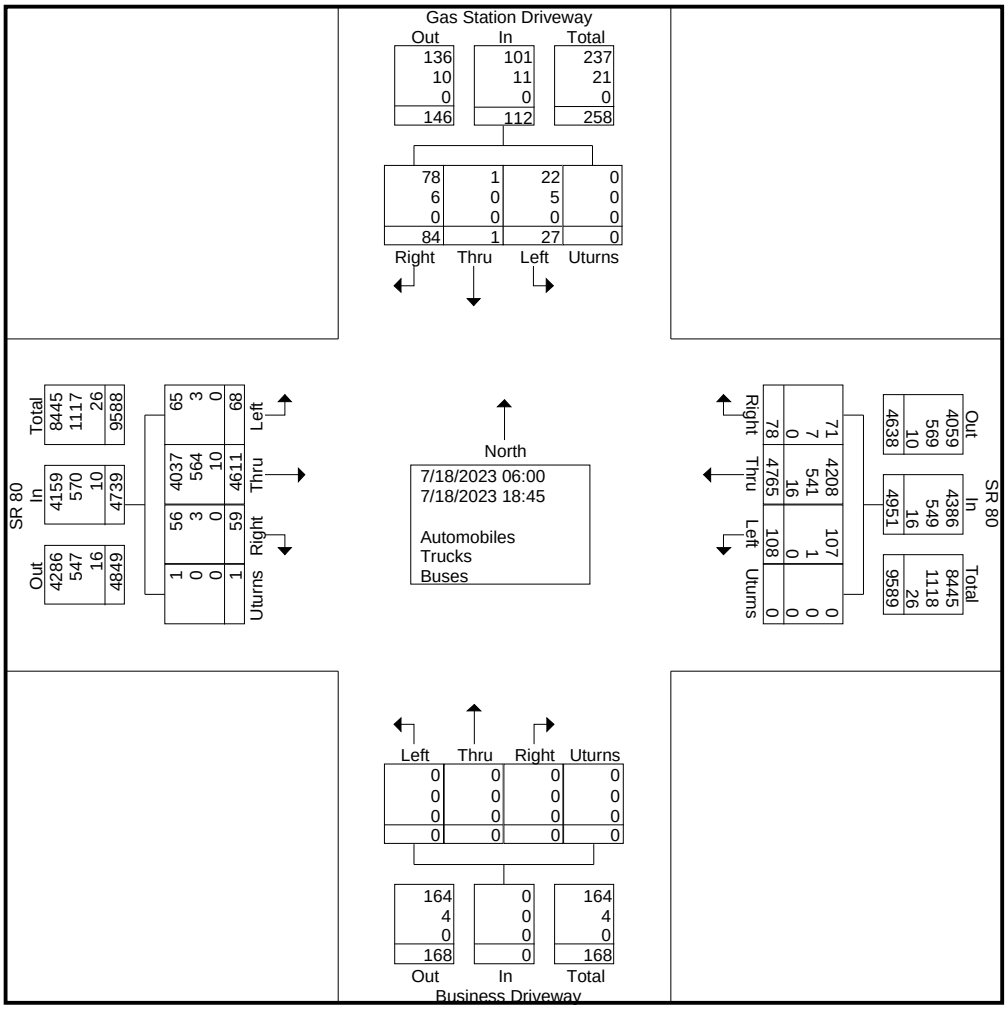
	Gas Station Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	3	0	3	0	103	1	0	104	0	0	0	0	0	2	61	0	0	63	170
06:15	0	0	2	0	2	0	123	5	0	128	0	0	0	0	0	1	70	1	0	72	202
06:30	0	0	4	0	4	2	112	1	0	115	0	0	0	0	0	1	77	0	0	78	197
06:45	1	0	3	0	4	0	135	3	0	138	0	0	0	0	0	3	94	1	0	98	240
Total	1	0	12	0	13	2	473	10	0	485	0	0	0	0	0	7	302	2	0	311	809
07:00	0	0	2	0	2	2	129	2	0	133	0	0	0	0	0	2	107	0	0	109	244
07:15	2	0	3	0	5	0	153	4	0	157	0	0	0	0	0	1	114	0	0	115	277
07:30	0	0	1	0	1	2	128	2	0	132	0	0	0	0	0	2	103	2	0	107	240
07:45	2	0	6	0	8	1	157	4	0	162	0	0	0	0	0	3	119	0	0	122	292
Total	4	0	12	0	16	5	567	12	0	584	0	0	0	0	0	8	443	2	0	453	1053
08:00	1	1	4	0	6	4	147	2	0	153	0	0	0	0	0	3	133	3	0	139	298
08:15	0	0	2	0	2	4	145	0	0	149	0	0	0	0	0	1	97	1	0	99	250
08:30	2	0	1	0	3	3	150	5	0	158	0	0	0	0	0	2	126	2	0	130	291
08:45	0	0	3	0	3	5	163	1	0	169	0	0	0	0	0	2	146	2	0	150	322
Total	3	1	10	0	14	16	605	8	0	629	0	0	0	0	0	8	502	8	0	518	1161
09:00	0	0	1	0	1	4	157	5	0	166	0	0	0	0	0	0	131	2	0	133	300
09:15	0	0	3	0	3	8	151	0	0	159	0	0	0	0	0	5	153	3	0	161	323
09:30	3	0	2	0	5	7	140	1	0	148	0	0	0	0	0	3	128	0	0	131	284
09:45	0	0	2	0	2	7	177	3	0	187	0	0	0	0	0	1	128	3	0	132	321
Total	3	0	8	0	11	26	625	9	0	660	0	0	0	0	0	9	540	8	0	557	1228
*** BREAK ***																					
15:00	0	0	3	0	3	6	164	3	0	173	0	0	0	0	0	3	185	2	0	190	366
15:15	0	0	2	0	2	5	151	1	0	157	0	0	0	0	0	1	178	6	0	185	344
15:30	3	0	4	0	7	8	160	3	0	171	0	0	0	0	0	2	166	2	0	170	348
15:45	3	0	3	0	6	4	181	4	0	189	0	0	0	0	0	2	158	4	1	165	360
Total	6	0	12	0	18	23	656	11	0	690	0	0	0	0	0	8	687	14	1	710	1418
16:00	1	0	5	0	6	7	183	2	0	192	0	0	0	0	0	3	186	3	0	192	390
16:15	2	0	1	0	3	7	160	2	0	169	0	0	0	0	0	4	164	4	0	172	344
16:30	0	0	2	0	2	3	165	2	0	170	0	0	0	0	0	3	189	3	0	195	367
16:45	0	0	4	0	4	4	181	2	0	187	0	0	0	0	0	3	205	2	0	210	401
Total	3	0	12	0	15	21	689	8	0	718	0	0	0	0	0	13	744	12	0	769	1502
17:00	0	0	5	0	5	6	197	9	0	212	0	0	0	0	0	1	209	4	0	214	431
17:15	2	0	1	0	3	1	147	1	0	149	0	0	0	0	0	2	198	2	0	202	354
17:30	2	0	2	0	4	2	178	1	0	181	0	0	0	0	0	1	159	4	0	164	349
17:45	0	0	2	0	2	2	148	1	0	151	0	0	0	0	0	3	204	0	0	207	360
Total	4	0	10	0	14	11	670	12	0	693	0	0	0	0	0	7	770	10	0	787	1494
18:00	1	0	2	0	3	1	143	4	0	148	0	0	0	0	0	1	184	1	0	186	337
18:15	1	0	5	0	6	1	124	2	0	127	0	0	0	0	0	3	150	0	0	153	286
18:30	0	0	0	0	0	1	115	1	0	117	0	0	0	0	0	2	158	1	0	161	278
18:45	1	0	1	0	2	1	98	1	0	100	0	0	0	0	0	2	131	1	0	134	236
Total	3	0	8	0	11	4	480	8	0	492	0	0	0	0	0	8	623	3	0	634	1137
Grand Total	27	1	84	0	112	108	4765	78	0	4951	0	0	0	0	0	68	4611	59	1	4739	9802
Apprch %	24.1	0.9	75	0		2.2	96.2	1.6	0		0	0	0	0		1.4	97.3	1.2	0		
Total %	0.3	0	0.9	0	1.1	1.1	48.6	0.8	0	50.5	0	0	0	0	0	0.7	47	0.6	0	48.3	

Intersection Turning Movement Count

File Name : 23164-13
Site Code : 23164-13
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Gas Station Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	22	1	78	0	101	107	4208	71	0	4386	0	0	0	0	0	65	4037	56	1	4159	8646
% Automobiles	81.5	100	92.9	0	90.2	99.1	88.3	91	0	88.6	0	0	0	0	0	95.6	87.6	94.9	100	87.8	88.2
Trucks	5	0	6	0	11	1	541	7	0	549	0	0	0	0	0	3	564	3	0	570	1130
% Trucks	18.5	0	7.1	0	9.8	0.9	11.4	9	0	11.1	0	0	0	0	0	4.4	12.2	5.1	0	12	11.5
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.3



Intersection Turning Movement Count

File Name : 23164-13
Site Code : 23164-13
Start Date : 7/18/2023
Page No : 3

	Gas Station Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	**2**	0	1	0	**3**	3	150	**5**	0	158	0	0	0	0	0	2	126	2	0	130	291
08:45	0	0	**3**	0	3	5	**163**	1	0	**169**	0	0	0	0	0	2	146	2	0	150	322
09:00	0	0	1	0	1	4	157	5	0	166	0	0	0	0	0	0	131	2	0	133	300
09:15	0	0	3	0	3	**8**	151	0	0	159	0	0	0	0	0	**5**	**153**	**3**	0	**161**	**323**
Total Volume	2	0	8	0	10	20	621	11	0	652	0	0	0	0	0	9	556	9	0	574	1236
% App. Total	20	0	80	0		3.1	95.2	1.7	0		0	0	0	0		1.6	96.9	1.6	0		
PHF	.250	.000	.667	.000	.833	.625	.952	.550	.000	.964	.000	.000	.000	.000	.000	.450	.908	.750	.000	.891	.957
Automobiles	2	0	7	0	9	19	526	10	0	555	0	0	0	0	0	9	462	7	0	478	1042
% Automobiles	100	0	87.5	0	90.0	95.0	84.7	90.9	0	85.1	0	0	0	0	0	100	83.1	77.8	0	83.3	84.3
Trucks	0	0	1	0	1	1	93	1	0	95	0	0	0	0	0	0	92	2	0	94	190
% Trucks	0	0	12.5	0	10.0	5.0	15.0	9.1	0	14.6	0	0	0	0	0	0	16.5	22.2	0	16.4	15.4
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0.3
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:15					09:00					06:00					08:45					
+0 mins.	**2**	0	3	0	5	4	157	**5**	0	166	0	0	0	0	0	2	146	2	0	150	
+15 mins.	0	0	1	0	1	**8**	151	0	0	159	0	0	0	0	0	0	131	2	0	133	
+30 mins.	2	0	**6**	0	**8**	7	140	1	0	148	0	0	0	0	0	**5**	**153**	**3**	0	**161**	
+45 mins.	1	**1**	4	0	6	7	**177**	3	0	**187**	0	0	0	0	0	3	128	0	0	131	
Total Volume	5	1	14	0	20	26	625	9	0	660	0	0	0	0	0	10	558	7	0	575	
% App. Total	25	5	70	0		3.9	94.7	1.4	0		0	0	0	0		1.7	97	1.2	0		
PHF	.625	.250	.583	.000	.625	.813	.883	.450	.000	.882	.000	.000	.000	.000	.000	.500	.912	.583	.000	.893	
Automobiles	5	1	12	0	18	25	526	8	0	559	0	0	0	0	0	8	471	5	0	484	
% Automobiles	100	100	85.7	0	90	96.2	84.2	88.9	0	84.7	0	0	0	0	0	80	84.4	71.4	0	84.2	
Trucks	0	0	2	0	2	1	98	1	0	100	0	0	0	0	0	2	83	2	0	87	
% Trucks	0	0	14.3	0	10	3.8	15.7	11.1	0	15.2	0	0	0	0	0	20	14.9	28.6	0	15.1	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.7	0	0	0.7	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	2	0	2	3	165	2	0	170	0	0	0	0	0	**3**	189	3	0	195	367
16:45	0	0	4	0	4	4	181	2	0	187	0	0	0	0	0	3	205	2	0	210	401
17:00	0	0	**5**	0	**5**	**6**	**197**	**9**	0	**212**	0	0	0	0	0	1	**209**	**4**	0	**214**	**431**
17:15	**2**	0	1	0	3	1	147	1	0	149	0	0	0	0	0	2	198	2	0	202	354
Total Volume	2	0	12	0	14	14	690	14	0	718	0	0	0	0	0	9	801	11	0	821	1553
% App. Total	14.3	0	85.7	0		1.9	96.1	1.9	0		0	0	0	0		1.1	97.6	1.3	0		
PHF	.250	.000	.600	.000	.700	.583	.876	.389	.000	.847	.000	.000	.000	.000	.000	.750	.958	.688	.000	.959	.901
Automobiles	2	0	12	0	14	14	630	13	0	657	0	0	0	0	0	9	747	11	0	767	1438
% Automobiles	100	0	100	0	100	100	91.3	92.9	0	91.5	0	0	0	0	0	100	93.3	100	0	93.4	92.6
Trucks	0	0	0	0	0	0	58	1	0	59	0	0	0	0	0	0	52	0	0	52	111
% Trucks	0	0	0	0	0	0	8.4	7.1	0	8.2	0	0	0	0	0	0	6.5	0	0	6.3	7.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.3

Intersection Turning Movement Count

File Name : 23164-13
Site Code : 23164-13
Start Date : 7/18/2023
Page No : 4

	Gas Station Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:30					16:15					12:45					16:30					
+0 mins.	**3**	0	4	0	**7**	**7**	160	2	0	169	0	0	0	0	0	**3**	189	3	0	195	
+15 mins.	3	0	3	0	6	3	165	2	0	170	0	0	0	0	0	3	205	2	0	210	
+30 mins.	1	0	**5**	0	6	4	181	2	0	187	0	0	0	0	0	1	**209**	**4**	0	**214**	
+45 mins.	2	0	1	0	3	6	**197**	**9**	0	**212**	0	0	0	0	0	2	198	2	0	202	
Total Volume	9	0	13	0	22	20	703	15	0	738	0	0	0	0	0	9	801	11	0	821	
% App. Total	40.9	0	59.1	0		2.7	95.3	2	0		0	0	0	0		1.1	97.6	1.3	0		
PHF	.750	.000	.650	.000	.786	.714	.892	.417	.000	.870	.000	.000	.000	.000	.000	.750	.958	.688	.000	.959	
Automobiles	6	0	13	0	19	20	638	14	0	672	0	0	0	0	0	9	747	11	0	767	
% Automobiles	66.7	0	100	0	86.4	100	90.8	93.3	0	91.1	0	0	0	0	0	100	93.3	100	0	93.4	
Trucks	3	0	0	0	3	0	63	1	0	64	0	0	0	0	0	0	52	0	0	52	
% Trucks	33.3	0	0	0	13.6	0	9	6.7	0	8.7	0	0	0	0	0	0	6.5	0	0	6.3	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	

Intersection Turning Movement Count

SR 80 @ Driveways e/o Martin St
LaBelle, FL

File Name : 23164-13
Site Code : 23164-13
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Gas Station Driveway Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	21	0	0	21	34
06:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	31
06:30	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	30	0	0	30	43
06:45	0	0	1	0	1	0	12	1	0	13	0	0	0	0	0	0	28	0	0	28	42
Total	0	0	1	0	1	0	50	2	0	52	0	0	0	0	0	0	97	0	0	97	150
07:00	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	38
07:15	0	0	1	0	1	0	25	0	0	25	0	0	0	0	0	0	39	0	0	39	65
07:30	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	27	0	0	27	48
07:45	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	21	0	0	21	48
Total	0	0	1	0	1	0	94	0	0	94	0	0	0	0	0	0	104	0	0	104	199
08:00	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	0	35	0	0	35	57
08:15	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	20	0	0	21	43
08:30	0	0	0	0	0	0	24	1	0	25	0	0	0	0	0	0	27	0	0	27	52
08:45	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	22	0	0	22	47
Total	0	0	1	0	1	0	92	1	0	93	0	0	0	0	0	1	104	0	0	105	199
09:00	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	19	1	0	20	41
09:15	0	0	1	0	1	0	26	0	0	26	0	0	0	0	0	0	26	1	0	27	54
09:30	1	0	0	0	1	0	24	0	0	24	0	0	0	0	0	2	20	0	0	22	47
09:45	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	0	26	0	0	26	56
Total	1	0	1	0	2	1	99	1	0	101	0	0	0	0	0	2	91	2	0	95	198
*** BREAK ***																					
15:00	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	38
15:15	0	0	1	0	1	0	17	0	0	17	0	0	0	0	0	0	15	1	0	16	34
15:30	2	0	0	0	2	0	15	1	0	16	0	0	0	0	0	0	9	0	0	9	27
15:45	1	0	0	0	1	0	22	0	0	22	0	0	0	0	0	0	14	0	0	14	37
Total	3	0	1	0	4	0	72	1	0	73	0	0	0	0	0	0	58	1	0	59	136
16:00	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	12	0	0	12	33
16:15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	29
16:30	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	8	0	0	8	23
16:45	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	16	0	0	16	36
Total	0	0	0	0	0	0	71	0	0	71	0	0	0	0	0	0	50	0	0	50	121
17:00	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	0	16	0	0	16	32
17:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	14	0	0	14	24
17:30	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	27
17:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21
Total	1	0	0	0	1	0	48	1	0	49	0	0	0	0	0	0	54	0	0	54	104
18:00	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	15
18:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
18:30	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	11
18:45	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	9
Total	0	0	1	0	1	0	31	1	0	32	0	0	0	0	0	0	16	0	0	16	49
Grand Total	5	0	6	0	11	1	557	7	0	565	0	0	0	0	0	3	574	3	0	580	1156
Apprch %	45.5	0	54.5	0		0.2	98.6	1.2	0		0	0	0	0		0.5	99	0.5	0		
Total %	0.4	0	0.5	0	1	0.1	48.2	0.6	0	48.9	0	0	0	0	0	0.3	49.7	0.3	0	50.2	
Trucks	5	0	6	0	11	1	541	7	0	549	0	0	0	0	0	3	564	3	0	570	1130
% Trucks	100	0	100	0	100	100	97.1	100	0	97.2	0	0	0	0	0	100	98.3	100	0	98.3	97.8
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
% Buses	0	0	0	0	0	0	2.9	0	0	2.8	0	0	0	0	0	0	1.7	0	0	1.7	2.2

Intersection Turning Movement Count

SR 80 @ Driveways e/o Martin St
LaBelle, FL

File Name : 23164-13p
Site Code : 23164-13
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Gas Station Driveway Southbound	SR 80 Westbound	Business Driveway Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:45	0	0	0	1	1
Total	0	0	0	1	1
*** BREAK ***					
07:15	0	1	1	0	2
07:30	0	0	2	0	2
07:45	0	0	1	0	1
Total	0	1	4	0	5
*** BREAK ***					
08:45	1	0	5	5	11
Total	1	0	5	5	11
09:00	1	0	3	0	4
09:15	1	0	3	0	4
09:30	0	0	2	0	2
09:45	1	0	1	0	2
Total	3	0	9	0	12
*** BREAK ***					
15:00	0	0	0	1	1
15:15	1	0	0	0	1
15:30	1	0	0	1	2
*** BREAK ***					
Total	2	0	0	2	4
16:00	0	0	1	0	1
16:15	0	0	2	0	2
16:30	0	0	1	0	1
16:45	0	0	1	2	3
Total	0	0	5	2	7
17:00	2	0	1	0	3
17:15	2	0	0	0	2
*** BREAK ***					
Total	4	0	1	0	5
18:00	1	0	0	0	1
18:15	3	0	0	0	3
18:30	1	0	0	0	1
*** BREAK ***					
Total	5	0	0	0	5
Grand Total	15	1	24	10	50
Apprch %	100	100	100	100	
Total %	30	2	48	20	
Pedestrians	6	0	15	6	27
% Pedestrians	40	0	62.5	60	54
Bicycles	9	1	9	4	23
% Bicycles	60	100	37.5	40	46

Intersection Turning Movement Count

SR 80 @ Hendry St/Driveway
LaBelle, FL

File Name : 23164-14
Site Code : 23164-14
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

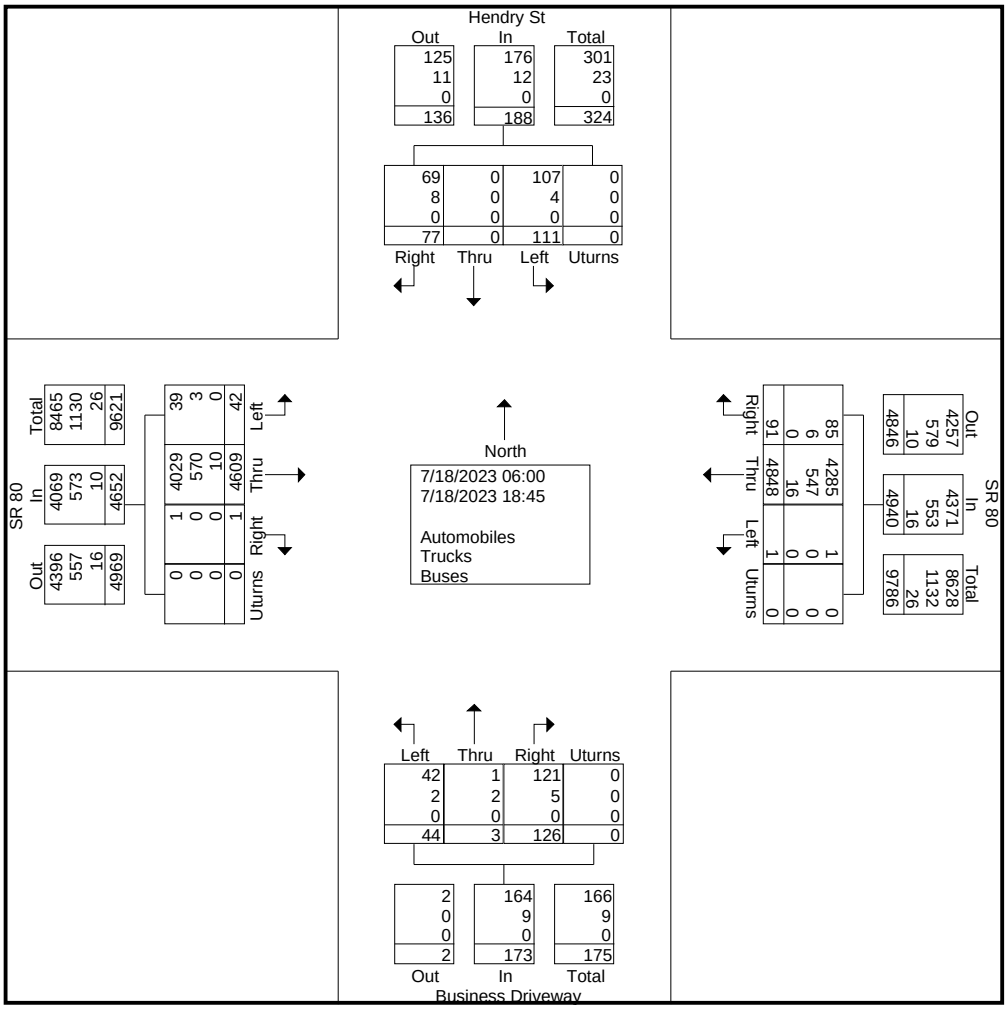
	Hendry St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	6	0	1	0	7	0	103	2	0	105	0	0	0	0	0	0	61	0	0	61	173
06:15	3	0	3	0	6	0	125	1	0	126	0	0	1	0	1	1	69	0	0	70	203
06:30	0	0	1	0	1	0	111	2	0	113	2	0	0	0	2	0	77	0	0	77	193
06:45	2	0	0	0	2	0	139	2	0	141	0	0	1	0	1	0	96	0	0	96	240
Total	11	0	5	0	16	0	478	7	0	485	2	0	2	0	4	1	303	0	0	304	809
07:00	4	0	2	0	6	0	131	4	0	135	0	0	2	0	2	1	106	0	0	107	250
07:15	3	0	2	0	5	0	156	2	0	158	0	0	0	0	0	0	118	0	0	118	281
07:30	1	0	0	0	1	0	132	2	0	134	0	0	1	0	1	2	102	0	0	104	240
07:45	4	0	1	0	5	0	164	2	0	166	0	0	1	0	1	3	118	0	0	121	293
Total	12	0	5	0	17	0	583	10	0	593	0	0	4	0	4	6	444	0	0	450	1064
08:00	4	0	1	0	5	0	152	4	0	156	0	0	1	0	1	0	136	0	0	136	298
08:15	4	0	3	0	7	0	146	3	0	149	0	0	0	0	0	1	96	0	0	97	253
08:30	4	0	1	0	5	0	157	3	0	160	0	0	3	0	3	2	126	0	0	128	296
08:45	2	0	4	0	6	0	164	0	0	164	1	1	3	0	5	1	147	0	0	148	323
Total	14	0	9	0	23	0	619	10	0	629	1	1	7	0	9	4	505	0	0	509	1170
09:00	1	0	2	0	3	0	164	1	0	165	1	1	1	0	3	0	129	0	0	129	300
09:15	4	0	3	0	7	0	153	1	0	154	4	0	9	0	13	3	150	0	0	153	327
09:30	5	0	2	0	7	0	145	3	0	148	2	1	4	0	7	2	130	0	0	132	294
09:45	1	0	4	0	5	0	182	3	0	185	3	0	4	0	7	2	127	0	0	129	326
Total	11	0	11	0	22	0	644	8	0	652	10	2	18	0	30	7	536	0	0	543	1247
*** BREAK ***																					
15:00	5	0	3	0	8	0	168	2	0	170	2	0	11	0	13	2	183	0	0	185	376
15:15	0	0	5	0	5	0	148	6	0	154	4	0	6	0	10	0	179	0	0	179	348
15:30	4	0	5	0	9	0	164	6	0	170	2	0	6	0	8	5	164	0	0	169	356
15:45	2	0	1	0	3	0	187	4	0	191	1	0	10	0	11	3	160	0	0	163	368
Total	11	0	14	0	25	0	667	18	0	685	9	0	33	0	42	10	686	0	0	696	1448
16:00	4	0	2	0	6	0	192	2	0	194	1	0	6	0	7	0	187	0	0	187	394
16:15	5	0	1	0	6	1	166	1	0	168	2	0	12	0	14	0	164	0	0	164	352
16:30	4	0	2	0	6	0	166	6	0	172	4	0	9	0	13	1	188	0	0	189	380
16:45	6	0	4	0	10	0	180	2	0	182	3	0	9	0	12	0	204	0	0	204	408
Total	19	0	9	0	28	1	704	11	0	716	10	0	36	0	46	1	743	0	0	744	1534
17:00	4	0	5	0	9	0	201	3	0	204	7	0	8	0	15	2	210	0	0	212	440
17:15	5	0	3	0	8	0	145	3	0	148	1	0	4	0	5	1	200	1	0	202	363
17:30	3	0	0	0	3	0	180	4	0	184	3	0	4	0	7	2	158	0	0	160	354
17:45	2	0	4	0	6	0	145	4	0	149	0	0	4	0	4	1	203	0	0	204	363
Total	14	0	12	0	26	0	671	14	0	685	11	0	20	0	31	6	771	1	0	778	1520
18:00	5	0	5	0	10	0	144	5	0	149	1	0	0	0	1	4	181	0	0	185	345
18:15	8	0	0	0	8	0	127	3	0	130	0	0	3	0	3	2	149	0	0	151	292
18:30	2	0	3	0	5	0	115	3	0	118	0	0	2	0	2	1	159	0	0	160	285
18:45	4	0	4	0	8	0	96	2	0	98	0	0	1	0	1	0	132	0	0	132	239
Total	19	0	12	0	31	0	482	13	0	495	1	0	6	0	7	7	621	0	0	628	1161
Grand Total	111	0	77	0	188	1	4848	91	0	4940	44	3	126	0	173	42	4609	1	0	4652	9953
Apprch %	59	0	41	0		0	98.1	1.8	0		25.4	1.7	72.8	0		0.9	99.1	0	0		
Total %	1.1	0	0.8	0	1.9	0	48.7	0.9	0	49.6	0.4	0	1.3	0	1.7	0.4	46.3	0	0	46.7	

Intersection Turning Movement Count

File Name : 23164-14
Site Code : 23164-14
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Hendry St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	107	0	69	0	176	1	4285	85	0	4371	42	1	121	0	164	39	4029	1	0	4069	8780
% Automobiles	96.4	0	89.6	0	93.6	100	88.4	93.4	0	88.5	95.5	33.3	96	0	94.8	92.9	87.4	100	0	87.5	88.2
Trucks	4	0	8	0	12	0	547	6	0	553	2	2	5	0	9	3	570	0	0	573	1147
% Trucks	3.6	0	10.4	0	6.4	0	11.3	6.6	0	11.2	4.5	66.7	4	0	5.2	7.1	12.4	0	0	12.3	11.5
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.3



Intersection Turning Movement Count

File Name : 23164-14
Site Code : 23164-14
Start Date : 7/18/2023
Page No : 3

	Hendry St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	1	0	2	0	3	0	164	1	0	165	1	**1**	1	0	3	0	129	0	0	129	300
09:15	4	0	3	0	**7**	0	153	1	0	154	**4**	0	**9**	0	**13**	**3**	**150**	0	0	**153**	**327**
09:30	**5**	0	2	0	7	0	145	**3**	0	148	2	1	4	0	7	2	130	0	0	132	294
09:45	1	0	**4**	0	5	0	**182**	3	0	**185**	3	0	4	0	7	2	127	0	0	129	326
Total Volume	11	0	11	0	22	0	644	8	0	652	10	2	18	0	30	7	536	0	0	543	1247
% App. Total	50	0	50	0		0	98.8	1.2	0		33.3	6.7	60	0		1.3	98.7	0	0		
PHF	.550	.000	.688	.000	.786	.000	.885	.667	.000	.881	.625	.500	.500	.000	.577	.583	.893	.000	.000	.887	.953
Automobiles	10	0	10	0	20	0	542	8	0	550	8	0	16	0	24	7	443	0	0	450	1044
% Automobiles	90.9	0	90.9	0	90.9	0	84.2	100	0	84.4	80.0	0	88.9	0	80.0	100	82.6	0	0	82.9	83.7
Trucks	1	0	1	0	2	0	101	0	0	101	2	2	2	0	6	0	90	0	0	90	199
% Trucks	9.1	0	9.1	0	9.1	0	15.7	0	0	15.5	20.0	100	11.1	0	20.0	0	16.8	0	0	16.6	16.0
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.6	0	0	0.6	0.3

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00					09:00					09:00					08:45					
+0 mins.	**4**	0	1	0	5	0	164	1	0	165	1	**1**	1	0	3	1	147	0	0	148	
+15 mins.	4	0	3	0	**7**	0	153	1	0	154	**4**	0	**9**	0	**13**	0	129	0	0	129	
+30 mins.	4	0	1	0	5	0	145	**3**	0	148	2	1	4	0	7	**3**	**150**	0	0	**153**	
+45 mins.	2	0	**4**	0	6	0	**182**	3	0	**185**	3	0	4	0	7	2	130	0	0	132	
Total Volume	14	0	9	0	23	0	644	8	0	652	10	2	18	0	30	6	556	0	0	562	
% App. Total	60.9	0	39.1	0		0	98.8	1.2	0		33.3	6.7	60	0		1.1	98.9	0	0		
PHF	.875	.000	.563	.000	.821	.000	.885	.667	.000	.881	.625	.500	.500	.000	.577	.500	.927	.000	.000	.918	
Automobiles	13	0	8	0	21	0	542	8	0	550	8	0	16	0	24	6	468	0	0	474	
% Automobiles	92.9	0	88.9	0	91.3	0	84.2	100	0	84.4	80	0	88.9	0	80	100	84.2	0	0	84.3	
Trucks	1	0	1	0	2	0	101	0	0	101	2	2	2	0	6	0	84	0	0	84	
% Trucks	7.1	0	11.1	0	8.7	0	15.7	0	0	15.5	20	100	11.1	0	20	0	15.1	0	0	14.9	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.7	0	0	0.7	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	4	0	2	0	6	0	166	**6**	0	172	4	0	**9**	0	13	1	188	0	0	189	380
16:45	**6**	0	4	0	**10**	0	180	2	0	182	3	0	9	0	12	0	204	0	0	204	408
17:00	4	0	**5**	0	9	0	**201**	3	0	**204**	**7**	0	8	0	**15**	**2**	**210**	0	0	**212**	**440**
17:15	5	0	3	0	8	0	145	3	0	148	1	0	4	0	5	1	200	**1**	0	202	363
Total Volume	19	0	14	0	33	0	692	14	0	706	15	0	30	0	45	4	802	1	0	807	1591
% App. Total	57.6	0	42.4	0		0	98	2	0		33.3	0	66.7	0		0.5	99.4	0.1	0		
PHF	.792	.000	.700	.000	.825	.000	.861	.583	.000	.865	.536	.000	.833	.000	.750	.500	.955	.250	.000	.952	.904
Automobiles	18	0	11	0	29	0	634	13	0	647	15	0	29	0	44	4	747	1	0	752	1472
% Automobiles	94.7	0	78.6	0	87.9	0	91.6	92.9	0	91.6	100	0	96.7	0	97.8	100	93.1	100	0	93.2	92.5
Trucks	1	0	3	0	4	0	56	1	0	57	0	0	1	0	1	0	53	0	0	53	115
% Trucks	5.3	0	21.4	0	12.1	0	8.1	7.1	0	8.1	0	0	3.3	0	2.2	0	6.6	0	0	6.6	7.2
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.3

Intersection Turning Movement Count

File Name : 23164-14
Site Code : 23164-14
Start Date : 7/18/2023
Page No : 4

	Hendry St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:30					16:15					16:15					16:30					
+0 mins.	4	0	2	0	6	**1**	166	1	0	168	2	0	**12**	0	14	1	188	0	0	189	
+15 mins.	**6**	0	4	0	**10**	0	166	**6**	0	172	4	0	9	0	13	0	204	0	0	204	
+30 mins.	4	0	**5**	0	9	0	180	2	0	182	3	0	9	0	12	**2**	**210**	0	0	**212**	
+45 mins.	5	0	3	0	8	0	**201**	3	0	**204**	**7**	0	8	0	**15**	1	200	**1**	0	202	
Total Volume	19	0	14	0	33	1	713	12	0	726	16	0	38	0	54	4	802	1	0	807	
% App. Total	57.6	0	42.4	0		0.1	98.2	1.7	0		29.6	0	70.4	0		0.5	99.4	0.1	0		
PHF	.792	.000	.700	.000	.825	.250	.887	.500	.000	.890	.571	.000	.792	.000	.900	.500	.955	.250	.000	.952	
Automobiles	18	0	11	0	29	1	650	11	0	662	16	0	37	0	53	4	747	1	0	752	
% Automobiles	94.7	0	78.6	0	87.9	100	91.2	91.7	0	91.2	100	0	97.4	0	98.1	100	93.1	100	0	93.2	
Trucks	1	0	3	0	4	0	61	1	0	62	0	0	1	0	1	0	53	0	0	53	
% Trucks	5.3	0	21.4	0	12.1	0	8.6	8.3	0	8.5	0	0	2.6	0	1.9	0	6.6	0	0	6.6	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	

Intersection Turning Movement Count

SR 80 @ Hendry St/Driveway
LaBelle, FL

File Name : 23164-14
Site Code : 23164-14
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Hendry St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	1	0	1	0	2	0	12	0	0	12	0	0	0	0	0	0	21	0	0	21	35
06:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	18	0	0	18	31
06:30	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	30	0	0	30	43
06:45	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	28	0	0	28	41
Total	1	0	1	0	2	0	51	0	0	51	0	0	0	0	0	0	97	0	0	97	150
07:00	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	17	0	0	17	38
07:15	0	0	0	0	0	0	26	1	0	27	0	0	0	0	0	0	41	0	0	41	68
07:30	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	27	0	0	27	48
07:45	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	0	21	0	0	21	51
Total	0	0	0	0	0	0	97	2	0	99	0	0	0	0	0	0	106	0	0	106	205
08:00	0	0	0	0	0	0	21	1	0	22	0	0	0	0	0	0	36	0	0	36	58
08:15	1	0	1	0	2	0	21	0	0	21	0	0	0	0	0	0	20	0	0	20	43
08:30	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	27	0	0	27	52
08:45	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	22	0	0	22	47
Total	1	0	1	0	2	0	92	1	0	93	0	0	0	0	0	0	105	0	0	105	200
09:00	0	0	0	0	0	0	22	0	0	22	0	1	0	0	1	0	19	0	0	19	42
09:15	1	0	0	0	1	0	27	0	0	27	0	0	2	0	2	0	26	0	0	26	56
09:30	0	0	0	0	0	0	22	0	0	22	2	1	0	0	3	0	21	0	0	21	46
09:45	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	0	27	0	0	27	59
Total	1	0	1	0	2	0	102	0	0	102	2	2	2	0	6	0	93	0	0	93	203
*** BREAK ***																					
15:00	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	20	0	0	20	38
15:15	0	0	0	0	0	0	17	1	0	18	0	0	1	0	1	0	15	0	0	15	34
15:30	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	1	10	0	0	11	27
15:45	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	1	14	0	0	15	37
Total	0	0	1	0	1	0	72	1	0	73	0	0	1	0	1	2	59	0	0	61	136
16:00	0	0	0	0	0	0	22	0	0	22	0	0	1	0	1	0	12	0	0	12	35
16:15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	29
16:30	0	0	0	0	0	0	15	1	0	16	0	0	1	0	1	0	8	0	0	8	25
16:45	0	0	2	0	2	0	18	0	0	18	0	0	0	0	0	0	16	0	0	16	36
Total	0	0	2	0	2	0	70	1	0	71	0	0	2	0	2	0	50	0	0	50	125
17:00	0	0	1	0	1	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	32
17:15	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	26
17:30	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	14	0	0	14	27
17:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	21
Total	1	0	1	0	2	0	48	1	0	49	0	0	0	0	0	0	55	0	0	55	106
18:00	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	4	0	0	4	15
18:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
18:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	11
18:45	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
Total	0	0	1	0	1	0	31	0	0	31	0	0	0	0	0	1	15	0	0	16	48
Grand Total	4	0	8	0	12	0	563	6	0	569	2	2	5	0	9	3	580	0	0	583	1173
Apprch %	33.3	0	66.7	0		0	98.9	1.1	0		22.2	22.2	55.6	0		0.5	99.5	0	0		
Total %	0.3	0	0.7	0	1	0	48	0.5	0	48.5	0.2	0.2	0.4	0	0.8	0.3	49.4	0	0	49.7	
Trucks	4	0	8	0	12	0	547	6	0	553	2	2	5	0	9	3	570	0	0	573	1147
% Trucks	100	0	100	0	100	0	97.2	100	0	97.2	100	100	100	0	100	100	98.3	0	0	98.3	97.8
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
% Buses	0	0	0	0	0	0	2.8	0	0	2.8	0	0	0	0	0	0	1.7	0	0	1.7	2.2

Intersection Turning Movement Count

SR 80 @ Hendry St/Driveway
LaBelle, FL

File Name : 23164-14p
Site Code : 23164-14
Start Date : 7/18/2023

Groups Printed- Pedestrians - Bicycles

	Hendry St Southbound	SR 80 Westbound	Business Driveway Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
07:15	0	0	2	0	2
07:30	0	0	2	0	2
07:45	0	0	1	0	1
Total	0	0	5	0	5
08:00	0	1	0	0	1
*** BREAK ***					
08:45	1	0	1	0	2
Total	1	1	1	0	3
09:00	0	0	4	0	4
09:15	1	0	6	0	7
09:30	0	0	4	0	4
09:45	1	0	1	0	2
Total	2	0	15	0	17
*** BREAK ***					
15:15	1	0	0	0	1
15:30	1	0	0	0	1
*** BREAK ***					
Total	2	0	0	0	2
16:00	0	0	1	0	1
16:15	0	0	2	0	2
16:30	0	0	1	0	1
16:45	0	0	1	0	1
Total	0	0	5	0	5
17:00	2	0	1	0	3
17:15	2	0	0	0	2
*** BREAK ***					
Total	4	0	1	0	5
18:00	1	0	0	0	1
18:15	3	0	0	0	3
*** BREAK ***					
Total	4	0	0	0	4
Grand Total	13	1	27	0	41
Apprch %	100	100	100	0	
Total %	31.7	2.4	65.9	0	
Pedestrians	6	1	17	0	24
% Pedestrians	46.2	100	63	0	58.5
Bicycles	7	0	10	0	17
% Bicycles	53.8	0	37	0	41.5

Intersection Turning Movement Count

SR 80 @ Campbell St
LaBelle, FL

File Name : 23164-15
Site Code : 23164-15
Start Date : 7/11/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

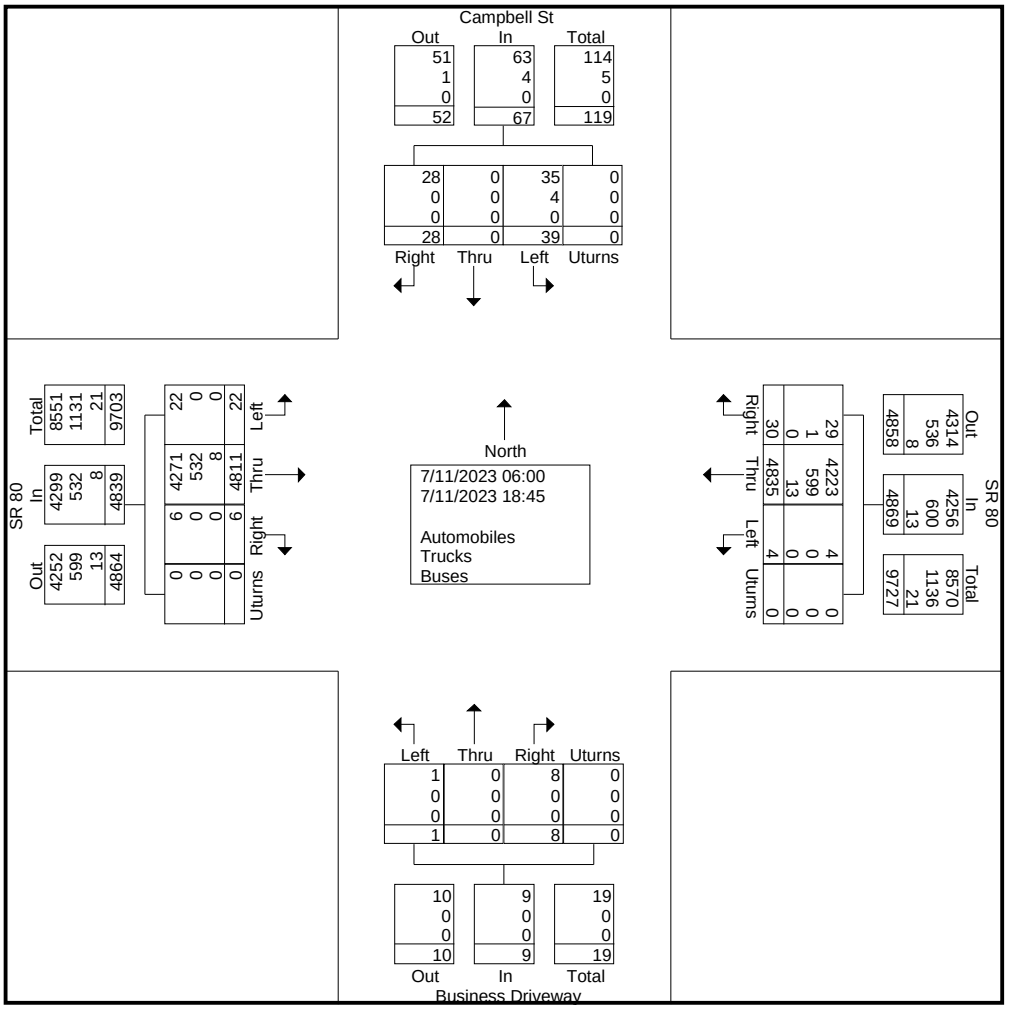
	Campbell St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	1	104	0	0	105	0	0	1	0	1	0	56	2	0	58	164
06:15	0	0	0	0	0	0	126	0	0	126	1	0	1	0	2	0	75	0	0	75	203
06:30	2	0	2	0	4	0	120	0	0	120	0	0	0	0	0	1	96	0	0	97	221
06:45	1	0	0	0	1	0	124	0	0	124	0	0	0	0	0	0	92	0	0	92	217
Total	3	0	2	0	5	1	474	0	0	475	1	0	2	0	3	1	319	2	0	322	805
07:00	0	0	2	0	2	0	137	0	0	137	0	0	0	0	0	0	80	0	0	80	219
07:15	0	0	1	0	1	0	131	1	0	132	0	0	0	0	0	2	104	0	0	106	239
07:30	1	0	0	0	1	0	148	3	0	151	0	0	0	0	0	0	117	0	0	117	269
07:45	1	0	0	0	1	2	148	0	0	150	0	0	1	0	1	0	106	1	0	107	259
Total	2	0	3	0	5	2	564	4	0	570	0	0	1	0	1	2	407	1	0	410	986
08:00	1	0	0	0	1	0	154	2	0	156	0	0	0	0	0	0	132	1	0	133	290
08:15	1	0	0	0	1	0	161	0	0	161	0	0	1	0	1	0	116	0	0	116	279
08:30	4	0	3	0	7	0	119	0	0	119	0	0	0	0	0	0	142	0	0	142	268
08:45	0	0	1	0	1	0	158	2	0	160	0	0	0	0	0	2	131	0	0	133	294
Total	6	0	4	0	10	0	592	4	0	596	0	0	1	0	1	2	521	1	0	524	1131
09:00	4	0	2	0	6	0	183	2	0	185	0	0	0	0	0	0	147	0	0	147	338
09:15	1	0	1	0	2	0	162	0	0	162	0	0	0	0	0	0	135	0	0	135	299
09:30	1	0	0	0	1	0	154	0	0	154	0	0	0	0	0	0	149	0	0	149	304
09:45	1	0	1	0	2	0	156	3	0	159	0	0	0	0	0	0	159	0	0	159	320
Total	7	0	4	0	11	0	655	5	0	660	0	0	0	0	0	0	590	0	0	590	1261
*** BREAK ***																					
15:00	1	0	1	0	2	0	176	2	0	178	0	0	0	0	0	3	158	0	0	161	341
15:15	1	0	1	0	2	0	156	1	0	157	0	0	0	0	0	3	178	0	0	181	340
15:30	1	0	2	0	3	0	176	2	0	178	0	0	0	0	0	0	191	0	0	191	372
15:45	1	0	0	0	1	0	146	1	0	147	0	0	0	0	0	4	169	0	0	173	321
Total	4	0	4	0	8	0	654	6	0	660	0	0	0	0	0	10	696	0	0	706	1374
16:00	3	0	2	0	5	0	193	0	0	193	0	0	0	0	0	0	189	0	0	189	387
16:15	0	0	0	0	0	0	166	1	0	167	0	0	0	0	0	0	186	0	0	186	353
16:30	0	0	2	0	2	0	177	0	0	177	0	0	0	0	0	0	203	2	0	205	384
16:45	1	0	1	0	2	0	192	0	0	192	0	0	0	0	0	0	181	0	0	181	375
Total	4	0	5	0	9	0	728	1	0	729	0	0	0	0	0	0	759	2	0	761	1499
17:00	1	0	1	0	2	0	194	2	0	196	0	0	3	0	3	1	241	0	0	242	443
17:15	1	0	0	0	1	0	172	0	0	172	0	0	1	0	1	0	195	0	0	195	369
17:30	0	0	0	0	0	0	164	0	0	164	0	0	0	0	0	0	189	0	0	189	353
17:45	1	0	2	0	3	1	138	0	0	139	0	0	0	0	0	2	212	0	0	214	356
Total	3	0	3	0	6	1	668	2	0	671	0	0	4	0	4	3	837	0	0	840	1521
18:00	1	0	2	0	3	0	149	1	0	150	0	0	0	0	0	1	193	0	0	194	347
18:15	6	0	0	0	6	0	125	5	0	130	0	0	0	0	0	2	177	0	0	179	315
18:30	3	0	1	0	4	0	124	1	0	125	0	0	0	0	0	1	159	0	0	160	289
18:45	0	0	0	0	0	0	102	1	0	103	0	0	0	0	0	0	153	0	0	153	256
Total	10	0	3	0	13	0	500	8	0	508	0	0	0	0	0	4	682	0	0	686	1207
Grand Total	39	0	28	0	67	4	4835	30	0	4869	1	0	8	0	9	22	4811	6	0	4839	9784
Apprch %	58.2	0	41.8	0		0.1	99.3	0.6	0		11.1	0	88.9	0		0.5	99.4	0.1	0		
Total %	0.4	0	0.3	0	0.7	0	49.4	0.3	0	49.8	0	0	0.1	0	0.1	0.2	49.2	0.1	0	49.5	

Intersection Turning Movement Count

File Name : 23164-15
Site Code : 23164-15
Start Date : 7/11/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Campbell St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	35	0	28	0	63	4	4223	29	0	4256	1	0	8	0	9	22	4271	6	0	4299	8627
% Automobiles	89.7	0	100	0	94	100	87.3	96.7	0	87.4	100	0	100	0	100	100	88.8	100	0	88.8	88.2
Trucks	4	0	0	0	4	0	599	1	0	600	0	0	0	0	0	0	532	0	0	532	1136
% Trucks	10.3	0	0	0	6	0	12.4	3.3	0	12.3	0	0	0	0	0	0	11.1	0	0	11	11.6
Buses	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.2



Intersection Turning Movement Count

File Name : 23164-15
Site Code : 23164-15
Start Date : 7/11/2023
Page No : 3

	Campbell St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	**4**	0	**2**	0	**6**	0	**183**	2	0	**185**	0	0	0	0	0	0	147	0	0	147	**338**
09:15	1	0	1	0	2	0	162	0	0	162	0	0	0	0	0	0	135	0	0	135	299
09:30	1	0	0	0	1	0	154	0	0	154	0	0	0	0	0	0	149	0	0	149	304
09:45	1	0	1	0	2	0	156	**3**	0	159	0	0	0	0	0	0	**159**	0	0	**159**	320
Total Volume	7	0	4	0	11	0	655	5	0	660	0	0	0	0	0	0	590	0	0	590	1261
% App. Total	63.6	0	36.4	0		0	99.2	0.8	0		0	0	0	0		0	100	0	0		
PHF	.438	.000	.500	.000	.458	.000	.895	.417	.000	.892	.000	.000	.000	.000	.000	.000	.928	.000	.000	.928	.933
Automobiles	5	0	4	0	9	0	533	5	0	538	0	0	0	0	0	0	497	0	0	497	1044
% Automobiles	71.4	0	100	0	81.8	0	81.4	100	0	81.5	0	0	0	0	0	0	84.2	0	0	84.2	82.8
Trucks	2	0	0	0	2	0	120	0	0	120	0	0	0	0	0	0	92	0	0	92	214
% Trucks	28.6	0	0	0	18.2	0	18.3	0	0	18.2	0	0	0	0	0	0	15.6	0	0	15.6	17.0
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.2
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:30					08:45					06:00					09:00					
+0 mins.	**4**	0	**3**	0	**7**	0	158	**2**	0	160	0	0	**1**	0	1	0	147	0	0	147	
+15 mins.	0	0	1	0	1	0	**183**	2	0	**185**	**1**	0	1	0	**2**	0	135	0	0	135	
+30 mins.	4	0	2	0	6	0	162	0	0	162	0	0	0	0	0	0	149	0	0	149	
+45 mins.	1	0	1	0	2	0	154	0	0	154	0	0	0	0	0	0	**159**	0	0	**159**	
Total Volume	9	0	7	0	16	0	657	4	0	661	1	0	2	0	3	0	590	0	0	590	
% App. Total	56.2	0	43.8	0		0	99.4	0.6	0		33.3	0	66.7	0		0	100	0	0		
PHF	.563	.000	.583	.000	.571	.000	.898	.500	.000	.893	.250	.000	.500	.000	.375	.000	.928	.000	.000	.928	
Automobiles	8	0	7	0	15	0	542	4	0	546	1	0	2	0	3	0	497	0	0	497	
% Automobiles	88.9	0	100	0	93.8	0	82.5	100	0	82.6	100	0	100	0	100	0	84.2	0	0	84.2	
Trucks	1	0	0	0	1	0	112	0	0	112	0	0	0	0	0	0	92	0	0	92	
% Trucks	11.1	0	0	0	6.2	0	17	0	0	16.9	0	0	0	0	0	0	15.6	0	0	15.6	
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.5	0	0	0.5	0	0	0	0	0	0	0.2	0	0	0.2	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	**2**	0	**2**	0	177	0	0	177	0	0	0	0	0	0	203	**2**	0	205	384
16:45	**1**	0	1	0	2	0	192	0	0	192	0	0	0	0	0	0	181	0	0	181	375
17:00	1	0	1	0	2	0	**194**	**2**	0	**196**	0	0	**3**	0	**3**	**1**	**241**	0	0	**242**	**443**
17:15	1	0	0	0	1	0	172	0	0	172	0	0	1	0	1	0	195	0	0	195	369
Total Volume	3	0	4	0	7	0	735	2	0	737	0	0	4	0	4	1	820	2	0	823	1571
% App. Total	42.9	0	57.1	0		0	99.7	0.3	0		0	0	100	0		0.1	99.6	0.2	0		
PHF	.750	.000	.500	.000	.875	.000	.947	.250	.000	.940	.000	.000	.333	.000	.333	.250	.851	.250	.000	.850	.887
Automobiles	3	0	4	0	7	0	667	1	0	668	0	0	4	0	4	1	775	2	0	778	1457
% Automobiles	100	0	100	0	100	0	90.7	50.0	0	90.6	0	0	100	0	100	100	94.5	100	0	94.5	92.7
Trucks	0	0	0	0	0	0	65	1	0	66	0	0	0	0	0	0	43	0	0	43	109
% Trucks	0	0	0	0	0	0	8.8	50.0	0	9.0	0	0	0	0	0	0	5.2	0	0	5.2	6.9
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.2	0	0	0.2	0.3

Intersection Turning Movement Count

File Name : 23164-15
Site Code : 23164-15
Start Date : 7/11/2023
Page No : 4

	Campbell St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:45					16:30					16:30					17:00					
+0 mins.	1	0	**2**	0	3	0	177	0	0	177	0	0	0	0	0	1	**241**	0	0	**242**	
+15 mins.	1	0	2	0	3	0	192	0	0	192	0	0	0	0	0	0	195	0	0	195	
+30 mins.	**6**	0	0	0	**6**	0	**194**	**2**	0	**196**	0	0	**3**	0	**3**	0	189	0	0	189	
+45 mins.	3	0	1	0	4	0	172	0	0	172	0	0	1	0	1	**2**	212	0	0	214	
Total Volume	11	0	5	0	16	0	735	2	0	737	0	0	4	0	4	3	837	0	0	840	
% App. Total	68.8	0	31.2	0		0	99.7	0.3	0		0	0	100	0		0.4	99.6	0	0		
PHF	.458	.000	.625	.000	.667	.000	.947	.250	.000	.940	.000	.000	.333	.000	.333	.375	.868	.000	.000	.868	
Automobiles	10	0	5	0	15	0	667	1	0	668	0	0	4	0	4	3	801	0	0	804	
% Automobiles	90.9	0	100	0	93.8	0	90.7	50	0	90.6	0	0	100	0	100	100	95.7	0	0	95.7	
Trucks	1	0	0	0	1	0	65	1	0	66	0	0	0	0	0	0	35	0	0	35	
% Trucks	9.1	0	0	0	6.2	0	8.8	50	0	9	0	0	0	0	0	0	4.2	0	0	4.2	
Buses	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Campbell St
LaBelle, FL

File Name : 23164-15
Site Code : 23164-15
Start Date : 7/11/2023
Page No : 1

Groups Printed- Trucks - Buses

	Campbell St Southbound					SR 80 Westbound					Business Driveway Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	14	0	0	14	31
06:15	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	19	0	0	19	34
06:30	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	34	0	0	34	47
06:45	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	25	0	0	25	38
Total	1	0	0	0	1	0	57	0	0	57	0	0	0	0	0	0	92	0	0	92	150
07:00	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	20	0	0	20	36
07:15	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	23	0	0	23	39
07:30	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	28	0	0	28	62
07:45	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	25	0	0	25	48
Total	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	0	96	0	0	96	185
08:00	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	27	0	0	27	54
08:15	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	24	0	0	24	51
08:30	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	29	0	0	29	49
08:45	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	33
Total	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	0	95	0	0	95	187
09:00	1	0	0	0	1	0	32	0	0	32	0	0	0	0	0	0	28	0	0	28	61
09:15	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	16	0	0	16	49
09:30	1	0	0	0	1	0	32	0	0	32	0	0	0	0	0	0	25	0	0	25	58
09:45	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	24	0	0	24	49
Total	2	0	0	0	2	0	122	0	0	122	0	0	0	0	0	0	93	0	0	93	217
*** BREAK ***																					
15:00	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	0	18	0	0	18	48
15:15	0	0	0	0	0	0	28	0	0	28	0	0	0	0	0	0	10	0	0	10	38
15:30	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	18	0	0	18	47
15:45	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	10	0	0	10	25
Total	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	0	56	0	0	56	158
16:00	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	10	0	0	10	28
16:15	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	13	0	0	13	32
16:30	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	11	0	0	11	26
16:45	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	27
Total	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	44	0	0	44	113
17:00	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	14	0	0	14	33
17:15	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	0	10	0	0	10	28
17:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	19
17:45	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15
Total	0	0	0	0	0	0	58	1	0	59	0	0	0	0	0	0	36	0	0	36	95
18:00	1	0	0	0	1	0	9	0	0	9	0	0	0	0	0	0	8	0	0	8	18
18:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	0	0	9	15
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
18:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	12
Total	1	0	0	0	1	0	23	0	0	23	0	0	0	0	0	0	28	0	0	28	52
Grand Total	4	0	0	0	4	0	612	1	0	613	0	0	0	0	0	0	540	0	0	540	1157
Apprch %	100	0	0	0		0	99.8	0.2	0		0	0	0	0		0	100	0	0		
Total %	0.3	0	0	0	0.3	0	52.9	0.1	0	53	0	0	0	0	0	0	46.7	0	0	46.7	
Trucks	4	0	0	0	4	0	599	1	0	600	0	0	0	0	0	0	532	0	0	532	1136
% Trucks	100	0	0	0	100	0	97.9	100	0	97.9	0	0	0	0	0	0	98.5	0	0	98.5	98.2
Buses	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
% Buses	0	0	0	0	0	0	2.1	0	0	2.1	0	0	0	0	0	0	1.5	0	0	1.5	1.8

Intersection Turning Movement Count

SR 80 @ Campbell St
LaBelle, FL

File Name : 23164-15p
Site Code : 23164-15
Start Date : 7/11/2023

Groups Printed- Pedestrians - Bicycles

	Campbell St Southbound	SR 80 Westbound	Business Driveway Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
06:00	1	0	0	0	1
06:15	1	0	0	0	1
06:30	0	0	1	0	1
06:45	1	0	0	0	1
Total	3	0	1	0	4
07:00	0	0	1	0	1
07:15	0	0	1	1	2
07:30	2	0	2	0	4
07:45	0	0	1	0	1
Total	2	0	5	1	8
08:00	2	0	0	0	2
08:15	1	0	0	0	1
*** BREAK ***					
08:45	0	0	1	0	1
Total	3	0	1	0	4
*** BREAK ***					
15:00	1	0	1	1	3
*** BREAK ***					
15:45	0	0	1	0	1
Total	1	0	2	1	4
*** BREAK ***					
16:15	1	0	3	0	4
16:30	1	0	2	0	3
16:45	2	0	0	0	2
Total	4	0	5	0	9
17:00	1	1	0	0	2
*** BREAK ***					
Total	1	1	0	0	2
18:00	0	0	1	1	2
18:15	3	0	0	0	3
18:30	1	0	1	1	3
18:45	3	0	1	0	4
Total	7	0	3	2	12
Grand Total	21	1	17	4	43
Apprch %	100	100	100	100	
Total %	48.8	2.3	39.5	9.3	
Pedestrians	15	1	5	2	23
% Pedestrians	71.4	100	29.4	50	53.5
Bicycles	6	0	12	2	20
% Bicycles	28.6	0	70.6	50	46.5

Intersection Turning Movement Count

SR 80 @ Hall St
LaBelle, FL

File Name : 23164-16
Site Code : 23164-16
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

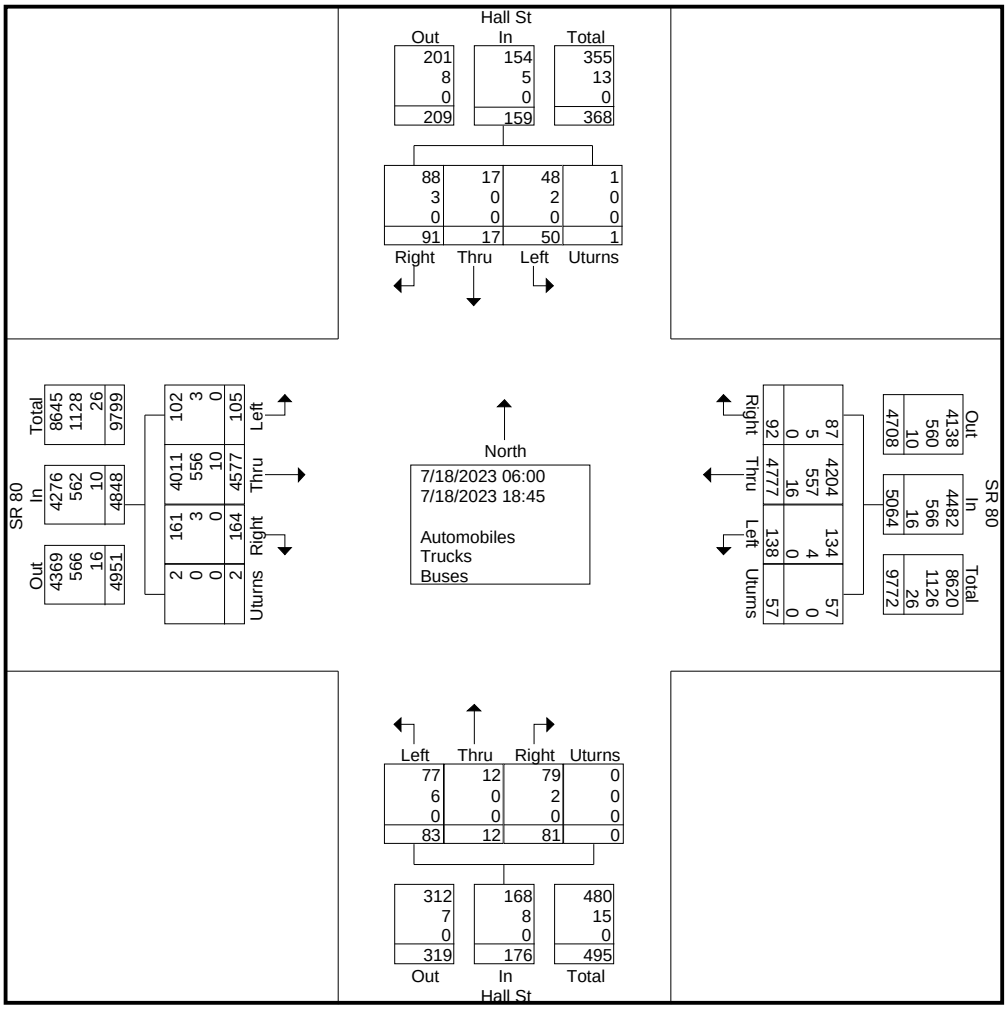
	Hall St Southbound					SR 80 Westbound					Hall St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	2	107	0	2	111	2	0	0	0	2	0	69	0	0	69	182
06:15	0	1	1	0	2	1	122	5	0	128	1	0	0	0	1	0	68	1	0	69	200
06:30	0	1	1	0	2	0	115	0	5	120	0	1	0	0	1	1	73	1	0	75	198
06:45	1	1	2	0	4	2	138	7	0	147	1	0	2	0	3	0	97	1	0	98	252
Total	1	3	4	0	8	5	482	12	7	506	4	1	2	0	7	1	307	3	0	311	832
07:00	2	0	0	0	2	4	134	3	1	142	2	0	0	0	2	2	108	5	0	115	261
07:15	2	0	0	0	2	3	144	0	3	150	8	0	0	0	8	2	115	4	0	121	281
07:30	3	1	1	0	5	1	136	3	4	144	0	0	2	0	2	2	97	3	0	102	253
07:45	1	0	2	0	3	6	169	4	3	182	1	2	1	0	4	1	118	4	0	123	312
Total	8	1	3	0	12	14	583	10	11	618	11	2	3	0	16	7	438	16	0	461	1107
08:00	2	1	2	0	5	3	150	2	0	155	4	0	0	0	4	4	131	1	0	136	300
08:15	4	1	2	0	7	0	147	4	2	153	1	0	0	0	1	2	101	2	0	105	266
08:30	5	0	2	0	7	5	163	1	2	171	0	0	1	0	1	2	128	3	0	133	312
08:45	0	0	4	0	4	7	158	2	2	169	3	0	2	0	5	5	149	1	0	155	333
Total	11	2	10	0	23	15	618	9	6	648	8	0	3	0	11	13	509	7	0	529	1211
09:00	0	0	3	0	3	3	156	5	1	165	1	0	0	0	1	2	127	3	0	132	301
09:15	3	0	6	0	9	2	150	8	4	164	1	0	0	0	1	7	143	2	1	153	327
09:30	2	0	4	0	6	3	139	2	1	145	1	0	0	0	1	6	134	2	1	143	295
09:45	3	0	6	0	9	7	186	3	5	201	3	0	1	0	4	4	127	3	0	134	348
Total	8	0	19	0	27	15	631	18	11	675	6	0	1	0	7	19	531	10	2	562	1271
*** BREAK ***																					
15:00	1	1	3	1	6	7	146	5	2	160	9	2	4	0	15	10	169	9	0	188	369
15:15	0	0	3	0	3	5	149	1	4	159	6	1	4	0	11	5	190	8	0	203	376
15:30	3	1	4	0	8	4	159	3	2	168	3	0	4	0	7	5	165	3	0	173	356
15:45	3	0	3	0	6	6	184	4	0	194	2	0	3	0	5	5	167	6	0	178	383
Total	7	2	13	1	23	22	638	13	8	681	20	3	15	0	38	25	691	26	0	742	1484
16:00	4	0	6	0	10	11	178	3	0	192	5	0	4	0	9	2	184	8	0	194	405
16:15	1	1	4	0	6	2	159	1	0	162	2	1	5	0	8	1	164	8	0	173	349
16:30	0	2	2	0	4	2	164	2	2	170	1	0	4	0	5	3	181	10	0	194	373
16:45	0	1	6	0	7	8	181	1	1	191	1	2	5	0	8	8	207	8	0	223	429
Total	5	4	18	0	27	23	682	7	3	715	9	3	18	0	30	14	736	34	0	784	1556
17:00	1	0	8	0	9	6	195	2	1	204	5	1	8	0	14	5	198	14	0	217	444
17:15	1	0	2	0	3	7	150	5	1	163	5	0	2	0	7	5	200	8	0	213	386
17:30	3	1	2	0	6	5	173	2	2	182	3	0	2	0	5	3	151	9	0	163	356
17:45	1	2	1	0	4	7	149	4	1	161	2	0	8	0	10	2	195	8	0	205	380
Total	6	3	13	0	22	25	667	13	5	710	15	1	20	0	36	15	744	39	0	798	1566
18:00	0	0	4	0	4	4	140	3	1	148	5	1	4	0	10	4	189	11	0	204	366
18:15	1	0	4	0	5	6	131	2	1	140	1	1	8	0	10	4	149	8	0	161	316
18:30	3	1	2	0	6	6	113	4	4	127	3	0	3	0	6	0	157	6	0	163	302
18:45	0	1	1	0	2	3	92	1	0	96	1	0	4	0	5	3	126	4	0	133	236
Total	4	2	11	0	17	19	476	10	6	511	10	2	19	0	31	11	621	29	0	661	1220
Grand Total	50	17	91	1	159	138	4777	92	57	5064	83	12	81	0	176	105	4577	164	2	4848	10247
Apprch %	31.4	10.7	57.2	0.6		2.7	94.3	1.8	1.1		47.2	6.8	46	0		2.2	94.4	3.4	0		
Total %	0.5	0.2	0.9	0	1.6	1.3	46.6	0.9	0.6	49.4	0.8	0.1	0.8	0	1.7	1	44.7	1.6	0	47.3	

Intersection Turning Movement Count

File Name : 23164-16
Site Code : 23164-16
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Hall St Southbound					SR 80 Westbound					Hall St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	48	17	88	1	154	134	4204	87	57	4482	77	12	79	0	168	102	4011	161	2	4276	9080
% Automobiles	96	100	96.7	100	96.9	97.1	88	94.6	100	88.5	92.8	100	97.5	0	95.5	97.1	87.6	98.2	100	88.2	88.6
Trucks	2	0	3	0	5	4	557	5	0	566	6	0	2	0	8	3	556	3	0	562	1141
% Trucks	4	0	3.3	0	3.1	2.9	11.7	5.4	0	11.2	7.2	0	2.5	0	4.5	2.9	12.1	1.8	0	11.6	11.1
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.2	0	0	0.2	0.3



Intersection Turning Movement Count

File Name : 23164-16
Site Code : 23164-16
Start Date : 7/18/2023
Page No : 3

	Hall St Southbound					SR 80 Westbound					Hall St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:30																					
08:30	**5**	0	2	0	7	5	**163**	1	2	**171**	0	0	1	0	1	2	128	**3**	0	133	312
08:45	0	0	4	0	4	**7**	158	2	2	169	**3**	0	**2**	0	**5**	5	**149**	1	0	**155**	**333**
09:00	0	0	3	0	3	3	156	5	1	165	1	0	0	0	1	2	127	3	0	132	301
09:15	3	0	**6**	0	**9**	2	150	**8**	**4**	164	1	0	0	0	1	**7**	143	2	**1**	153	327
Total Volume	8	0	15	0	23	17	627	16	9	669	5	0	3	0	8	16	547	9	1	573	1273
% App. Total	34.8	0	65.2	0		2.5	93.7	2.4	1.3		62.5	0	37.5	0		2.8	95.5	1.6	0.2		
PHF	.400	.000	.625	.000	.639	.607	.962	.500	.563	.978	.417	.000	.375	.000	.400	.571	.918	.750	.250	.924	.956
Automobiles	8	0	13	0	21	17	527	15	9	568	5	0	3	0	8	15	453	9	1	478	1075
% Automobiles	100	0	86.7	0	91.3	100	84.1	93.8	100	84.9	100	0	100	0	100	93.8	82.8	100	100	83.4	84.4
Trucks	0	0	2	0	2	0	98	1	0	99	0	0	0	0	0	1	92	0	0	93	194
% Trucks	0	0	13.3	0	8.7	0	15.6	6.3	0	14.8	0	0	0	0	0	6.3	16.8	0	0	16.2	15.2
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.4	0	0	0.3	0.3

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00					09:00					07:15					08:45				
+0 mins.	0	0	3	0	3	3	156	5	1	165	**8**	0	0	0	**8**	5	**149**	1	0	**155**
+15 mins.	**3**	0	**6**	0	**9**	2	150	**8**	4	164	0	0	**2**	0	2	2	127	**3**	0	132
+30 mins.	2	0	4	0	6	3	139	2	1	145	1	**2**	1	0	4	**7**	143	2	**1**	153
+45 mins.	3	0	6	0	9	**7**	**186**	3	**5**	**201**	4	0	0	0	4	6	134	2	1	143
Total Volume	8	0	19	0	27	15	631	18	11	675	13	2	3	0	18	20	553	8	2	583
% App. Total	29.6	0	70.4	0		2.2	93.5	2.7	1.6		72.2	11.1	16.7	0		3.4	94.9	1.4	0.3	
PHF	.667	.000	.792	.000	.750	.536	.848	.563	.550	.840	.406	.250	.375	.000	.563	.714	.928	.667	.500	.940
Automobiles	8	0	17	0	25	15	525	16	11	567	12	2	3	0	17	20	463	8	2	493
% Automobiles	100	0	89.5	0	92.6	100	83.2	88.9	100	84	92.3	100	100	0	94.4	100	83.7	100	100	84.6
Trucks	0	0	2	0	2	0	105	2	0	107	1	0	0	0	1	0	86	0	0	86
% Trucks	0	0	10.5	0	7.4	0	16.6	11.1	0	15.9	7.7	0	0	0	5.6	0	15.6	0	0	14.8
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4
% Buses	0	0	0	0	0	0	0.2	0	0	0.1	0	0	0	0	0	0	0.7	0	0	0.7
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	**2**	2	0	4	2	164	2	**2**	170	1	0	4	0	5	3	181	10	0	194	373
16:45	0	1	6	0	7	**8**	181	1	1	191	1	**2**	5	0	8	**8**	**207**	8	0	**223**	429
17:00	**1**	0	**8**	0	**9**	6	**195**	2	1	**204**	**5**	1	**8**	0	**14**	5	198	**14**	0	217	**444**
17:15	1	0	2	0	3	7	150	**5**	1	163	5	0	2	0	7	5	200	8	0	213	386
Total Volume	2	3	18	0	23	23	690	10	5	728	12	3	19	0	34	21	786	40	0	847	1632
% App. Total	8.7	13	78.3	0		3.2	94.8	1.4	0.7		35.3	8.8	55.9	0		2.5	92.8	4.7	0		
PHF	.500	.375	.563	.000	.639	.719	.885	.500	.625	.892	.600	.375	.594	.000	.607	.656	.949	.714	.000	.950	.919
Automobiles	2	3	17	0	22	22	631	10	5	668	11	3	19	0	33	20	734	40	0	794	1517
% Automobiles	100	100	94.4	0	95.7	95.7	91.4	100	100	91.8	91.7	100	100	0	97.1	95.2	93.4	100	0	93.7	93.0
Trucks	0	0	1	0	1	1	57	0	0	58	1	0	0	0	1	1	50	0	0	51	111
% Trucks	0	0	5.6	0	4.3	4.3	8.3	0	0	8.0	8.3	0	0	0	2.9	4.8	6.4	0	0	6.0	6.8
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.2	0.2

Intersection Turning Movement Count

File Name : 23164-16
Site Code : 23164-16
Start Date : 7/18/2023
Page No : 4

	Hall St Southbound					SR 80 Westbound					Hall St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:30					16:45					15:00					16:30					
+0 mins.	3	**1**	4	0	8	**8**	181	1	1	191	**9**	**2**	**4**	0	**15**	3	181	10	0	194	
+15 mins.	3	0	3	0	6	6	**195**	2	1	**204**	6	1	4	0	11	**8**	**207**	8	0	**223**	
+30 mins.	**4**	0	**6**	0	**10**	7	150	**5**	1	163	3	0	4	0	7	5	198	**14**	0	217	
+45 mins.	1	1	4	0	6	5	173	2	**2**	182	2	0	3	0	5	5	200	8	0	213	
Total Volume	11	2	17	0	30	26	699	10	5	740	20	3	15	0	38	21	786	40	0	847	
% App. Total	36.7	6.7	56.7	0		3.5	94.5	1.4	0.7		52.6	7.9	39.5	0		2.5	92.8	4.7	0		
PHF	.688	.500	.708	.000	.750	.813	.896	.500	.625	.907	.556	.375	.938	.000	.633	.656	.949	.714	.000	.950	
Automobiles	10	2	17	0	29	25	645	10	5	685	20	3	14	0	37	20	734	40	0	794	
% Automobiles	90.9	100	100	0	96.7	96.2	92.3	100	100	92.6	100	100	93.3	0	97.4	95.2	93.4	100	0	93.7	
Trucks	1	0	0	0	1	1	52	0	0	53	0	0	1	0	1	1	50	0	0	51	
% Trucks	9.1	0	0	0	3.3	3.8	7.4	0	0	7.2	0	0	6.7	0	2.6	4.8	6.4	0	0	6	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.3	0	0	0.2	

Intersection Turning Movement Count

SR 80 @ Hall St
LaBelle, FL

File Name : 23164-16
Site Code : 23164-16
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Hall St Southbound					SR 80 Westbound					Hall St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	22	0	0	22	34
06:15	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	0	17	0	0	17	31
06:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	26	0	0	26	38
06:45	0	0	0	0	0	1	11	0	0	12	1	0	0	0	1	0	24	0	0	24	37
Total	0	0	0	0	0	1	48	1	0	50	1	0	0	0	1	0	89	0	0	89	140
07:00	1	0	0	0	1	1	20	0	0	21	0	0	0	0	0	0	18	0	0	18	40
07:15	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	41	0	0	41	67
07:30	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	25	0	0	25	46
07:45	0	0	0	0	0	1	31	0	0	32	0	0	0	0	0	0	21	0	0	21	53
Total	1	0	0	0	1	2	98	0	0	100	0	0	0	0	0	0	105	0	0	105	206
08:00	0	0	0	0	0	0	21	0	0	21	1	0	0	0	1	0	34	0	0	34	56
08:15	0	0	0	0	0	0	22	0	0	22	1	0	0	0	1	0	22	1	0	23	46
08:30	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	1	26	0	0	27	52
08:45	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	0	21	0	0	21	46
Total	0	0	0	0	0	0	93	0	0	93	2	0	0	0	2	1	103	1	0	105	200
09:00	0	0	1	0	1	0	21	0	0	21	0	0	0	0	0	0	19	0	0	19	41
09:15	0	0	1	0	1	0	29	1	0	30	0	0	0	0	0	0	28	0	0	28	59
09:30	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	22	0	0	22	45
09:45	0	0	0	0	0	0	33	1	0	34	1	0	0	0	1	0	26	0	0	26	61
Total	0	0	2	0	2	0	106	2	0	108	1	0	0	0	1	0	95	0	0	95	206
*** BREAK ***																					
15:00	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	18	0	0	18	37
15:15	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	17	1	0	18	37
15:30	1	0	0	0	1	0	17	0	0	17	0	0	1	0	1	0	10	0	0	10	29
15:45	0	0	0	0	0	0	22	1	0	23	0	0	0	0	0	0	15	0	0	15	38
Total	1	0	0	0	1	0	77	1	0	78	0	0	1	0	1	0	60	1	0	61	141
16:00	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	0	12	1	0	13	34
16:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	25
16:30	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	1	8	0	0	9	26
16:45	0	0	1	0	1	0	18	0	0	18	0	0	0	0	0	0	15	0	0	15	34
Total	0	0	1	0	1	0	68	0	0	68	1	0	0	0	1	1	47	1	0	49	119
17:00	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	14	0	0	14	29
17:15	0	0	0	0	0	1	9	0	0	10	1	0	0	0	1	0	15	0	0	15	26
17:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	14	0	0	14	26
17:45	0	0	0	0	0	0	13	1	0	14	0	0	1	0	1	1	8	0	0	9	24
Total	0	0	0	0	0	1	49	1	0	51	1	0	1	0	2	1	51	0	0	52	105
18:00	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	17
18:15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
18:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
18:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	9
Total	0	0	0	0	0	0	34	0	0	34	0	0	0	0	0	0	16	0	0	16	50
Grand Total	2	0	3	0	5	4	573	5	0	582	6	0	2	0	8	3	566	3	0	572	1167
Apprch %	40	0	60	0		0.7	98.5	0.9	0		75	0	25	0		0.5	99	0.5	0		
Total %	0.2	0	0.3	0	0.4	0.3	49.1	0.4	0	49.9	0.5	0	0.2	0	0.7	0.3	48.5	0.3	0	49	
Trucks	2	0	3	0	5	4	557	5	0	566	6	0	2	0	8	3	556	3	0	562	1141
% Trucks	100	0	100	0	100	100	97.2	100	0	97.3	100	0	100	0	100	100	98.2	100	0	98.3	97.8
Buses	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	10	0	0	10	26
% Buses	0	0	0	0	0	0	2.8	0	0	2.7	0	0	0	0	0	0	1.8	0	0	1.7	2.2

Intersection Turning Movement Count

SR 80 @ Hall St
LaBelle, FL

File Name : 23164-16p
Site Code : 23164-16
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Hall St Southbound	SR 80 Westbound	Hall St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
07:00	0	0	1	0	1
07:15	1	0	0	0	1
*** BREAK ***					
Total	1	0	1	0	2
08:00	1	0	0	0	1
08:15	0	0	1	0	1
08:30	3	0	1	0	4
08:45	2	0	5	0	7
Total	6	0	7	0	13
09:00	2	0	2	0	4
09:15	0	0	2	0	2
*** BREAK ***					
Total	2	0	4	0	6
*** BREAK ***					
15:00	1	0	0	0	1
15:15	2	0	0	0	2
*** BREAK ***					
Total	3	0	0	0	3
16:00	0	1	1	0	2
16:15	0	0	1	0	1
16:30	0	0	1	0	1
16:45	1	0	1	0	2
Total	1	1	4	0	6
*** BREAK ***					
17:15	1	0	0	0	1
*** BREAK ***					
17:45	1	0	0	0	1
Total	2	0	0	0	2
18:00	1	1	1	1	4
18:15	2	0	0	0	2
18:30	0	1	0	0	1
18:45	3	5	0	1	9
Total	6	7	1	2	16
Grand Total	21	8	17	2	48
Apprch %	100	100	100	100	
Total %	43.8	16.7	35.4	4.2	
Pedestrians	15	4	11	0	30
% Pedestrians	71.4	50	64.7	0	62.5
Bicycles	6	4	6	2	18
% Bicycles	28.6	50	35.3	100	37.5

Intersection Turning Movement Count

SR 80 @ SR 29 S/Main St
LaBelle, FL

File Name : 23164-17
Site Code : 23164-17
Start Date : 7/13/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

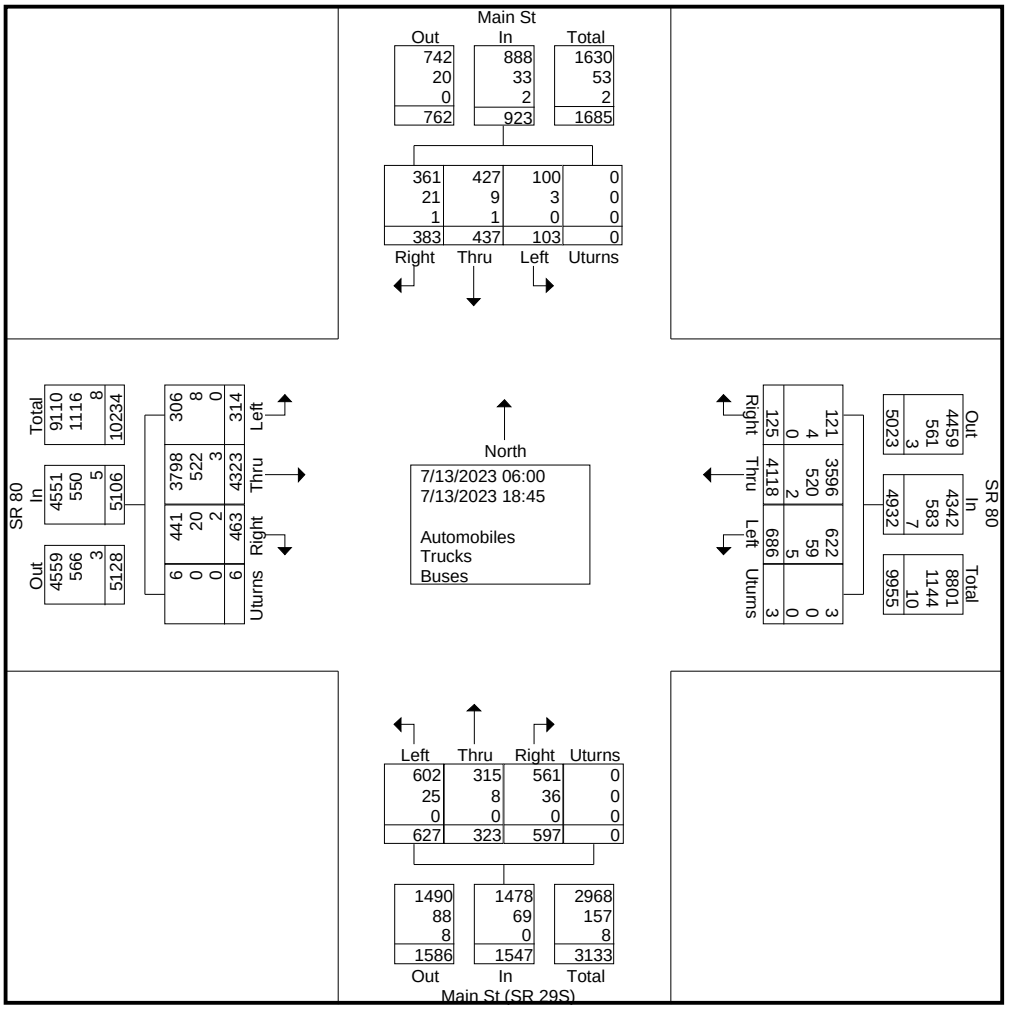
	Main St Southbound					SR 80 Westbound					Main St (SR 29S) Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	2	2	0	4	16	99	0	0	115	8	1	6	0	15	0	78	4	0	82	216
06:15	0	5	3	0	8	24	110	1	0	135	4	2	4	0	10	3	41	3	0	47	200
06:30	0	6	8	0	14	19	129	1	0	149	1	3	4	0	8	8	82	3	0	93	264
06:45	0	3	8	0	11	15	108	7	0	130	10	3	2	0	15	4	105	4	0	113	269
Total	0	16	21	0	37	74	446	9	0	529	23	9	16	0	48	15	306	14	0	335	949
07:00	0	8	8	0	16	22	110	6	0	138	11	9	8	0	28	5	90	6	0	101	283
07:15	3	7	7	0	17	21	113	6	0	140	9	10	7	0	26	4	89	7	1	101	284
07:30	5	16	8	0	29	21	139	5	0	165	14	7	11	0	32	6	120	14	0	140	366
07:45	0	18	6	0	24	19	142	5	0	166	14	5	10	0	29	4	106	21	0	131	350
Total	8	49	29	0	86	83	504	22	0	609	48	31	36	0	115	19	405	48	1	473	1283
08:00	3	15	18	0	36	20	133	4	0	157	20	5	13	0	38	2	96	12	1	111	342
08:15	1	13	9	0	23	27	137	1	0	165	16	6	11	0	33	6	99	22	0	127	348
08:30	4	15	10	0	29	27	114	6	0	147	15	8	11	0	34	5	122	16	0	143	353
08:45	3	15	10	0	28	25	125	6	0	156	22	7	21	0	50	14	126	10	0	150	384
Total	11	58	47	0	116	99	509	17	0	625	73	26	56	0	155	27	443	60	1	531	1427
09:00	3	14	10	0	27	21	111	3	0	135	24	11	20	0	55	6	128	25	0	159	376
09:15	3	26	23	0	52	23	148	1	0	172	21	10	15	0	46	12	117	14	0	143	413
09:30	5	21	10	0	36	22	122	5	0	149	32	12	14	0	58	15	110	13	0	138	381
09:45	2	22	13	0	37	25	136	9	0	170	30	14	26	0	70	8	103	19	0	130	407
Total	13	83	56	0	152	91	517	18	0	626	107	47	75	0	229	41	458	71	0	570	1577
*** BREAK ***																					
15:00	5	12	11	0	28	24	119	3	0	146	29	7	29	0	65	17	141	11	1	170	409
15:15	1	16	20	0	37	32	136	2	0	170	23	14	24	0	61	18	168	24	1	211	479
15:30	4	9	27	0	40	42	113	6	0	161	29	16	23	0	68	17	125	12	0	154	423
15:45	5	25	20	0	50	24	152	7	0	183	31	16	30	0	77	18	182	22	1	223	533
Total	15	62	78	0	155	122	520	18	0	660	112	53	106	0	271	70	616	69	3	758	1844
16:00	4	14	20	0	38	16	132	3	1	152	26	24	32	0	82	13	172	18	0	203	475
16:15	4	24	13	0	41	24	171	5	0	200	24	18	31	0	73	11	196	18	0	225	539
16:30	7	22	17	0	46	12	132	4	0	148	27	22	21	0	70	15	156	22	0	193	457
16:45	6	15	20	0	41	7	138	6	0	151	21	18	25	0	64	21	177	16	0	214	470
Total	21	75	70	0	166	59	573	18	1	651	98	82	109	0	289	60	701	74	0	835	1941
17:00	7	20	14	0	41	14	125	5	0	144	35	16	41	0	92	14	187	16	0	217	494
17:15	5	12	13	0	30	14	147	4	1	166	16	7	29	0	52	9	184	12	0	205	453
17:30	10	9	10	0	29	19	146	4	0	169	18	16	25	0	59	7	163	18	0	188	445
17:45	2	10	10	0	22	30	155	1	0	186	15	7	17	0	39	10	202	14	0	226	473
Total	24	51	47	0	122	77	573	14	1	665	84	46	112	0	242	40	736	60	0	836	1865
18:00	1	13	13	0	27	18	118	1	0	137	21	13	27	0	61	15	162	14	0	191	416
18:15	3	12	7	0	22	22	129	2	0	153	18	5	21	0	44	10	179	16	0	205	424
18:30	3	10	5	0	18	17	104	6	1	128	27	7	18	0	52	12	163	26	0	201	399
18:45	4	8	10	0	22	24	125	0	0	149	16	4	21	0	41	5	154	11	1	171	383
Total	11	43	35	0	89	81	476	9	1	567	82	29	87	0	198	42	658	67	1	768	1622
Grand Total	103	437	383	0	923	686	4118	125	3	4932	627	323	597	0	1547	314	4323	463	6	5106	12508
Apprch %	11.2	47.3	41.5	0		13.9	83.5	2.5	0.1		40.5	20.9	38.6	0		6.1	84.7	9.1	0.1		
Total %	0.8	3.5	3.1	0	7.4	5.5	32.9	1	0	39.4	5	2.6	4.8	0	12.4	2.5	34.6	3.7	0	40.8	

Intersection Turning Movement Count

File Name : 23164-17
Site Code : 23164-17
Start Date : 7/13/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Main St Southbound					SR 80 Westbound					Main St (SR 29S) Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	100	427	361	0	888	622	3596	121	3	4342	602	315	561	0	1478	306	3798	441	6	4551	11259
% Automobiles	97.1	97.7	94.3	0	96.2	90.7	87.3	96.8	100	88	96	97.5	94	0	95.5	97.5	87.9	95.2	100	89.1	90
Trucks	3	9	21	0	33	59	520	4	0	583	25	8	36	0	69	8	522	20	0	550	1235
% Trucks	2.9	2.1	5.5	0	3.6	8.6	12.6	3.2	0	11.8	4	2.5	6	0	4.5	2.5	12.1	4.3	0	10.8	9.9
Buses	0	1	1	0	2	5	2	0	0	7	0	0	0	0	0	0	3	2	0	5	14
% Buses	0	0.2	0.3	0	0.2	0.7	0	0	0	0.1	0	0	0	0	0	0	0.1	0.4	0	0.1	0.1



Intersection Turning Movement Count

File Name : 23164-17
Site Code : 23164-17
Start Date : 7/13/2023
Page No : 3

	Main St Southbound					SR 80 Westbound					Main St (SR 29S) Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 09:00																					
09:00	3	14	10	0	27	21	111	3	0	135	24	11	20	0	55	6	**128**	**25**	0	**159**	376
09:15	3	**26**	**23**	0	**52**	23	**148**	1	0	**172**	21	10	15	0	46	12	117	14	0	143	**413**
09:30	**5**	21	10	0	36	22	122	5	0	149	**32**	12	14	0	58	**15**	110	13	0	138	381
09:45	2	22	13	0	37	**25**	136	**9**	0	170	30	**14**	**26**	0	**70**	8	103	19	0	130	407
Total Volume	13	83	56	0	152	91	517	18	0	626	107	47	75	0	229	41	458	71	0	570	1577
% App. Total	8.6	54.6	36.8	0		14.5	82.6	2.9	0		46.7	20.5	32.8	0		7.2	80.4	12.5	0		
PHF	.650	.798	.609	.000	.731	.910	.873	.500	.000	.910	.836	.839	.721	.000	.818	.683	.895	.710	.000	.896	.955
Automobiles	11	81	52	0	144	75	423	16	0	514	105	45	68	0	218	37	368	69	0	474	1350
% Automobiles	84.6	97.6	92.9	0	94.7	82.4	81.8	88.9	0	82.1	98.1	95.7	90.7	0	95.2	90.2	80.3	97.2	0	83.2	85.6
Trucks	2	2	4	0	8	15	94	2	0	111	2	2	7	0	11	4	90	2	0	96	226
% Trucks	15.4	2.4	7.1	0	5.3	16.5	18.2	11.1	0	17.7	1.9	4.3	9.3	0	4.8	9.8	19.7	2.8	0	16.8	14.3
Buses	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	1.1	0	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00					07:30					09:00					08:30					
+0 mins.	3	14	10	0	27	21	139	**5**	0	165	24	11	20	0	55	5	122	16	0	143	
+15 mins.	3	**26**	**23**	0	**52**	19	**142**	5	0	**166**	21	10	15	0	46	**14**	126	10	0	150	
+30 mins.	**5**	21	10	0	36	20	133	4	0	157	**32**	12	14	0	58	6	**128**	**25**	0	**159**	
+45 mins.	2	22	13	0	37	**27**	137	1	0	165	30	**14**	**26**	0	**70**	12	117	14	0	143	
Total Volume	13	83	56	0	152	87	551	15	0	653	107	47	75	0	229	37	493	65	0	595	
% App. Total	8.6	54.6	36.8	0		13.3	84.4	2.3	0		46.7	20.5	32.8	0		6.2	82.9	10.9	0		
PHF	.650	.798	.609	.000	.731	.806	.970	.750	.000	.983	.836	.839	.721	.000	.818	.661	.963	.650	.000	.936	
Automobiles	11	81	52	0	144	75	465	15	0	555	105	45	68	0	218	35	398	63	0	496	
% Automobiles	84.6	97.6	92.9	0	94.7	86.2	84.4	100	0	85	98.1	95.7	90.7	0	95.2	94.6	80.7	96.9	0	83.4	
Trucks	2	2	4	0	8	10	85	0	0	95	2	2	7	0	11	2	95	2	0	99	
% Trucks	15.4	2.4	7.1	0	5.3	11.5	15.4	0	0	14.5	1.9	4.3	9.3	0	4.8	5.4	19.3	3.1	0	16.6	
Buses	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	2.3	0.2	0	0	0.5	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 15:45

15:45	5	**25**	**20**	0	**50**	**24**	152	**7**	0	183	**31**	16	30	0	77	**18**	182	**22**	**1**	223	533
16:00	4	14	20	0	38	16	132	3	**1**	152	26	**24**	**32**	0	**82**	13	172	18	0	203	475
16:15	4	24	13	0	41	24	**171**	5	0	**200**	24	18	31	0	73	11	**196**	18	0	**225**	**539**
16:30	**7**	22	17	0	46	12	132	4	0	148	27	22	21	0	70	15	156	22	0	193	457
Total Volume	20	85	70	0	175	76	587	19	1	683	108	80	114	0	302	57	706	80	1	844	2004
% App. Total	11.4	48.6	40	0		11.1	85.9	2.8	0.1		35.8	26.5	37.7	0		6.8	83.6	9.5	0.1		
PHF	.714	.850	.875	.000	.875	.792	.858	.679	.250	.854	.871	.833	.891	.000	.921	.792	.901	.909	.250	.938	.929
Automobiles	20	84	66	0	170	70	511	19	1	601	103	78	110	0	291	57	664	76	1	798	1860
% Automobiles	100	98.8	94.3	0	97.1	92.1	87.1	100	100	88.0	95.4	97.5	96.5	0	96.4	100	94.1	95.0	100	94.5	92.8
Trucks	0	1	3	0	4	5	76	0	0	81	5	2	4	0	11	0	42	4	0	46	142
% Trucks	0	1.2	4.3	0	2.3	6.6	12.9	0	0	11.9	4.6	2.5	3.5	0	3.6	0	5.9	5.0	0	5.5	7.1
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	1.4	0	0.6	1.3	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.1

Intersection Turning Movement Count

File Name : 23164-17
Site Code : 23164-17
Start Date : 7/13/2023
Page No : 4

	Main St Southbound					SR 80 Westbound					Main St (SR 29S) Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:45					15:30					15:45					16:15					
+0 mins.	5	**25**	**20**	0	**50**	**42**	113	6	0	161	**31**	16	30	0	77	11	**196**	18	0	**225**	
+15 mins.	4	14	20	0	38	24	152	**7**	0	183	26	**24**	**32**	0	**82**	15	156	**22**	0	193	
+30 mins.	4	24	13	0	41	16	132	3	**1**	152	24	18	31	0	73	**21**	177	16	0	214	
+45 mins.	**7**	22	17	0	46	24	**171**	5	0	**200**	27	22	21	0	70	14	187	16	0	217	
Total Volume	20	85	70	0	175	106	568	21	1	696	108	80	114	0	302	61	716	72	0	849	
% App. Total	11.4	48.6	40	0		15.2	81.6	3	0.1		35.8	26.5	37.7	0		7.2	84.3	8.5	0		
PHF	.714	.850	.875	.000	.875	.631	.830	.750	.250	.870	.871	.833	.891	.000	.921	.726	.913	.818	.000	.943	
Automobiles	20	84	66	0	170	97	495	20	1	613	103	78	110	0	291	60	667	71	0	798	
% Automobiles	100	98.8	94.3	0	97.1	91.5	87.1	95.2	100	88.1	95.4	97.5	96.5	0	96.4	98.4	93.2	98.6	0	94	
Trucks	0	1	3	0	4	8	73	1	0	82	5	2	4	0	11	1	48	1	0	50	
% Trucks	0	1.2	4.3	0	2.3	7.5	12.9	4.8	0	11.8	4.6	2.5	3.5	0	3.6	1.6	6.7	1.4	0	5.9	
Buses	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	1.4	0	0.6	0.9	0	0	0	0.1	0	0	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ SR 29 S/Main St
LaBelle, FL

File Name : 23164-17
Site Code : 23164-17
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks - Buses

	Main St Southbound					SR 80 Westbound					Main St (SR 29S) Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	3	13	0	0	16	0	0	0	0	0	0	20	1	0	21	37
06:15	0	0	1	0	1	0	14	0	0	14	0	0	1	0	1	0	10	1	0	11	27
06:30	0	0	0	0	0	0	13	0	0	13	0	1	1	0	2	1	18	0	0	19	34
06:45	0	0	3	0	3	1	7	0	0	8	0	1	0	0	1	0	38	1	0	39	51
Total	0	0	4	0	4	4	47	0	0	51	0	2	2	0	4	1	86	3	0	90	149
07:00	0	0	1	0	1	0	14	0	0	14	1	0	0	0	1	1	19	1	0	21	37
07:15	0	0	1	0	1	2	21	0	0	23	2	0	0	0	2	1	19	1	0	21	47
07:30	1	0	0	0	1	1	25	0	0	26	2	0	1	0	3	0	29	1	0	30	60
07:45	0	0	0	0	0	2	16	0	0	18	1	0	2	0	3	0	20	2	0	22	43
Total	1	0	2	0	3	5	76	0	0	81	6	0	3	0	9	2	87	5	0	94	187
08:00	0	1	0	0	1	2	20	0	0	22	1	0	3	0	4	0	27	1	0	28	55
08:15	0	1	1	0	2	7	25	0	0	32	1	0	2	0	3	0	21	1	0	22	59
08:30	0	1	0	0	1	3	13	0	0	16	0	0	1	0	1	0	20	1	0	21	39
08:45	0	0	3	0	3	1	18	1	0	20	1	0	1	0	2	0	23	0	0	23	48
Total	0	3	4	0	7	13	76	1	0	90	3	0	7	0	10	0	91	3	0	94	201
09:00	1	0	1	0	2	7	27	0	0	34	0	0	3	0	3	0	26	1	0	27	66
09:15	0	2	2	0	4	3	32	0	0	35	0	1	1	0	2	2	26	0	0	28	69
09:30	1	0	1	0	2	3	14	0	0	17	1	1	1	0	3	1	18	1	0	20	42
09:45	0	0	0	0	0	3	21	2	0	26	1	0	2	0	3	1	20	0	0	21	50
Total	2	2	4	0	8	16	94	2	0	112	2	2	7	0	11	4	90	2	0	96	227
*** BREAK ***																					
15:00	0	0	0	0	0	3	12	0	0	15	2	0	1	0	3	0	10	2	0	12	30
15:15	0	1	1	0	2	6	21	0	0	27	2	0	1	0	3	0	18	1	0	19	51
15:30	0	0	0	0	0	3	15	1	0	19	2	1	3	0	6	0	7	1	0	8	33
15:45	0	1	1	0	2	2	23	0	0	25	2	0	1	0	3	0	8	3	0	11	41
Total	0	2	2	0	4	14	71	1	0	86	8	1	6	0	15	0	43	7	0	50	155
16:00	0	0	2	0	2	2	15	0	0	17	0	2	1	0	3	0	15	0	0	15	37
16:15	0	0	1	0	1	2	20	0	0	22	1	0	0	0	1	0	9	1	0	10	34
16:30	0	0	0	0	0	0	18	0	0	18	2	0	2	0	4	0	10	0	0	10	32
16:45	0	0	1	0	1	0	11	0	0	11	0	1	1	0	2	0	15	0	0	15	29
Total	0	0	4	0	4	4	64	0	0	68	3	3	4	0	10	0	49	1	0	50	132
17:00	0	1	1	0	2	1	7	0	0	8	0	0	1	0	1	1	15	0	0	16	27
17:15	0	1	0	0	1	1	16	0	0	17	0	0	1	0	1	0	8	1	0	9	28
17:30	0	0	1	0	1	1	16	0	0	17	0	0	1	0	1	0	6	0	0	6	25
17:45	0	0	0	0	0	2	13	0	0	15	1	0	0	0	1	0	8	0	0	8	24
Total	0	2	2	0	4	5	52	0	0	57	1	0	3	0	4	1	37	1	0	39	104
18:00	0	1	0	0	1	1	4	0	0	5	1	0	2	0	3	0	13	0	0	13	22
18:15	0	0	0	0	0	0	11	0	0	11	1	0	1	0	2	0	11	0	0	11	24
18:30	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	6	0	0	6	21
18:45	0	0	0	0	0	0	14	0	0	14	0	0	1	0	1	0	12	0	0	12	27
Total	0	1	0	0	1	3	42	0	0	45	2	0	4	0	6	0	42	0	0	42	94
Grand Total	3	10	22	0	35	64	522	4	0	590	25	8	36	0	69	8	525	22	0	555	1249
Apprch %	8.6	28.6	62.9	0		10.8	88.5	0.7	0		36.2	11.6	52.2	0		1.4	94.6	4	0		
Total %	0.2	0.8	1.8	0	2.8	5.1	41.8	0.3	0	47.2	2	0.6	2.9	0	5.5	0.6	42	1.8	0	44.4	
Trucks	3	9	21	0	33	59	520	4	0	583	25	8	36	0	69	8	522	20	0	550	1235
% Trucks	100	90	95.5	0	94.3	92.2	99.6	100	0	98.8	100	100	100	0	100	100	99.4	90.9	0	99.1	98.9
Buses	0	1	1	0	2	5	2	0	0	7	0	0	0	0	0	0	3	2	0	5	14
% Buses	0	10	4.5	0	5.7	7.8	0.4	0	0	1.2	0	0	0	0	0	0	0.6	9.1	0	0.9	1.1

Intersection Turning Movement Count

SR 80 @ SR 29S/Main St
LaBelle, FL

File Name : 23164-17p
Site Code : 23164-17
Start Date : 7/13/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Main St Southbound	SR 80 Westbound	Main St (SR 29S) Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
06:00	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
*** BREAK ***					
07:45	0	0	2	0	2
Total	0	0	2	0	2
*** BREAK ***					
08:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
*** BREAK ***					
09:30	1	0	1	0	2
*** BREAK ***					
Total	1	0	1	0	2
*** BREAK ***					
15:15	0	0	0	3	3
15:30	1	0	0	1	2
*** BREAK ***					
Total	1	0	0	4	5
*** BREAK ***					
17:00	0	0	1	0	1
17:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	2	0	2
18:00	1	0	0	0	1
18:15	1	0	0	0	1
*** BREAK ***					
18:45	1	0	0	1	2
Total	3	0	0	1	4
Grand Total	5	0	7	5	17
Apprch %	100	0	100	100	
Total %	29.4	0	41.2	29.4	
Pedestrians	4	0	6	4	14
% Pedestrians	80	0	85.7	80	82.4
Bicycles	1	0	1	1	3
% Bicycles	20	0	14.3	20	17.6

Intersection Turning Movement Count

SR 80 @ SR 29N/Bridge St
LaBelle, FL

File Name : 23164-18
Site Code : 23164-18
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

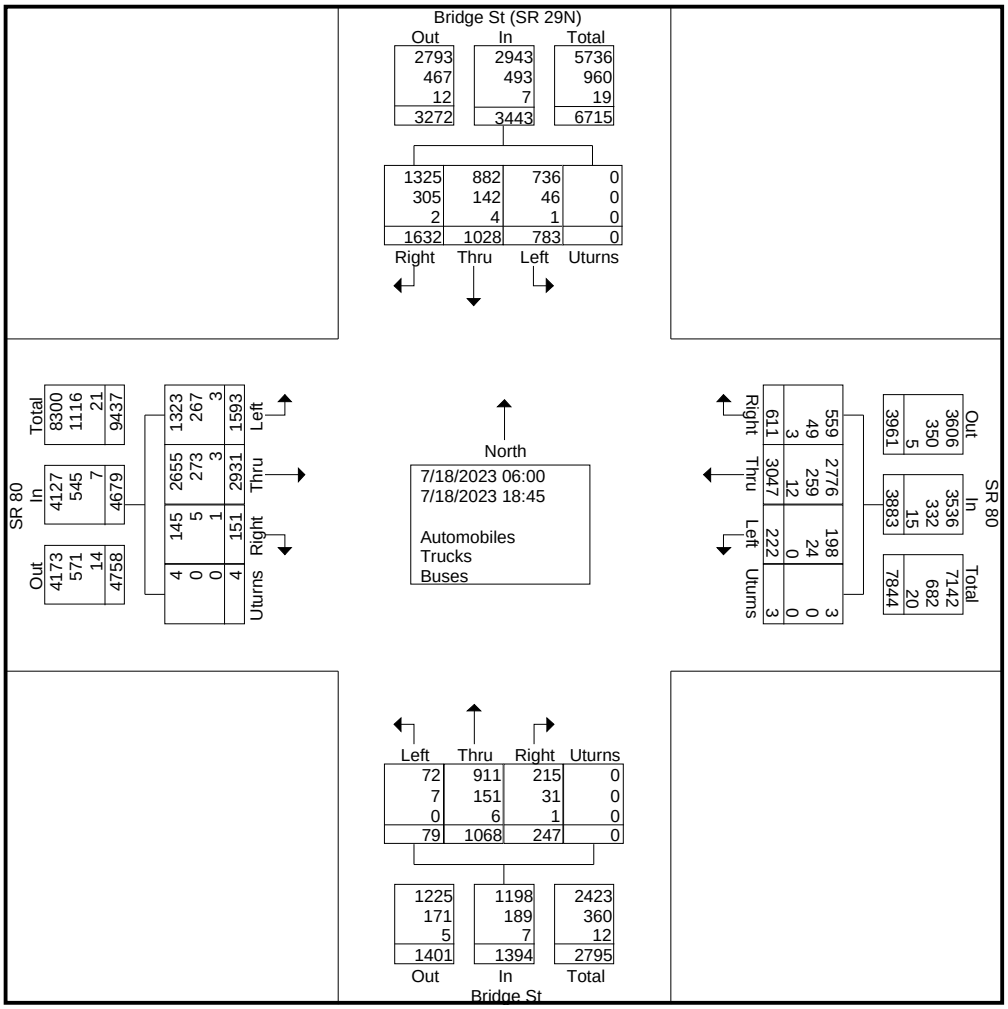
	Bridge St (SR 29N) Southbound					SR 80 Westbound					Bridge St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	17	39	40	0	96	5	79	7	0	91	1	24	4	0	29	25	40	1	0	66	282
06:15	18	24	46	0	88	5	80	12	0	97	0	25	8	0	33	35	33	0	0	68	286
06:30	20	34	49	0	103	5	82	12	0	99	2	22	4	0	28	36	43	0	0	79	309
06:45	18	39	51	0	108	3	92	16	0	111	2	27	6	0	35	32	53	3	0	88	342
Total	73	136	186	0	395	18	333	47	0	398	5	98	22	0	125	128	169	4	0	301	1219
07:00	19	28	44	0	91	6	110	16	1	133	1	20	5	0	26	41	69	1	0	111	361
07:15	28	26	58	0	112	7	101	22	0	130	0	19	10	0	29	39	76	4	0	119	390
07:30	30	38	45	0	113	13	109	16	0	138	2	26	5	0	33	30	65	7	0	102	386
07:45	26	37	54	0	117	14	139	14	0	167	0	23	6	0	29	35	71	6	0	112	425
Total	103	129	201	0	433	40	459	68	1	568	3	88	26	0	117	145	281	18	0	444	1562
08:00	18	35	50	0	103	14	108	17	0	139	1	33	4	0	38	38	75	9	0	122	402
08:15	22	40	68	0	130	12	99	19	0	130	2	28	10	0	40	35	64	5	0	104	404
08:30	16	21	49	0	86	6	108	9	0	123	3	31	2	0	36	46	74	4	0	124	369
08:45	16	29	54	0	99	9	100	20	0	129	1	33	14	0	48	57	75	7	0	139	415
Total	72	125	221	0	418	41	415	65	0	521	7	125	30	0	162	176	288	25	0	489	1590
09:00	21	30	59	0	110	10	100	16	0	126	2	20	7	0	29	39	81	1	0	121	386
09:15	17	27	56	0	100	7	94	15	0	116	2	29	5	0	36	51	79	8	0	138	390
09:30	24	27	48	0	99	2	81	16	0	99	7	35	10	0	52	39	67	4	0	110	360
09:45	19	31	62	0	112	6	111	21	0	138	2	31	6	0	39	50	75	10	0	135	424
Total	81	115	225	0	421	25	386	68	0	479	13	115	28	0	156	179	302	23	0	504	1560
*** BREAK ***																					
15:00	22	20	51	0	93	9	86	19	0	114	4	39	6	0	49	55	119	4	1	179	435
15:15	20	21	41	0	82	5	102	17	0	124	2	31	7	0	40	50	122	8	0	180	426
15:30	20	33	53	0	106	6	91	15	1	113	4	39	7	0	50	51	102	8	0	161	430
15:45	16	38	63	0	117	5	99	20	1	125	4	38	6	0	48	70	120	6	0	196	486
Total	78	112	208	0	398	25	378	71	2	476	14	147	26	0	187	226	463	26	1	716	1777
16:00	25	44	70	0	139	5	78	29	0	112	6	33	12	0	51	63	117	8	1	189	491
16:15	27	33	50	0	110	8	87	21	0	116	3	41	12	0	56	60	107	5	0	172	454
16:30	30	35	50	0	115	4	107	20	0	131	6	56	9	0	71	64	106	3	0	173	490
16:45	41	38	48	0	127	7	102	27	0	136	1	41	7	0	49	61	149	9	0	219	531
Total	123	150	218	0	491	24	374	97	0	495	16	171	40	0	227	248	479	25	1	753	1966
17:00	40	43	55	0	138	6	104	30	0	140	8	60	15	0	83	63	151	2	0	216	577
17:15	33	38	35	0	106	3	98	31	0	132	2	38	13	0	53	70	137	5	0	212	503
17:30	28	35	57	0	120	12	113	22	0	147	2	53	10	0	65	52	117	7	0	176	508
17:45	31	33	49	0	113	7	100	23	0	130	2	38	7	0	47	77	135	0	0	212	502
Total	132	149	196	0	477	28	415	106	0	549	14	189	45	0	248	262	540	14	0	816	2090
18:00	27	26	43	0	96	6	88	24	0	118	0	33	9	0	42	60	125	5	0	190	446
18:15	22	22	52	0	96	8	81	28	0	117	3	45	5	0	53	65	103	3	1	172	438
18:30	39	27	41	0	107	3	72	22	0	97	1	28	10	0	39	54	99	5	0	158	401
18:45	33	37	41	0	111	4	46	15	0	65	3	29	6	0	38	50	82	3	1	136	350
Total	121	112	177	0	410	21	287	89	0	397	7	135	30	0	172	229	409	16	2	656	1635
Grand Total	783	1028	1632	0	3443	222	3047	611	3	3883	79	1068	247	0	1394	1593	2931	151	4	4679	13399
Apprch %	22.7	29.9	47.4	0		5.7	78.5	15.7	0.1		5.7	76.6	17.7	0		34	62.6	3.2	0.1		
Total %	5.8	7.7	12.2	0	25.7	1.7	22.7	4.6	0	29	0.6	8	1.8	0	10.4	11.9	21.9	1.1	0	34.9	

Intersection Turning Movement Count

File Name : 23164-18
Site Code : 23164-18
Start Date : 7/18/2023
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Groups Printed- Automobiles - Trucks - Buses

	Bridge St (SR 29N) Southbound					SR 80 Westbound					Bridge St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	736	882	1325	0	2943	198	2776	559	3	3536	72	911	215	0	1198	1323	2655	145	4	4127	11804
% Automobiles	94	85.8	81.2	0	85.5	89.2	91.1	91.5	100	91.1	91.1	85.3	87	0	85.9	83.1	90.6	96	100	88.2	88.1
Trucks	46	142	305	0	493	24	259	49	0	332	7	151	31	0	189	267	273	5	0	545	1559
% Trucks	5.9	13.8	18.7	0	14.3	10.8	8.5	8	0	8.6	8.9	14.1	12.6	0	13.6	16.8	9.3	3.3	0	11.6	11.6
Buses	1	4	2	0	7	0	12	3	0	15	0	6	1	0	7	3	3	1	0	7	36
% Buses	0.1	0.4	0.1	0	0.2	0	0.4	0.5	0	0.4	0	0.6	0.4	0	0.5	0.2	0.1	0.7	0	0.1	0.3



Intersection Turning Movement Count

File Name : 23164-18
Site Code : 23164-18
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	Bridge St (SR 29N) Southbound					SR 80 Westbound					Bridge St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**30**	38	45	0	113	13	109	16	0	138	**2**	26	5	0	33	30	65	7	0	102	386
07:45	26	37	54	0	117	**14**	**139**	14	0	**167**	0	23	6	0	29	35	71	6	0	112	**425**
08:00	18	35	50	0	103	14	108	17	0	139	1	**33**	4	0	38	**38**	**75**	**9**	0	**122**	402
08:15	22	**40**	**68**	0	**130**	12	99	**19**	0	130	2	28	**10**	0	**40**	35	64	5	0	104	404
Total Volume	96	150	217	0	463	53	455	66	0	574	5	110	25	0	140	138	275	27	0	440	1617
% App. Total	20.7	32.4	46.9	0		9.2	79.3	11.5	0		3.6	78.6	17.9	0		31.4	62.5	6.1	0		
PHF	.800	.938	.798	.000	.890	.946	.818	.868	.000	.859	.625	.833	.625	.000	.875	.908	.917	.750	.000	.902	.951
Automobiles	92	131	167	0	390	48	406	57	0	511	5	84	18	0	107	93	218	24	0	335	1343
% Automobiles	95.8	87.3	77.0	0	84.2	90.6	89.2	86.4	0	89.0	100	76.4	72.0	0	76.4	67.4	79.3	88.9	0	76.1	83.1
Trucks	4	19	49	0	72	5	45	9	0	59	0	26	7	0	33	45	57	3	0	105	269
% Trucks	4.2	12.7	22.6	0	15.6	9.4	9.9	13.6	0	10.3	0	23.6	28.0	0	23.6	32.6	20.7	11.1	0	23.9	16.6
Buses	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
% Buses	0	0	0.5	0	0.2	0	0.9	0	0	0.7	0	0	0	0	0	0	0	0	0	0	0.3

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					07:15					08:45					08:30				
+0 mins.	**30**	38	45	0	113	7	101	**22**	0	130	1	33	**14**	0	48	46	74	4	0	124
+15 mins.	26	37	54	0	117	13	109	16	0	138	2	20	7	0	29	**57**	75	7	0	**139**
+30 mins.	18	35	50	0	103	**14**	**139**	14	0	**167**	2	29	5	0	36	39	**81**	1	0	121
+45 mins.	22	**40**	**68**	0	**130**	14	108	17	0	139	**7**	**35**	10	0	**52**	51	79	**8**	0	138
Total Volume	96	150	217	0	463	48	457	69	0	574	12	117	36	0	165	193	309	20	0	522
% App. Total	20.7	32.4	46.9	0		8.4	79.6	12	0		7.3	70.9	21.8	0		37	59.2	3.8	0	
PHF	.800	.938	.798	.000	.890	.857	.822	.784	.000	.859	.429	.836	.643	.000	.793	.846	.954	.625	.000	.939
Automobiles	92	131	167	0	390	44	403	56	0	503	11	90	31	0	132	143	270	20	0	433
% Automobiles	95.8	87.3	77	0	84.2	91.7	88.2	81.2	0	87.6	91.7	76.9	86.1	0	80	74.1	87.4	100	0	83
Trucks	4	19	49	0	72	4	53	13	0	70	1	25	5	0	31	50	39	0	0	89
% Trucks	4.2	12.7	22.6	0	15.6	8.3	11.6	18.8	0	12.2	8.3	21.4	13.9	0	18.8	25.9	12.6	0	0	17
Buses	0	0	1	0	1	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0
% Buses	0	0	0.5	0	0.2	0	0.2	0	0	0.2	0	1.7	0	0	1.2	0	0	0	0	0

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	**41**	38	48	0	127	7	102	27	0	136	1	41	7	0	49	61	149	**9**	0	**219**	531
17:00	40	**43**	55	0	**138**	6	104	30	0	140	**8**	**60**	**15**	0	**83**	63	**151**	2	0	216	**577**
17:15	33	38	35	0	106	3	98	**31**	0	132	2	38	13	0	53	**70**	137	5	0	212	503
17:30	28	35	**57**	0	120	**12**	**113**	22	0	**147**	2	53	10	0	65	52	117	7	0	176	508
Total Volume	142	154	195	0	491	28	417	110	0	555	13	192	45	0	250	246	554	23	0	823	2119
% App. Total	28.9	31.4	39.7	0		5	75.1	19.8	0		5.2	76.8	18	0		29.9	67.3	2.8	0		
PHF	.866	.895	.855	.000	.889	.583	.923	.887	.000	.944	.406	.800	.750	.000	.753	.879	.917	.639	.000	.939	.918
Automobiles	134	142	168	0	444	28	392	98	0	518	12	181	41	0	234	223	524	22	0	769	1965
% Automobiles	94.4	92.2	86.2	0	90.4	100	94.0	89.1	0	93.3	92.3	94.3	91.1	0	93.6	90.7	94.6	95.7	0	93.4	92.7
Trucks	7	12	27	0	46	0	25	11	0	36	1	11	4	0	16	23	29	0	0	52	150
% Trucks	4.9	7.8	13.8	0	9.4	0	6.0	10.0	0	6.5	7.7	5.7	8.9	0	6.4	9.3	5.2	0	0	6.3	7.1
Buses	1	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	1	1	0	2	4
% Buses	0.7	0	0	0	0.2	0	0	0.9	0	0.2	0	0	0	0	0	0	0.2	4.3	0	0.2	0.2

Intersection Turning Movement Count

File Name : 23164-18
Site Code : 23164-18
Start Date : 7/18/2023
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	Bridge St (SR 29N) Southbound					SR 80 Westbound					Bridge St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:45					16:15					16:45					
+0 mins.	25	**44**	**70**	0	**139**	7	102	27	0	136	3	41	12	0	56	61	149	**9**	0	**219**	
+15 mins.	27	33	50	0	110	6	104	30	0	140	6	56	9	0	71	63	**151**	2	0	216	
+30 mins.	30	35	50	0	115	3	98	**31**	0	132	1	41	7	0	49	**70**	137	5	0	212	
+45 mins.	**41**	38	48	0	127	**12**	**113**	22	0	**147**	**8**	**60**	**15**	0	**83**	52	117	7	0	176	
Total Volume	123	150	218	0	491	28	417	110	0	555	18	198	43	0	259	246	554	23	0	823	
% App. Total	25.1	30.5	44.4	0		5	75.1	19.8	0		6.9	76.4	16.6	0		29.9	67.3	2.8	0		
PHF	.750	.852	.779	.000	.883	.583	.923	.887	.000	.944	.563	.825	.717	.000	.780	.879	.917	.639	.000	.939	
Automobiles	117	135	181	0	433	28	392	98	0	518	16	179	39	0	234	223	524	22	0	769	
% Automobiles	95.1	90	83	0	88.2	100	94	89.1	0	93.3	88.9	90.4	90.7	0	90.3	90.7	94.6	95.7	0	93.4	
Trucks	6	13	37	0	56	0	25	11	0	36	2	18	4	0	24	23	29	0	0	52	
% Trucks	4.9	8.7	17	0	11.4	0	6	10	0	6.5	11.1	9.1	9.3	0	9.3	9.3	5.2	0	0	6.3	
Buses	0	2	0	0	2	0	0	1	0	1	0	1	0	0	1	0	1	1	0	2	
% Buses	0	1.3	0	0	0.4	0	0	0.9	0	0.2	0	0.5	0	0	0.4	0	0.2	4.3	0	0.2	

Intersection Turning Movement Count

SR 80 @ SR 29N/Bridge St
LaBelle, FL

File Name : 23164-18
Site Code : 23164-18
Start Date : 7/18/2023
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Groups Printed- Trucks - Buses

	Bridge St (SR 29N) Southbound					SR 80 Westbound					Bridge St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	4	8	12	0	24	1	4	1	0	6	0	2	4	0	6	11	9	0	0	20	56
06:15	0	5	5	0	10	2	9	0	0	11	0	5	0	0	5	11	7	0	0	18	44
06:30	2	10	11	0	23	1	0	1	0	2	0	8	0	0	8	14	14	0	0	28	61
06:45	1	9	7	0	17	1	3	2	0	6	0	13	2	0	15	15	12	0	0	27	65
Total	7	32	35	0	74	5	16	4	0	25	0	28	6	0	34	51	42	0	0	93	226
07:00	3	6	13	0	22	0	9	2	0	11	0	5	1	0	6	11	11	0	0	22	61
07:15	3	5	8	0	16	2	16	7	0	25	0	6	2	0	8	15	19	0	0	34	83
07:30	2	7	9	0	18	0	14	0	0	14	0	6	2	0	8	11	14	0	0	25	65
07:45	1	4	12	0	17	0	17	4	0	21	0	6	1	0	7	11	10	1	0	22	67
Total	9	22	42	0	73	2	56	13	0	71	0	23	6	0	29	48	54	1	0	103	276
08:00	0	3	15	0	18	2	7	2	0	11	0	7	1	0	8	15	19	2	0	36	73
08:15	1	5	14	0	20	3	11	3	0	17	0	7	3	0	10	8	14	0	0	22	69
08:30	2	5	12	0	19	2	14	0	0	16	1	5	0	0	6	13	7	0	0	20	61
08:45	1	4	14	0	19	1	9	2	0	12	0	10	0	0	10	15	11	0	0	26	67
Total	4	17	55	0	76	8	41	7	0	56	1	29	4	0	34	51	51	2	0	104	270
09:00	1	5	14	0	20	2	10	1	0	13	0	2	1	0	3	9	9	0	0	18	54
09:15	1	4	14	0	19	2	10	0	0	12	0	8	2	0	10	13	12	0	0	25	66
09:30	5	4	13	0	22	0	6	0	0	6	1	7	2	0	10	6	8	1	0	15	53
09:45	0	3	18	0	21	0	16	1	0	17	0	8	3	0	11	20	9	0	0	29	78
Total	7	16	59	0	82	4	42	2	0	48	1	25	8	0	34	48	38	1	0	87	251
*** BREAK ***																					
15:00	2	5	9	0	16	2	12	2	0	16	2	6	0	0	8	9	8	0	0	17	57
15:15	2	4	9	0	15	0	10	0	0	10	0	3	2	0	5	7	10	1	0	18	48
15:30	0	7	9	0	16	1	8	0	0	9	0	3	0	0	3	2	7	0	0	9	37
15:45	1	4	9	0	14	0	17	1	0	18	0	4	0	0	4	8	8	0	0	16	52
Total	5	20	36	0	61	3	47	3	0	53	2	16	2	0	20	26	33	1	0	60	194
16:00	0	4	13	0	17	0	5	5	0	10	0	2	0	0	2	5	6	0	0	11	40
16:15	3	4	7	0	14	1	8	0	0	9	0	4	1	0	5	5	8	0	0	13	41
16:30	0	4	10	0	14	0	5	1	0	6	1	8	0	0	9	1	3	0	0	4	33
16:45	3	3	7	0	13	0	7	0	0	7	1	2	2	0	5	9	9	0	0	18	43
Total	6	15	37	0	58	1	25	6	0	32	2	16	3	0	21	20	26	0	0	46	157
17:00	1	2	6	0	9	0	8	7	0	15	0	5	1	0	6	3	5	1	0	9	39
17:15	1	3	4	0	8	0	4	5	0	9	0	2	1	0	3	6	8	0	0	14	34
17:30	3	4	10	0	17	0	6	0	0	6	0	2	0	0	2	5	8	0	0	13	38
17:45	1	6	7	0	14	1	6	1	0	8	0	2	0	0	2	5	3	0	0	8	32
Total	6	15	27	0	48	1	24	13	0	38	0	11	2	0	13	19	24	1	0	44	143
18:00	1	2	3	0	6	0	8	1	0	9	0	2	1	0	3	3	2	0	0	5	23
18:15	2	0	6	0	8	0	6	0	0	6	1	3	0	0	4	4	0	0	0	4	22
18:30	0	3	4	0	7	0	2	1	0	3	0	1	0	0	1	0	4	0	0	4	15
18:45	0	4	3	0	7	0	4	2	0	6	0	3	0	0	3	0	2	0	0	2	18
Total	3	9	16	0	28	0	20	4	0	24	1	9	1	0	11	7	8	0	0	15	78
Grand Total	47	146	307	0	500	24	271	52	0	347	7	157	32	0	196	270	276	6	0	552	1595
Apprch %	9.4	29.2	61.4	0		6.9	78.1	15	0		3.6	80.1	16.3	0		48.9	50	1.1	0		
Total %	2.9	9.2	19.2	0	31.3	1.5	17	3.3	0	21.8	0.4	9.8	2	0	12.3	16.9	17.3	0.4	0	34.6	
Trucks	46	142	305	0	493	24	259	49	0	332	7	151	31	0	189	267	273	5	0	545	1559
% Trucks	97.9	97.3	99.3	0	98.6	100	95.6	94.2	0	95.7	100	96.2	96.9	0	96.4	98.9	98.9	83.3	0	98.7	97.7
Buses	1	4	2	0	7	0	12	3	0	15	0	6	1	0	7	3	3	1	0	7	36
% Buses	2.1	2.7	0.7	0	1.4	0	4.4	5.8	0	4.3	0	3.8	3.1	0	3.6	1.1	1.1	16.7	0	1.3	2.3

Intersection Turning Movement Count

SR 80 @ SR 29N/Bridge St
LaBelle, FL

File Name : 23164-18p
Site Code : 23164-18
Start Date : 7/18/2023

Groups Printed- Pedestrians - Bicycles

	Bridge St (SR 29N) Southbound	SR 80 Westbound	Bridge St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
09:15	0	0	1	0	1
*** BREAK ***					
09:45	0	0	1	0	1
Total	0	0	2	0	2
*** BREAK ***					
15:45	0	0	1	0	1
Total	0	0	1	0	1
*** BREAK ***					
16:45	0	0	1	0	1
Total	0	0	1	0	1
*** BREAK ***					
17:15	0	0	0	1	1
17:30	0	0	0	1	1
17:45	0	0	1	1	2
Total	0	0	1	3	4
18:00	0	0	2	0	2
*** BREAK ***					
18:45	0	1	0	0	1
Total	0	1	2	0	3
Grand Total	0	1	7	3	11
Apprch %	0	100	100	100	
Total %	0	9.1	63.6	27.3	
Pedestrians	0	1	3	3	7
% Pedestrians	0	100	42.9	100	63.6
Bicycles	0	0	4	0	4
% Bicycles	0	0	57.1	0	36.4

Intersection Turning Movement Count

SR 80 @ Lee St
LaBelle, FL

File Name : 23164-19
Site Code : 23164-19
Start Date : 7/19/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

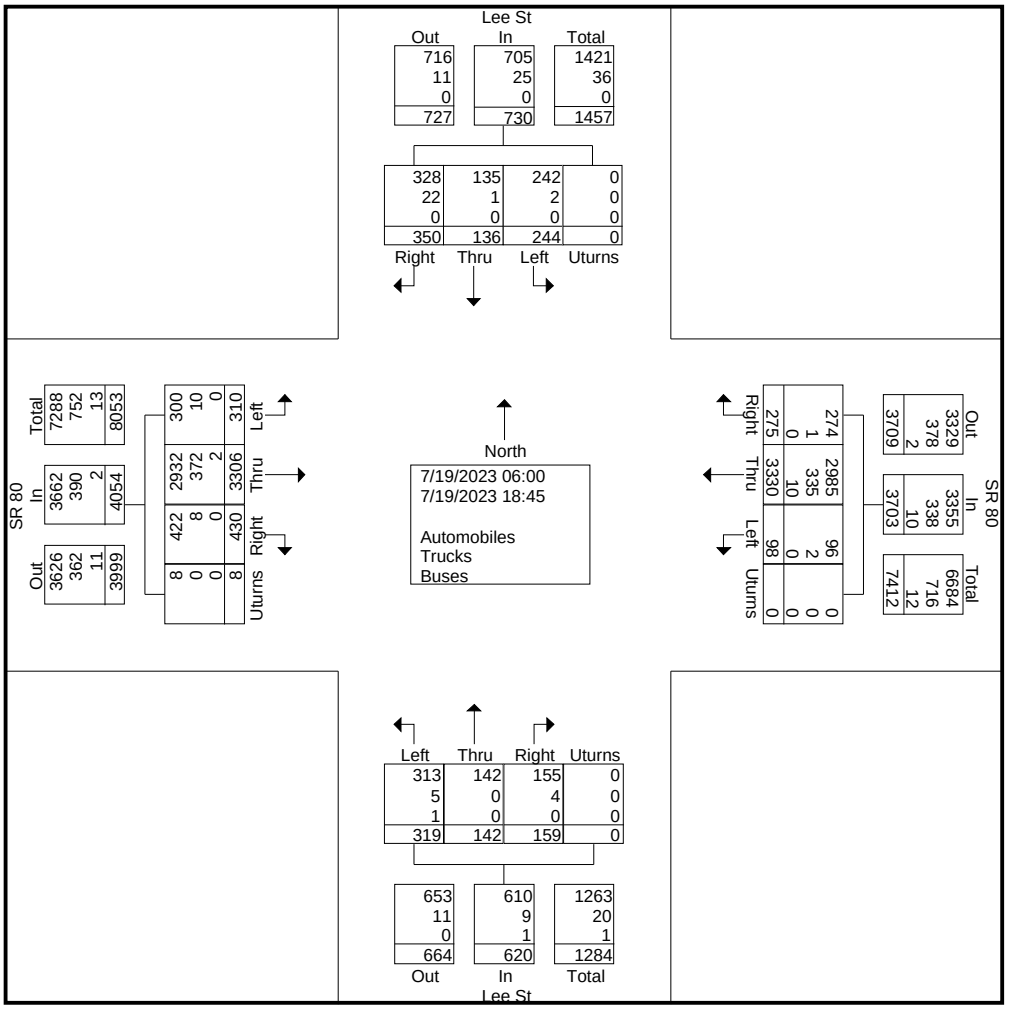
	Lee St Southbound					SR 80 Westbound					Lee St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	2	0	9	0	11	2	68	8	0	78	7	1	4	0	12	7	43	5	0	55	156
06:15	1	1	9	0	11	0	77	6	0	83	3	1	2	0	6	1	52	6	1	60	160
06:30	1	1	13	0	15	3	83	8	0	94	6	0	3	0	9	5	61	5	0	71	189
06:45	7	1	7	0	15	1	105	7	0	113	9	1	7	0	17	1	63	5	0	69	214
Total	11	3	38	0	52	6	333	29	0	368	25	3	16	0	44	14	219	21	1	255	719
07:00	1	2	8	0	11	6	116	7	0	129	12	1	3	0	16	0	69	7	0	76	232
07:15	5	2	12	0	19	1	113	2	0	116	10	1	2	0	13	12	83	13	1	109	257
07:30	2	5	9	0	16	6	133	7	0	146	9	3	3	0	15	6	96	9	0	111	288
07:45	3	8	13	0	24	6	137	6	0	149	6	6	8	0	20	8	80	15	1	104	297
Total	11	17	42	0	70	19	499	22	0	540	37	11	16	0	64	26	328	44	2	400	1074
08:00	2	5	11	0	18	4	114	8	0	126	9	2	5	0	16	6	85	14	0	105	265
08:15	5	3	12	0	20	4	107	6	0	117	7	4	4	0	15	6	76	10	0	92	244
08:30	4	3	10	0	17	2	105	5	0	112	14	4	4	0	22	12	77	16	0	105	256
08:45	7	2	7	0	16	1	119	6	0	126	10	4	4	0	18	10	73	14	1	98	258
Total	18	13	40	0	71	11	445	25	0	481	40	14	17	0	71	34	311	54	1	400	1023
09:00	6	3	15	0	24	1	87	9	0	97	21	0	4	0	25	13	59	13	0	85	231
09:15	7	0	8	0	15	4	99	10	0	113	7	5	5	0	17	9	83	14	0	106	251
09:30	8	7	9	0	24	5	95	1	0	101	10	8	3	0	21	5	69	15	1	90	236
09:45	7	10	13	0	30	3	98	10	0	111	10	6	5	0	21	6	84	22	1	113	275
Total	28	20	45	0	93	13	379	30	0	422	48	19	17	0	84	33	295	64	2	394	993
*** BREAK ***																					
15:00	12	10	13	0	35	2	100	14	0	116	11	7	3	0	21	9	114	12	0	135	307
15:15	12	3	5	0	20	4	112	10	0	126	11	4	6	0	21	8	111	13	0	132	299
15:30	8	10	15	0	33	7	85	6	0	98	13	5	8	0	26	15	100	16	0	131	288
15:45	6	4	15	0	25	4	105	12	0	121	13	7	8	0	28	14	138	14	1	167	341
Total	38	27	48	0	113	17	402	42	0	461	48	23	25	0	96	46	463	55	1	565	1235
16:00	7	7	13	0	27	3	104	12	0	119	9	8	4	0	21	12	121	16	0	149	316
16:15	7	4	15	0	26	4	94	13	0	111	9	7	8	0	24	12	150	18	0	180	341
16:30	6	9	9	0	24	2	117	8	0	127	11	8	8	0	27	11	137	17	0	165	343
16:45	15	6	11	0	32	2	102	14	0	118	8	6	2	0	16	10	161	16	0	187	353
Total	35	26	48	0	109	11	417	47	0	475	37	29	22	0	88	45	569	67	0	681	1353
17:00	14	3	13	0	30	6	116	13	0	135	14	11	9	0	34	12	156	11	1	180	379
17:15	18	6	12	0	36	1	118	12	0	131	11	8	8	0	27	11	166	14	0	191	385
17:30	15	1	12	0	28	4	109	6	0	119	11	2	4	0	17	14	143	13	0	170	334
17:45	9	4	10	0	23	3	103	14	0	120	7	1	6	0	14	17	147	19	0	183	340
Total	56	14	47	0	117	14	446	45	0	505	43	22	27	0	92	54	612	57	1	724	1438
18:00	17	6	12	0	35	1	95	12	0	108	9	4	3	0	16	18	136	17	0	171	330
18:15	7	2	10	0	19	1	107	7	0	115	11	8	2	0	21	10	140	14	0	164	319
18:30	4	4	8	0	16	3	99	6	0	108	8	5	7	0	20	19	125	22	0	166	310
18:45	19	4	12	0	35	2	108	10	0	120	13	4	7	0	24	11	108	15	0	134	313
Total	47	16	42	0	105	7	409	35	0	451	41	21	19	0	81	58	509	68	0	635	1272
Grand Total	244	136	350	0	730	98	3330	275	0	3703	319	142	159	0	620	310	3306	430	8	4054	9107
Apprch %	33.4	18.6	47.9	0		2.6	89.9	7.4	0		51.5	22.9	25.6	0		7.6	81.5	10.6	0.2		
Total %	2.7	1.5	3.8	0	8	1.1	36.6	3	0	40.7	3.5	1.6	1.7	0	6.8	3.4	36.3	4.7	0.1	44.5	

Intersection Turning Movement Count

File Name : 23164-19
Site Code : 23164-19
Start Date : 7/19/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Lee St Southbound					SR 80 Westbound					Lee St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	242	135	328	0	705	96	2985	274	0	3355	313	142	155	0	610	300	2932	422	8	3662	8332
% Automobiles	99.2	99.3	93.7	0	96.6	98	89.6	99.6	0	90.6	98.1	100	97.5	0	98.4	96.8	88.7	98.1	100	90.3	91.5
Trucks	2	1	22	0	25	2	335	1	0	338	5	0	4	0	9	10	372	8	0	390	762
% Trucks	0.8	0.7	6.3	0	3.4	2	10.1	0.4	0	9.1	1.6	0	2.5	0	1.5	3.2	11.3	1.9	0	9.6	8.4
Buses	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	2	0	0	2	13
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0.3	0	0	0	0.2	0	0.1	0	0	0	0.1



Intersection Turning Movement Count

File Name : 23164-19
Site Code : 23164-19
Start Date : 7/19/2023
Page No : 3

	Lee St Southbound					SR 80 Westbound					Lee St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**5**	2	12	0	19	1	113	2	0	116	**10**	1	2	0	13	**12**	83	13	**1**	109	257
07:30	2	5	9	0	16	**6**	133	7	0	146	9	3	3	0	15	6	**96**	9	0	**111**	288
07:45	3	**8**	**13**	0	**24**	6	**137**	6	0	**149**	6	**6**	**8**	0	**20**	8	80	**15**	1	104	**297**
08:00	2	5	11	0	18	4	114	**8**	0	126	9	2	5	0	16	6	85	14	0	105	265
Total Volume	12	20	45	0	77	17	497	23	0	537	34	12	18	0	64	32	344	51	2	429	1107
% App. Total	15.6	26	58.4	0		3.2	92.6	4.3	0		53.1	18.8	28.1	0		7.5	80.2	11.9	0.5		
PHF	.600	.625	.865	.000	.802	.708	.907	.719	.000	.901	.850	.500	.563	.000	.800	.667	.896	.850	.500	.966	.932
Automobiles	12	20	42	0	74	17	429	23	0	469	33	12	16	0	61	31	264	49	2	346	950
% Automobiles	100	100	93.3	0	96.1	100	86.3	100	0	87.3	97.1	100	88.9	0	95.3	96.9	76.7	96.1	100	80.7	85.8
Trucks	0	0	3	0	3	0	67	0	0	67	1	0	2	0	3	1	80	2	0	83	156
% Trucks	0	0	6.7	0	3.9	0	13.5	0	0	12.5	2.9	0	11.1	0	4.7	3.1	23.3	3.9	0	19.3	14.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00					07:00					09:00					07:15					
+0 mins.	6	3	**15**	0	24	**6**	116	**7**	0	129	**21**	0	4	0	**25**	**12**	83	13	**1**	109	
+15 mins.	7	0	8	0	15	1	113	2	0	116	7	5	**5**	0	17	6	**96**	9	0	**111**	
+30 mins.	**8**	7	9	0	24	6	133	7	0	146	10	**8**	3	0	21	8	80	**15**	1	104	
+45 mins.	7	**10**	13	0	**30**	6	**137**	6	0	**149**	10	6	5	0	21	6	85	14	0	105	
Total Volume	28	20	45	0	93	19	499	22	0	540	48	19	17	0	84	32	344	51	2	429	
% App. Total	30.1	21.5	48.4	0		3.5	92.4	4.1	0		57.1	22.6	20.2	0		7.5	80.2	11.9	0.5		
PHF	.875	.500	.750	.000	.775	.792	.911	.786	.000	.906	.571	.594	.850	.000	.840	.667	.896	.850	.500	.966	
Automobiles	28	20	39	0	87	19	428	22	0	469	47	19	17	0	83	31	264	49	2	346	
% Automobiles	100	100	86.7	0	93.5	100	85.8	100	0	86.9	97.9	100	100	0	98.8	96.9	76.7	96.1	100	80.7	
Trucks	0	0	6	0	6	0	70	0	0	70	0	0	0	0	0	1	80	2	0	83	
% Trucks	0	0	13.3	0	6.5	0	14	0	0	13	0	0	0	0	0	3.1	23.3	3.9	0	19.3	
Buses	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	2.1	0	0	0	1.2	0	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	6	**9**	9	0	24	2	117	8	0	127	11	8	8	0	27	11	137	**17**	0	165	343
16:45	15	6	11	0	32	2	102	**14**	0	118	8	6	2	0	16	10	161	16	0	187	353
17:00	14	3	**13**	0	30	**6**	116	13	0	**135**	**14**	**11**	**9**	0	**34**	**12**	156	11	**1**	180	379
17:15	**18**	6	12	0	**36**	1	**118**	12	0	131	11	8	8	0	27	11	**166**	14	0	**191**	**385**
Total Volume	53	24	45	0	122	11	453	47	0	511	44	33	27	0	104	44	620	58	1	723	1460
% App. Total	43.4	19.7	36.9	0		2.2	88.6	9.2	0		42.3	31.7	26	0		6.1	85.8	8	0.1		
PHF	.736	.667	.865	.000	.847	.458	.960	.839	.000	.946	.786	.750	.750	.000	.765	.917	.934	.853	.250	.946	.948
Automobiles	53	24	44	0	121	11	423	46	0	480	44	33	25	0	102	44	588	58	1	691	1394
% Automobiles	100	100	97.8	0	99.2	100	93.4	97.9	0	93.9	100	100	92.6	0	98.1	100	94.8	100	100	95.6	95.5
Trucks	0	0	1	0	1	0	29	1	0	30	0	0	2	0	2	0	31	0	0	31	64
% Trucks	0	0	2.2	0	0.8	0	6.4	2.1	0	5.9	0	0	7.4	0	1.9	0	5.0	0	0	4.3	4.4
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	0.1

Intersection Turning Movement Count

File Name : 23164-19
Site Code : 23164-19
Start Date : 7/19/2023
Page No : 4

	Lee St Southbound					SR 80 Westbound					Lee St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					16:30					16:30					16:45					
+0 mins.	15	**6**	11	0	32	2	117	8	0	127	11	8	8	0	27	10	161	**16**	0	187	
+15 mins.	14	3	**13**	0	30	2	102	**14**	0	118	8	6	2	0	16	12	156	11	**1**	180	
+30 mins.	**18**	6	12	0	**36**	**6**	116	13	0	**135**	**14**	**11**	**9**	0	**34**	11	**166**	14	0	**191**	
+45 mins.	15	1	12	0	28	1	**118**	12	0	131	11	8	8	0	27	**14**	143	13	0	170	
Total Volume	62	16	48	0	126	11	453	47	0	511	44	33	27	0	104	47	626	54	1	728	
% App. Total	49.2	12.7	38.1	0		2.2	88.6	9.2	0		42.3	31.7	26	0		6.5	86	7.4	0.1		
PHF	.861	.667	.923	.000	.875	.458	.960	.839	.000	.946	.786	.750	.750	.000	.765	.839	.943	.844	.250	.953	
Automobiles	62	16	47	0	125	11	423	46	0	480	44	33	25	0	102	46	597	54	1	698	
% Automobiles	100	100	97.9	0	99.2	100	93.4	97.9	0	93.9	100	100	92.6	0	98.1	97.9	95.4	100	100	95.9	
Trucks	0	0	1	0	1	0	29	1	0	30	0	0	2	0	2	1	28	0	0	29	
% Trucks	0	0	2.1	0	0.8	0	6.4	2.1	0	5.9	0	0	7.4	0	1.9	2.1	4.5	0	0	4	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.2	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Lee St
LaBelle, FL

File Name : 23164-19
Site Code : 23164-19
Start Date : 7/19/2023
Page No : 1

Groups Printed- Trucks - Buses

	Lee St Southbound					SR 80 Westbound					Lee St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	2	0	2	0	12	0	0	12	1	0	0	0	1	3	8	1	0	12	27
06:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	16	0	0	16	20
06:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	9	1	0	10	16
06:45	0	0	2	0	2	0	5	0	0	5	1	0	0	0	1	0	16	0	0	16	24
Total	0	0	4	0	4	0	27	0	0	27	2	0	0	0	2	3	49	2	0	54	87
07:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	17	1	0	18	31
07:15	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	11	0	0	11	24
07:30	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	1	21	2	0	24	50
07:45	0	0	1	0	1	0	19	0	0	19	0	0	2	0	2	0	24	0	0	24	46
Total	0	0	1	0	1	0	71	0	0	71	0	0	2	0	2	1	73	3	0	77	151
08:00	0	0	2	0	2	0	10	0	0	10	1	0	0	0	1	0	24	0	0	24	37
08:15	2	0	0	0	2	0	19	0	0	19	0	0	0	0	0	1	19	0	0	20	41
08:30	0	0	0	0	0	1	23	0	0	24	0	0	0	0	0	0	10	0	0	10	34
08:45	0	0	1	0	1	0	16	0	0	16	1	0	0	0	1	0	12	1	0	13	31
Total	2	0	3	0	5	1	68	0	0	69	2	0	0	0	2	1	65	1	0	67	143
09:00	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	21
09:15	0	0	1	0	1	0	14	0	0	14	0	0	0	0	0	0	19	0	0	19	34
09:30	0	0	2	0	2	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	34
09:45	0	0	1	0	1	0	11	0	0	11	1	0	0	0	1	0	14	0	0	14	27
Total	0	0	6	0	6	0	50	0	0	50	1	0	0	0	1	0	59	0	0	59	116
*** BREAK ***																					
15:00	0	1	2	0	3	0	9	0	0	9	0	0	0	0	0	0	9	1	0	10	22
15:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	1	7	1	0	9	19
15:30	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	18
15:45	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	22
Total	0	1	2	0	3	0	38	0	0	38	0	0	0	0	0	1	37	2	0	40	81
16:00	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	11
16:15	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	26
16:30	0	0	0	0	0	0	12	0	0	12	0	0	2	0	2	0	6	0	0	6	20
16:45	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	9	0	0	9	13
Total	0	0	2	0	2	0	30	1	0	31	0	0	2	0	2	0	35	0	0	35	70
17:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
17:15	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	19
17:30	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	1	3	0	0	4	15
17:45	0	0	1	0	1	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	20
Total	0	0	2	0	2	1	35	0	0	36	0	0	0	0	0	1	29	0	0	30	68
18:00	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	11
18:15	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	1	10	0	0	11	18
18:30	0	0	1	0	1	0	6	0	0	6	0	0	0	0	0	1	6	0	0	7	14
18:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	1	7	0	0	8	16
Total	0	0	2	0	2	0	26	0	0	26	1	0	0	0	1	3	27	0	0	30	59
Grand Total	2	1	22	0	25	2	345	1	0	348	6	0	4	0	10	10	374	8	0	392	775
Apprch %	8	4	88	0		0.6	99.1	0.3	0		60	0	40	0		2.6	95.4	2	0		
Total %	0.3	0.1	2.8	0	3.2	0.3	44.5	0.1	0	44.9	0.8	0	0.5	0	1.3	1.3	48.3	1	0	50.6	
Trucks	2	1	22	0	25	2	335	1	0	338	5	0	4	0	9	10	372	8	0	390	762
% Trucks	100	100	100	0	100	100	97.1	100	0	97.1	83.3	0	100	0	90	100	99.5	100	0	99.5	98.3
Buses	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	2	0	0	2	13
% Buses	0	0	0	0	0	0	2.9	0	0	2.9	16.7	0	0	0	10	0	0.5	0	0	0.5	1.7

Intersection Turning Movement Count

SR 80 @ Lee St
LaBelle, FL

File Name : 23164-19p
Site Code : 23164-19
Start Date : 7/19/2023

Groups Printed- Pedestrians - Bicycles

	Lee St Southbound	SR 80 Westbound	Lee St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
07:30	0	0	1	0	1
07:45	0	0	1	0	1
Total	0	0	2	0	2
*** BREAK ***					
09:00	0	1	0	0	1
09:15	0	1	0	0	1
*** BREAK ***					
09:45	0	0	0	1	1
Total	0	2	0	1	3
*** BREAK ***					
15:30	0	0	0	1	1
*** BREAK ***					
Total	0	0	0	1	1
*** BREAK ***					
16:30	0	0	0	1	1
*** BREAK ***					
Total	0	0	0	1	1
*** BREAK ***					
18:30	0	1	0	0	1
*** BREAK ***					
Total	0	1	0	0	1
Grand Total	0	3	2	3	8
Apprch %	0	100	100	100	
Total %	0	37.5	25	37.5	
Pedestrians	0	0	1	2	3
% Pedestrians	0	0	50	66.7	37.5
Bicycles	0	3	1	1	5
% Bicycles	0	100	50	33.3	62.5

Intersection Turning Movement Count

SR 80 @ Missouri St
LaBelle, FL

File Name : 23164-20
Site Code : 23164-20
Start Date : 7/13/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

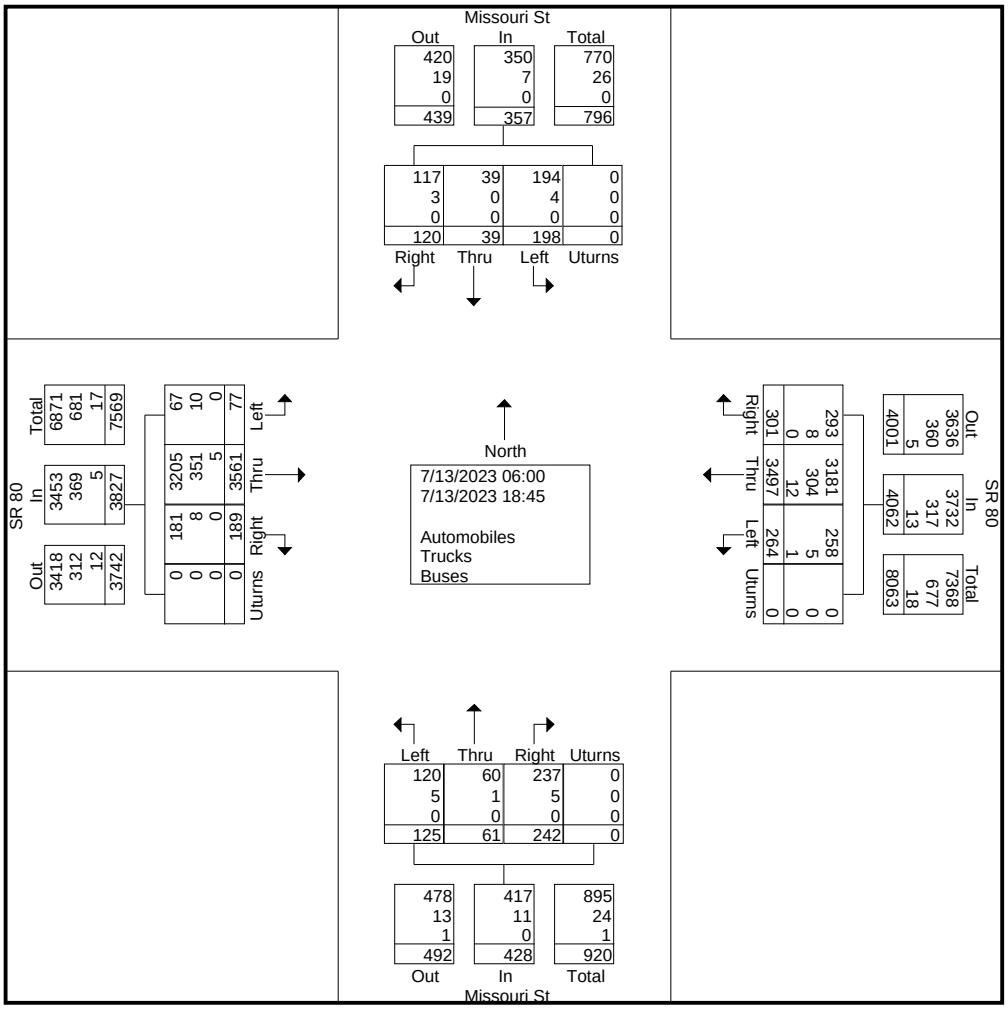
	Missouri St Southbound					SR 80 Westbound					Missouri St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	4	0	2	0	6	5	82	15	0	102	1	1	2	0	4	1	51	0	0	52	164
06:15	4	0	8	0	12	7	79	8	0	94	0	3	1	0	4	0	41	1	0	42	152
06:30	4	1	3	0	8	6	97	7	0	110	1	1	3	0	5	1	69	5	0	75	198
06:45	4	0	0	0	4	8	112	15	0	135	1	1	3	0	5	1	73	3	0	77	221
Total	16	1	13	0	30	26	370	45	0	441	3	6	9	0	18	3	234	9	0	246	735
07:00	2	0	5	0	7	9	94	13	0	116	1	0	6	0	7	3	55	4	0	62	192
07:15	7	1	4	0	12	4	105	10	0	119	1	0	0	0	1	3	81	2	0	86	218
07:30	2	2	4	0	8	10	143	14	0	167	1	0	4	0	5	3	97	3	0	103	283
07:45	4	0	1	0	5	10	125	15	0	150	2	1	7	0	10	0	92	2	0	94	259
Total	15	3	14	0	32	33	467	52	0	552	5	1	17	0	23	9	325	11	0	345	952
08:00	5	0	5	0	10	12	132	12	0	156	1	1	3	0	5	1	84	3	0	88	259
08:15	4	0	4	0	8	7	116	10	0	133	1	2	3	0	6	0	81	8	0	89	236
08:30	6	3	3	0	12	3	91	11	0	105	1	0	5	0	6	2	76	1	0	79	202
08:45	9	0	2	0	11	8	139	12	0	159	5	2	4	0	11	2	106	4	0	112	293
Total	24	3	14	0	41	30	478	45	0	553	8	5	15	0	28	5	347	16	0	368	990
09:00	7	0	4	0	11	4	95	13	0	112	6	2	4	0	12	2	84	5	0	91	226
09:15	4	3	8	0	15	8	113	10	0	131	1	2	6	0	9	2	90	5	0	97	252
09:30	3	0	8	0	11	12	98	11	0	121	5	0	5	0	10	4	67	7	0	78	220
09:45	3	2	1	0	6	14	114	2	0	130	9	4	6	0	19	3	84	3	0	90	245
Total	17	5	21	0	43	38	420	36	0	494	21	8	21	0	50	11	325	20	0	356	943
*** BREAK ***																					
15:00	6	1	1	0	8	10	85	7	0	102	3	0	8	0	11	2	106	11	0	119	240
15:15	5	0	2	0	7	6	103	8	0	117	7	1	12	0	20	2	143	7	0	152	296
15:30	9	2	4	0	15	9	95	9	0	113	5	3	7	0	15	5	122	10	0	137	280
15:45	5	1	5	0	11	9	108	5	0	122	7	6	8	0	21	5	137	15	0	157	311
Total	25	4	12	0	41	34	391	29	0	454	22	10	35	0	67	14	508	43	0	565	1127
16:00	15	2	3	0	20	6	104	5	0	115	5	1	14	0	20	4	158	11	0	173	328
16:15	15	1	4	0	20	16	137	4	0	157	8	1	12	0	21	4	146	10	0	160	358
16:30	5	3	2	0	10	8	119	5	0	132	5	3	15	0	23	4	145	6	0	155	320
16:45	13	3	4	0	20	7	113	16	0	136	4	1	11	0	16	2	167	10	0	179	351
Total	48	9	13	0	70	37	473	30	0	540	22	6	52	0	80	14	616	37	0	667	1357
17:00	10	2	6	0	18	11	116	3	0	130	7	2	15	0	24	3	179	8	0	190	362
17:15	3	1	6	0	10	10	126	11	0	147	9	7	15	0	31	4	174	9	0	187	375
17:30	6	2	5	0	13	11	114	10	0	135	5	3	15	0	23	3	139	5	0	147	318
17:45	6	4	6	0	16	5	112	9	0	126	3	4	11	0	18	0	165	2	0	167	327
Total	25	9	23	0	57	37	468	33	0	538	24	16	56	0	96	10	657	24	0	691	1382
18:00	8	1	1	0	10	10	113	9	0	132	8	2	9	0	19	3	145	12	0	160	321
18:15	5	2	1	0	8	7	126	8	0	141	6	2	11	0	19	0	136	6	0	142	310
18:30	6	1	2	0	9	4	100	9	0	113	3	4	7	0	14	3	129	8	0	140	276
18:45	9	1	6	0	16	8	91	5	0	104	3	1	10	0	14	5	139	3	0	147	281
Total	28	5	10	0	43	29	430	31	0	490	20	9	37	0	66	11	549	29	0	589	1188
Grand Total	198	39	120	0	357	264	3497	301	0	4062	125	61	242	0	428	77	3561	189	0	3827	8674
Apprch %	55.5	10.9	33.6	0		6.5	86.1	7.4	0		29.2	14.3	56.5	0		2	93	4.9	0		
Total %	2.3	0.4	1.4	0	4.1	3	40.3	3.5	0	46.8	1.4	0.7	2.8	0	4.9	0.9	41.1	2.2	0	44.1	

Intersection Turning Movement Count

File Name : 23164-20
Site Code : 23164-20
Start Date : 7/13/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Missouri St Southbound					SR 80 Westbound					Missouri St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	194	39	117	0	350	258	3181	293	0	3732	120	60	237	0	417	67	3205	181	0	3453	7952
% Automobiles	98	100	97.5	0	98	97.7	91	97.3	0	91.9	96	98.4	97.9	0	97.4	87	90	95.8	0	90.2	91.7
Trucks	4	0	3	0	7	5	304	8	0	317	5	1	5	0	11	10	351	8	0	369	704
% Trucks	2	0	2.5	0	2	1.9	8.7	2.7	0	7.8	4	1.6	2.1	0	2.6	13	9.9	4.2	0	9.6	8.1
Buses	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	5	0	0	5	18
% Buses	0	0	0	0	0	0.4	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-20
Site Code : 23164-20
Start Date : 7/13/2023
Page No : 3

	Missouri St Southbound					SR 80 Westbound					Missouri St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	2	**2**	4	0	8	10	**143**	14	0	**167**	1	0	4	0	5	**3**	**97**	3	0	**103**	**283**
07:45	4	0	1	0	5	10	125	**15**	0	150	**2**	1	**7**	0	**10**	0	92	2	0	94	259
08:00	**5**	0	**5**	0	**10**	**12**	132	12	0	156	1	1	3	0	5	1	84	3	0	88	259
08:15	4	0	4	0	8	7	116	10	0	133	1	**2**	3	0	6	0	81	**8**	0	89	236
Total Volume	15	2	14	0	31	39	516	51	0	606	5	4	17	0	26	4	354	16	0	374	1037
% App. Total	48.4	6.5	45.2	0		6.4	85.1	8.4	0		19.2	15.4	65.4	0		1.1	94.7	4.3	0		
PHF	.750	.250	.700	.000	.775	.813	.902	.850	.000	.907	.625	.500	.607	.000	.650	.333	.912	.500	.000	.908	.916
Automobiles	15	2	14	0	31	39	458	51	0	548	4	4	16	0	24	2	290	12	0	304	907
% Automobiles	100	100	100	0	100	100	88.8	100	0	90.4	80.0	100	94.1	0	92.3	50.0	81.9	75.0	0	81.3	87.5
Trucks	0	0	0	0	0	0	56	0	0	56	1	0	1	0	2	2	64	4	0	70	128
% Trucks	0	0	0	0	0	0	10.9	0	0	9.2	20.0	0	5.9	0	7.7	50.0	18.1	25.0	0	18.7	12.3
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0	0	0	0	0.2

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:30					07:30					09:00					08:30					
+0 mins.	6	**3**	3	0	12	10	**143**	14	0	**167**	6	2	4	0	12	**2**	76	1	0	79	
+15 mins.	**9**	0	2	0	11	10	125	**15**	0	150	1	2	**6**	0	9	2	**106**	4	0	**112**	
+30 mins.	7	0	4	0	11	**12**	132	12	0	156	5	0	5	0	10	2	84	**5**	0	91	
+45 mins.	4	3	**8**	0	**15**	7	116	10	0	133	**9**	**4**	6	0	**19**	2	90	5	0	97	
Total Volume	26	6	17	0	49	39	516	51	0	606	21	8	21	0	50	8	356	15	0	379	
% App. Total	53.1	12.2	34.7	0		6.4	85.1	8.4	0		42	16	42	0		2.1	93.9	4	0		
PHF	.722	.500	.531	.000	.817	.813	.902	.850	.000	.907	.583	.500	.875	.000	.658	1.000	.840	.750	.000	.846	
Automobiles	23	6	17	0	46	39	458	51	0	548	20	8	21	0	49	7	291	15	0	313	
% Automobiles	88.5	100	100	0	93.9	100	88.8	100	0	90.4	95.2	100	100	0	98	87.5	81.7	100	0	82.6	
Trucks	3	0	0	0	3	0	56	0	0	56	1	0	0	0	1	1	65	0	0	66	
% Trucks	11.5	0	0	0	6.1	0	10.9	0	0	9.2	4.8	0	0	0	2	12.5	18.3	0	0	17.4	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:30

16:30	5	**3**	2	0	10	8	119	5	0	132	5	3	**15**	0	23	**4**	145	6	0	155	320
16:45	**13**	3	4	0	**20**	7	113	**16**	0	136	4	1	11	0	16	2	167	**10**	0	179	351
17:00	10	2	**6**	0	18	**11**	116	3	0	130	7	2	15	0	24	3	**179**	8	0	**190**	362
17:15	3	1	6	0	10	10	**126**	11	0	**147**	**9**	**7**	15	0	**31**	4	174	9	0	187	**375**
Total Volume	31	9	18	0	58	36	474	35	0	545	25	13	56	0	94	13	665	33	0	711	1408
% App. Total	53.4	15.5	31	0		6.6	87	6.4	0		26.6	13.8	59.6	0		1.8	93.5	4.6	0		
PHF	.596	.750	.750	.000	.725	.818	.940	.547	.000	.927	.694	.464	.933	.000	.758	.813	.929	.825	.000	.936	.939
Automobiles	31	9	17	0	57	32	436	34	0	502	25	12	53	0	90	12	626	31	0	669	1318
% Automobiles	100	100	94.4	0	98.3	88.9	92.0	97.1	0	92.1	100	92.3	94.6	0	95.7	92.3	94.1	93.9	0	94.1	93.6
Trucks	0	0	1	0	1	4	36	1	0	41	0	1	3	0	4	1	37	2	0	40	86
% Trucks	0	0	5.6	0	1.7	11.1	7.6	2.9	0	7.5	0	7.7	5.4	0	4.3	7.7	5.6	6.1	0	5.6	6.1
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	0.3

Intersection Turning Movement Count

File Name : 23164-20
Site Code : 23164-20
Start Date : 7/13/2023
Page No : 4

	Missouri St Southbound					SR 80 Westbound					Missouri St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:00					16:15					17:00					16:30					
+0 mins.	**15**	2	3	0	**20**	**16**	**137**	4	0	**157**	7	2	**15**	0	24	**4**	145	6	0	155	
+15 mins.	15	1	**4**	0	20	8	119	5	0	132	**9**	**7**	15	0	**31**	2	167	**10**	0	179	
+30 mins.	5	**3**	2	0	10	7	113	**16**	0	136	5	3	15	0	23	3	**179**	8	0	**190**	
+45 mins.	13	3	4	0	20	11	116	3	0	130	3	4	11	0	18	4	174	9	0	187	
Total Volume	48	9	13	0	70	42	485	28	0	555	24	16	56	0	96	13	665	33	0	711	
% App. Total	68.6	12.9	18.6	0		7.6	87.4	5	0		25	16.7	58.3	0		1.8	93.5	4.6	0		
PHF	.800	.750	.813	.000	.875	.656	.885	.438	.000	.884	.667	.571	.933	.000	.774	.813	.929	.825	.000	.936	
Automobiles	47	9	12	0	68	39	447	28	0	514	23	15	54	0	92	12	626	31	0	669	
% Automobiles	97.9	100	92.3	0	97.1	92.9	92.2	100	0	92.6	95.8	93.8	96.4	0	95.8	92.3	94.1	93.9	0	94.1	
Trucks	1	0	1	0	2	3	36	0	0	39	1	1	2	0	4	1	37	2	0	40	
% Trucks	2.1	0	7.7	0	2.9	7.1	7.4	0	0	7	4.2	6.2	3.6	0	4.2	7.7	5.6	6.1	0	5.6	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	

Intersection Turning Movement Count

SR 80 @ Missouri St
LaBelle, FL

File Name : 23164-20
Site Code : 23164-20
Start Date : 7/13/2023
Page No : 1

Groups Printed- Trucks - Buses

	Missouri St Southbound					SR 80 Westbound					Missouri St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	1	13	0	0	14	20
06:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	14
06:30	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	15	0	0	15	17
06:45	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	15	1	0	16	18
Total	0	0	0	0	0	0	14	1	0	15	0	0	0	0	0	1	52	1	0	54	69
07:00	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	10	1	0	11	18
07:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	2	14	0	0	16	28
07:30	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	1	17	1	0	19	38
07:45	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	0	15	0	0	15	24
Total	0	0	0	0	0	0	44	2	0	46	1	0	0	0	1	3	56	2	0	61	108
08:00	0	0	0	0	0	0	12	0	0	12	0	0	1	0	1	1	17	0	0	18	31
08:15	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	15	3	0	18	37
08:30	1	0	0	0	1	0	5	1	0	6	0	0	0	0	0	1	19	0	0	20	27
08:45	2	0	0	0	2	0	17	0	0	17	1	0	1	0	2	0	17	0	0	17	38
Total	3	0	0	0	3	0	53	1	0	54	1	0	2	0	3	2	68	3	0	73	133
09:00	0	0	0	0	0	0	20	0	0	20	1	0	0	0	1	0	15	0	0	15	36
09:15	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	0	14	0	0	14	33
09:30	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	1	14	0	0	15	25
09:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	2	15	0	0	17	28
Total	0	0	0	0	0	1	58	1	0	60	1	0	0	0	1	3	58	0	0	61	122
*** BREAK ***																					
15:00	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	0	6	0	0	6	16
15:15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	13	0	0	13	27
15:30	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	19
15:45	0	0	1	0	1	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	18
Total	0	0	1	0	1	0	45	2	0	47	0	0	0	0	0	0	32	0	0	32	80
16:00	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	20
16:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	5	0	0	5	17
16:30	0	0	0	0	0	2	11	0	0	13	0	0	1	0	1	0	8	0	0	8	22
16:45	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	13	1	0	14	22
Total	1	0	1	0	2	3	37	0	0	40	0	0	1	0	1	0	37	1	0	38	81
17:00	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	10	0	0	10	19
17:15	0	0	1	0	1	1	12	1	0	14	0	1	1	0	2	1	8	1	0	10	27
17:30	0	0	0	0	0	1	10	0	0	11	1	0	0	0	1	0	3	0	0	3	15
17:45	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	7	0	0	7	16
Total	0	0	1	0	1	2	39	1	0	42	1	1	2	0	4	1	28	1	0	30	77
18:00	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	12	0	0	12	18
18:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
18:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
18:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	12
Total	0	0	0	0	0	0	26	0	0	26	1	0	0	0	1	0	25	0	0	25	52
Grand Total	4	0	3	0	7	6	316	8	0	330	5	1	5	0	11	10	356	8	0	374	722
Apprch %	57.1	0	42.9	0		1.8	95.8	2.4	0		45.5	9.1	45.5	0		2.7	95.2	2.1	0		
Total %	0.6	0	0.4	0	1	0.8	43.8	1.1	0	45.7	0.7	0.1	0.7	0	1.5	1.4	49.3	1.1	0	51.8	
Trucks	4	0	3	0	7	5	304	8	0	317	5	1	5	0	11	10	351	8	0	369	704
% Trucks	100	0	100	0	100	83.3	96.2	100	0	96.1	100	100	100	0	100	100	98.6	100	0	98.7	97.5
Buses	0	0	0	0	0	1	12	0	0	13	0	0	0	0	0	0	5	0	0	5	18
% Buses	0	0	0	0	0	16.7	3.8	0	0	3.9	0	0	0	0	0	0	1.4	0	0	1.3	2.5

Intersection Turning Movement Count

SR 80 @ Missouri St
LaBelle, FL

File Name : 23164-20p
Site Code : 23164-20
Start Date : 7/13/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Missouri St Southbound	SR 80 Westbound	Missouri St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
06:00	0	0	0	2	2
*** BREAK ***					
06:30	0	0	0	1	1
*** BREAK ***					
Total	0	0	0	3	3
*** BREAK ***					
07:15	0	0	0	1	1
*** BREAK ***					
07:45	0	0	1	0	1
Total	0	0	1	1	2
*** BREAK ***					
08:45	1	0	0	0	1
Total	1	0	0	0	1
09:00	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
*** BREAK ***					
15:30	1	0	0	0	1
*** BREAK ***					
Total	1	0	0	0	1
*** BREAK ***					
17:00	0	0	1	2	3
*** BREAK ***					
17:30	1	0	0	0	1
*** BREAK ***					
Total	1	0	1	2	4
*** BREAK ***					
18:45	0	1	0	1	2
Total	0	1	0	1	2
Grand Total	3	1	3	7	14
Apprch %	100	100	100	100	
Total %	21.4	7.1	21.4	50	
Pedestrians	1	0	1	4	6
% Pedestrians	33.3	0	33.3	57.1	42.9
Bicycles	2	1	2	3	8
% Bicycles	66.7	100	66.7	42.9	57.1

Intersection Turning Movement Count

SR 80 @ Riverview St
LaBelle, FL

File Name : 23164-21
Site Code : 23164-21
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

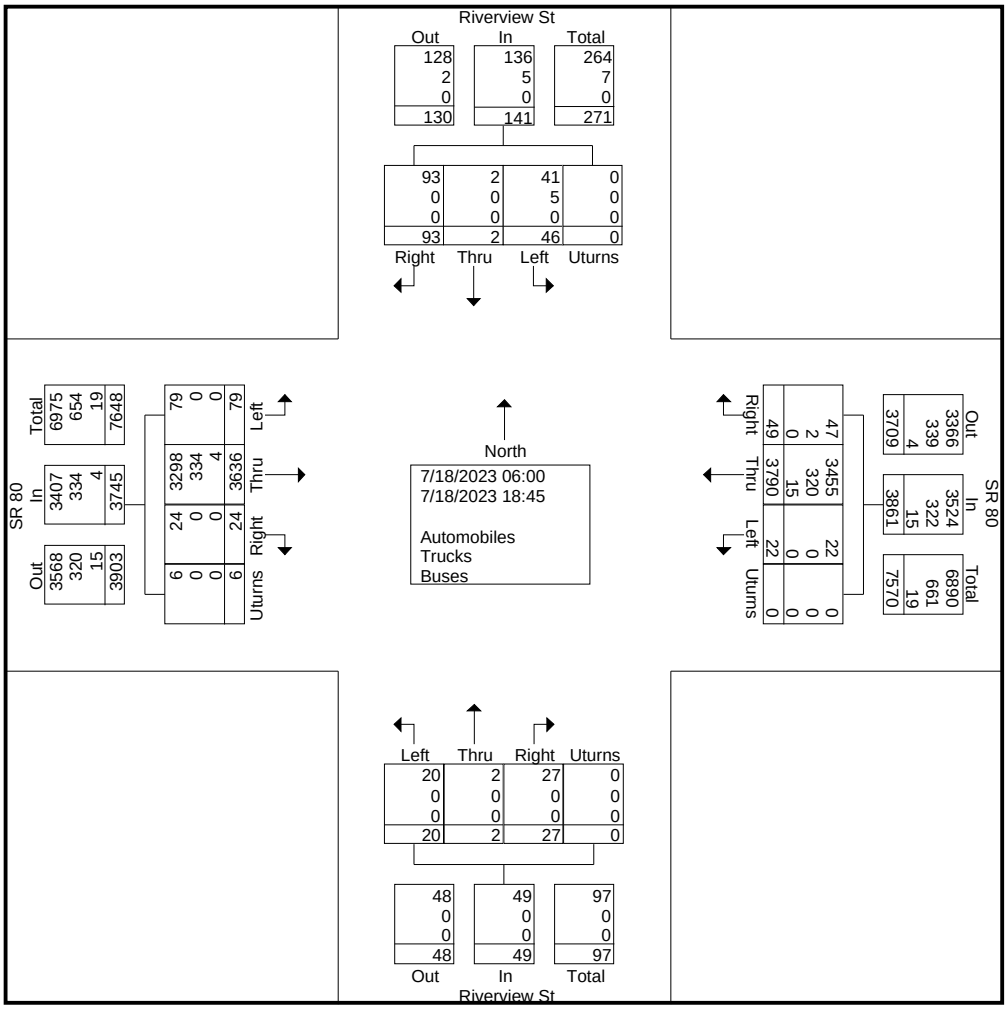
	Riverview St Southbound					SR 80 Westbound					Riverview St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	98	0	0	98	1	0	0	0	1	0	62	0	0	62	161
06:15	1	0	1	0	2	0	99	0	0	99	1	0	0	0	1	0	60	1	0	61	163
06:30	0	0	0	0	0	2	98	0	0	100	0	0	0	0	0	0	67	0	0	67	167
06:45	0	0	3	0	3	1	109	4	0	114	0	0	0	0	0	1	78	1	0	80	197
Total	1	0	4	0	5	3	404	4	0	411	2	0	0	0	2	1	267	2	0	270	688
07:00	0	0	4	0	4	0	124	2	0	126	2	0	0	0	2	2	76	0	0	78	210
07:15	0	1	4	0	5	0	122	1	0	123	0	0	1	0	1	4	98	0	0	102	231
07:30	1	0	6	0	7	0	134	6	0	140	0	0	2	0	2	5	94	0	0	99	248
07:45	1	0	5	0	6	2	174	5	0	181	0	0	0	0	0	2	83	0	0	85	272
Total	2	1	19	0	22	2	554	14	0	570	2	0	3	0	5	13	351	0	0	364	961
08:00	0	0	9	0	9	3	139	5	0	147	1	1	0	0	2	3	87	1	0	91	249
08:15	3	0	8	0	11	1	114	4	0	119	1	1	0	0	2	3	80	0	0	83	215
08:30	1	0	3	0	4	0	132	3	0	135	1	0	1	0	2	4	85	0	0	89	230
08:45	3	0	5	0	8	1	132	3	0	136	1	0	0	0	1	8	81	1	0	90	235
Total	7	0	25	0	32	5	517	15	0	537	4	2	1	0	7	18	333	2	0	353	929
09:00	1	0	4	0	5	1	119	0	0	120	2	0	1	0	3	1	88	2	1	92	220
09:15	0	0	1	0	1	0	111	0	0	111	0	0	0	0	0	1	93	0	0	94	206
09:30	1	0	0	0	1	1	99	0	0	100	0	0	0	0	0	0	91	0	1	92	193
09:45	0	0	0	0	0	2	130	0	0	132	2	0	1	0	3	0	84	2	0	86	221
Total	2	0	5	0	7	4	459	0	0	463	4	0	2	0	6	2	356	4	2	364	840
*** BREAK ***																					
15:00	1	0	1	0	2	0	108	0	0	108	0	0	0	0	0	0	147	0	1	148	258
15:15	0	0	1	0	1	0	119	1	0	120	2	0	1	0	3	2	117	2	0	121	245
15:30	3	0	2	0	5	0	115	0	0	115	1	0	2	0	3	1	129	1	0	131	254
15:45	1	0	0	0	1	1	128	1	0	130	0	0	1	0	1	1	128	2	0	131	263
Total	5	0	4	0	9	1	470	2	0	473	3	0	4	0	7	4	521	5	1	531	1020
16:00	3	0	1	0	4	1	113	3	0	117	0	0	2	0	2	2	137	2	0	141	264
16:15	3	0	3	0	6	1	105	0	0	106	0	0	2	0	2	3	133	0	1	137	251
16:30	3	1	2	0	6	0	128	3	0	131	0	0	2	0	2	3	135	0	0	138	277
16:45	3	0	4	0	7	0	122	2	0	124	1	0	0	0	1	8	160	1	0	169	301
Total	12	1	10	0	23	2	468	8	0	478	1	0	6	0	7	16	565	3	1	585	1093
17:00	6	0	8	0	14	2	136	2	0	140	1	0	4	0	5	10	214	3	0	227	386
17:15	5	0	7	0	12	1	107	3	0	111	1	0	4	0	5	6	188	4	0	198	326
17:30	2	0	7	0	9	1	149	0	0	150	0	0	1	0	1	5	155	0	0	160	320
17:45	2	0	0	0	2	0	128	1	0	129	1	0	1	0	2	1	142	1	0	144	277
Total	15	0	22	0	37	4	520	6	0	530	3	0	10	0	13	22	699	8	0	729	1309
18:00	0	0	2	0	2	1	122	0	0	123	0	0	0	0	0	1	150	0	0	151	276
18:15	1	0	1	0	2	0	116	0	0	116	1	0	1	0	2	2	125	0	1	128	248
18:30	1	0	1	0	2	0	91	0	0	91	0	0	0	0	0	0	139	0	1	140	233
18:45	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	0	130	0	0	130	199
Total	2	0	4	0	6	1	398	0	0	399	1	0	1	0	2	3	544	0	2	549	956
Grand Total	46	2	93	0	141	22	3790	49	0	3861	20	2	27	0	49	79	3636	24	6	3745	7796
Apprch %	32.6	1.4	66	0		0.6	98.2	1.3	0		40.8	4.1	55.1	0		2.1	97.1	0.6	0.2		
Total %	0.6	0	1.2	0	1.8	0.3	48.6	0.6	0	49.5	0.3	0	0.3	0	0.6	1	46.6	0.3	0.1	48	

Intersection Turning Movement Count

File Name : 23164-21
Site Code : 23164-21
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Riverview St Southbound					SR 80 Westbound					Riverview St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	41	2	93	0	136	22	3455	47	0	3524	20	2	27	0	49	79	3298	24	6	3407	7116
% Automobiles	89.1	100	100	0	96.5	100	91.2	95.9	0	91.3	100	100	100	0	100	100	90.7	100	100	91	91.3
Trucks	5	0	0	0	5	0	320	2	0	322	0	0	0	0	0	0	334	0	0	334	661
% Trucks	10.9	0	0	0	3.5	0	8.4	4.1	0	8.3	0	0	0	0	0	0	9.2	0	0	8.9	8.5
Buses	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	4	0	0	4	19
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-21
Site Code : 23164-21
Start Date : 7/18/2023
Page No : 3

	Riverview St Southbound					SR 80 Westbound					Riverview St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	**1**	4	0	5	0	122	1	0	123	0	0	1	0	1	4	**98**	0	0	**102**	231
07:30	**1**	0	6	0	7	0	134	**6**	0	140	0	0	**2**	0	**2**	**5**	94	0	0	99	248
07:45	1	0	5	0	6	2	**174**	5	0	**181**	0	0	0	0	0	2	83	0	0	85	**272**
08:00	0	0	**9**	0	**9**	**3**	139	5	0	147	**1**	**1**	0	0	2	3	87	**1**	0	91	249
Total Volume	2	1	24	0	27	5	569	17	0	591	1	1	3	0	5	14	362	1	0	377	1000
% App. Total	7.4	3.7	88.9	0		0.8	96.3	2.9	0		20	20	60	0		3.7	96	0.3	0		
PHF	.500	.250	.667	.000	.750	.417	.818	.708	.000	.816	.250	.250	.375	.000	.625	.700	.923	.250	.000	.924	.919
Automobiles	2	1	24	0	27	5	503	17	0	525	1	1	3	0	5	14	292	1	0	307	864
% Automobiles	100	100	100	0	100	100	88.4	100	0	88.8	100	100	100	0	100	100	80.7	100	0	81.4	86.4
Trucks	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	0	70	0	0	70	135
% Trucks	0	0	0	0	0	0	11.4	0	0	11.0	0	0	0	0	0	0	19.3	0	0	18.6	13.5
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30					07:15					08:15					07:15					
+0 mins.	1	0	6	0	7	0	122	1	0	123	1	**1**	0	0	2	4	**98**	0	0	**102**	
+15 mins.	1	0	5	0	6	0	134	**6**	0	140	1	0	**1**	0	2	**5**	94	0	0	99	
+30 mins.	0	0	**9**	0	9	2	**174**	5	0	**181**	1	0	0	0	1	2	83	0	0	85	
+45 mins.	**3**	0	8	0	**11**	**3**	139	5	0	147	**2**	0	1	0	**3**	3	87	**1**	0	91	
Total Volume	5	0	28	0	33	5	569	17	0	591	5	1	2	0	8	14	362	1	0	377	
% App. Total	15.2	0	84.8	0		0.8	96.3	2.9	0		62.5	12.5	25	0		3.7	96	0.3	0		
PHF	.417	.000	.778	.000	.750	.417	.818	.708	.000	.816	.625	.250	.500	.000	.667	.700	.923	.250	.000	.924	
Automobiles	5	0	28	0	33	5	503	17	0	525	5	1	2	0	8	14	292	1	0	307	
% Automobiles	100	0	100	0	100	100	88.4	100	0	88.8	100	100	100	0	100	100	80.7	100	0	81.4	
Trucks	0	0	0	0	0	0	65	0	0	65	0	0	0	0	0	0	70	0	0	70	
% Trucks	0	0	0	0	0	0	11.4	0	0	11	0	0	0	0	0	0	19.3	0	0	18.6	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	3	0	4	0	7	0	122	2	0	124	**1**	0	0	0	1	8	160	1	0	169	301
17:00	**6**	0	**8**	0	**14**	**2**	136	2	0	140	1	0	**4**	0	**5**	**10**	**214**	3	0	**227**	**386**
17:15	5	0	7	0	12	1	107	**3**	0	111	1	0	4	0	5	6	188	**4**	0	198	326
17:30	2	0	7	0	9	1	**149**	0	0	**150**	0	0	1	0	1	5	155	0	0	160	320
Total Volume	16	0	26	0	42	4	514	7	0	525	3	0	9	0	12	29	717	8	0	754	1333
% App. Total	38.1	0	61.9	0		0.8	97.9	1.3	0		25	0	75	0		3.8	95.1	1.1	0		
PHF	.667	.000	.813	.000	.750	.500	.862	.583	.000	.875	.750	.000	.563	.000	.600	.725	.838	.500	.000	.830	.863
Automobiles	16	0	26	0	42	4	476	7	0	487	3	0	9	0	12	29	675	8	0	712	1253
% Automobiles	100	0	100	0	100	100	92.6	100	0	92.8	100	0	100	0	100	100	94.1	100	0	94.4	94.0
Trucks	0	0	0	0	0	0	37	0	0	37	0	0	0	0	0	0	40	0	0	40	77
% Trucks	0	0	0	0	0	0	7.2	0	0	7.0	0	0	0	0	0	0	5.6	0	0	5.3	5.8
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0.2

Intersection Turning Movement Count

File Name : 23164-21
Site Code : 23164-21
Start Date : 7/18/2023
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	Riverview St Southbound					SR 80 Westbound					Riverview St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					17:00					16:30					16:45					
+0 mins.	3	0	4	0	7	**2**	136	2	0	140	0	0	2	0	2	8	160	1	0	169	
+15 mins.	**6**	0	**8**	0	**14**	1	107	**3**	0	111	**1**	0	0	0	1	**10**	**214**	3	0	**227**	
+30 mins.	5	0	7	0	12	1	**149**	0	0	**150**	1	0	**4**	0	**5**	6	188	**4**	0	198	
+45 mins.	2	0	7	0	9	0	128	1	0	129	1	0	4	0	5	5	155	0	0	160	
Total Volume	16	0	26	0	42	4	520	6	0	530	3	0	10	0	13	29	717	8	0	754	
% App. Total	38.1	0	61.9	0		0.8	98.1	1.1	0		23.1	0	76.9	0		3.8	95.1	1.1	0		
PHF	.667	.000	.813	.000	.750	.500	.872	.500	.000	.883	.750	.000	.625	.000	.650	.725	.838	.500	.000	.830	
Automobiles	16	0	26	0	42	4	485	6	0	495	3	0	10	0	13	29	675	8	0	712	
% Automobiles	100	0	100	0	100	100	93.3	100	0	93.4	100	0	100	0	100	100	94.1	100	0	94.4	
Trucks	0	0	0	0	0	0	33	0	0	33	0	0	0	0	0	0	40	0	0	40	
% Trucks	0	0	0	0	0	0	6.3	0	0	6.2	0	0	0	0	0	0	5.6	0	0	5.3	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.3	

Intersection Turning Movement Count

SR 80 @ Riverview St
LaBelle, FL

File Name : 23164-21
Site Code : 23164-21
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Riverview St Southbound					SR 80 Westbound					Riverview St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	16	0	0	16	22
06:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
06:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	11
06:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	16	0	0	16	21
Total	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	50	0	0	50	70
07:00	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	13	0	0	13	21
07:15	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	21	0	0	21	44
07:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	17	0	0	17	29
07:45	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	0	10	0	0	10	30
Total	0	0	0	0	0	0	63	0	0	63	0	0	0	0	0	0	61	0	0	61	124
08:00	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	22	0	0	22	33
08:15	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	16	0	0	16	33
08:30	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	11	0	0	11	28
08:45	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	12	0	0	12	29
Total	0	0	0	0	0	0	60	2	0	62	0	0	0	0	0	0	61	0	0	61	123
09:00	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	0	9	0	0	9	24
09:15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	24
09:30	1	0	0	0	1	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	21
09:45	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	10	0	0	10	29
Total	2	0	0	0	2	0	50	0	0	50	0	0	0	0	0	0	46	0	0	46	98
*** BREAK ***																					
15:00	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	12	0	0	12	26
15:15	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	19
15:30	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	9	0	0	9	20
15:45	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	6	0	0	6	25
Total	2	0	0	0	2	0	49	0	0	49	0	0	0	0	0	0	39	0	0	39	90
16:00	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	8	0	0	8	19
16:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	11	0	0	11	21
16:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
16:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12	0	0	12	20
Total	1	0	0	0	1	0	35	0	0	35	0	0	0	0	0	0	33	0	0	33	69
17:00	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	9	0	0	9	23
17:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
17:30	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	11	0	0	11	19
17:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
Total	0	0	0	0	0	0	35	0	0	35	0	0	0	0	0	0	34	0	0	34	69
18:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
18:15	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
18:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	9
18:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
Total	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	0	14	0	0	14	37
Grand Total	5	0	0	0	5	0	335	2	0	337	0	0	0	0	0	0	338	0	0	338	680
Apprch %	100	0	0	0		0	99.4	0.6	0		0	0	0	0		0	100	0	0		
Total %	0.7	0	0	0	0.7	0	49.3	0.3	0	49.6	0	0	0	0	0	0	49.7	0	0	49.7	
Trucks	5	0	0	0	5	0	320	2	0	322	0	0	0	0	0	0	334	0	0	334	661
% Trucks	100	0	0	0	100	0	95.5	100	0	95.5	0	0	0	0	0	0	98.8	0	0	98.8	97.2
Buses	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	4	0	0	4	19
% Buses	0	0	0	0	0	0	4.5	0	0	4.5	0	0	0	0	0	0	1.2	0	0	1.2	2.8

Intersection Turning Movement Count

SR 80 @ Riverview St
LaBelle, FL

File Name : 23164-21p
Site Code : 23164-21
Start Date : 7/18/2023

Groups Printed- Pedestrians - Bicycles

	Riverview St Southbound	SR 80 Westbound	Riverview St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:15	1	0	0	0	1
*** BREAK ***					
Total	1	0	0	0	1
*** BREAK ***					
07:30	0	0	2	0	2
*** BREAK ***					
Total	0	0	2	0	2
*** BREAK ***					
09:30	0	0	2	0	2
09:45	0	0	1	0	1
Total	0	0	3	0	3
*** BREAK ***					
17:00	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
18:00	0	0	1	0	1
18:15	2	0	0	0	2
18:30	2	0	0	0	2
*** BREAK ***					
Total	4	0	1	0	5
Grand Total	5	0	7	0	12
Apprch %	100	0	100	0	
Total %	41.7	0	58.3	0	
Pedestrians	5	0	1	0	6
% Pedestrians	100	0	14.3	0	50
Bicycles	0	0	6	0	6
% Bicycles	0	0	85.7	0	50

Intersection Turning Movement Count

SR 80 @ Oak St
LaBelle, FL

File Name : 23164-22
Site Code : 23164-22
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

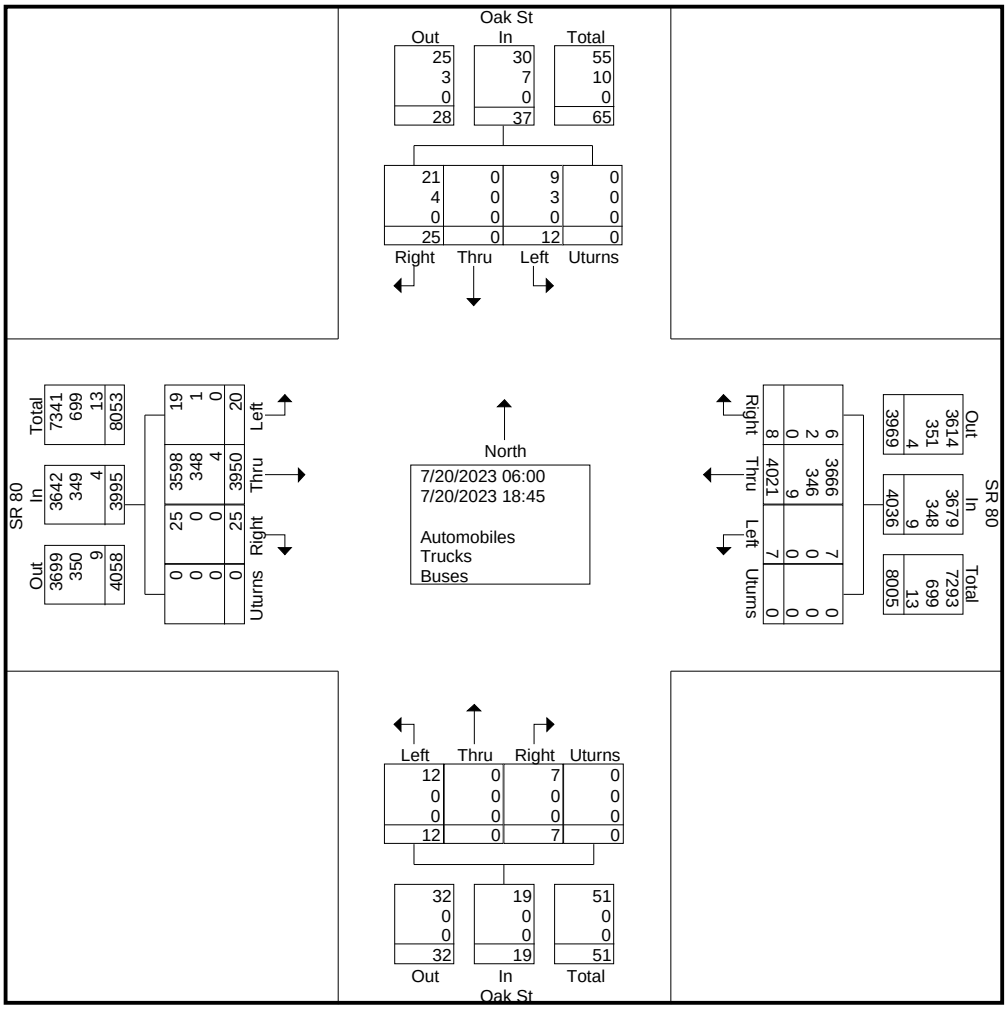
	Oak St Southbound					SR 80 Westbound					Oak St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	1	0	0	0	1	0	90	0	0	90	0	0	0	0	0	0	59	0	0	59	150
06:15	0	0	0	0	0	0	92	0	0	92	1	0	1	0	2	0	71	0	0	71	165
06:30	0	0	1	0	1	0	116	0	0	116	2	0	0	0	2	0	75	1	0	76	195
06:45	0	0	1	0	1	2	132	0	0	134	1	0	0	0	1	0	78	1	0	79	215
Total	1	0	2	0	3	2	430	0	0	432	4	0	1	0	5	0	283	2	0	285	725
07:00	0	0	0	0	0	0	138	0	0	138	0	0	0	0	0	0	81	0	0	81	219
07:15	1	0	0	0	1	0	119	0	0	119	0	0	0	0	0	0	92	0	0	92	212
07:30	0	0	2	0	2	0	152	0	0	152	0	0	1	0	1	1	92	0	0	93	248
07:45	2	0	1	0	3	0	165	0	0	165	0	0	0	0	0	0	93	0	0	93	261
Total	3	0	3	0	6	0	574	0	0	574	0	0	1	0	1	1	358	0	0	359	940
08:00	1	0	1	0	2	0	141	0	0	141	1	0	0	0	1	1	93	1	0	95	239
08:15	1	0	0	0	1	0	130	1	0	131	2	0	1	0	3	0	110	2	0	112	247
08:30	0	0	0	0	0	0	116	0	0	116	0	0	0	0	0	0	99	0	0	99	215
08:45	0	0	1	0	1	0	141	0	0	141	0	0	0	0	0	0	96	0	0	96	238
Total	2	0	2	0	4	0	528	1	0	529	3	0	1	0	4	1	398	3	0	402	939
09:00	0	0	0	0	0	0	122	1	0	123	0	0	0	0	0	0	81	0	0	81	204
09:15	1	0	0	0	1	0	91	0	0	91	0	0	0	0	0	0	94	1	0	95	187
09:30	0	0	2	0	2	0	100	0	0	100	1	0	0	0	1	1	99	0	0	100	203
09:45	0	0	1	0	1	1	113	1	0	115	1	0	0	0	1	0	109	0	0	109	226
Total	1	0	3	0	4	1	426	2	0	429	2	0	0	0	2	1	383	1	0	385	820
*** BREAK ***																					
15:00	0	0	0	0	0	0	120	0	0	120	0	0	0	0	0	1	145	1	0	147	267
15:15	0	0	0	0	0	1	118	0	0	119	0	0	0	0	0	1	126	1	0	128	247
15:30	0	0	1	0	1	0	115	1	0	116	0	0	0	0	0	2	133	2	0	137	254
15:45	0	0	3	0	3	0	133	0	0	133	1	0	0	0	1	0	126	3	0	129	266
Total	0	0	4	0	4	1	486	1	0	488	1	0	0	0	1	4	530	7	0	541	1034
16:00	0	0	0	0	0	1	144	0	0	145	1	0	0	0	1	0	174	1	0	175	321
16:15	1	0	0	0	1	0	136	0	0	136	0	0	0	0	0	0	144	0	0	144	281
16:30	1	0	0	0	1	0	128	0	0	128	0	0	0	0	0	1	175	2	0	178	307
16:45	0	0	3	0	3	0	139	2	0	141	0	0	0	0	0	3	185	1	0	189	333
Total	2	0	3	0	5	1	547	2	0	550	1	0	0	0	1	4	678	4	0	686	1242
17:00	0	0	1	0	1	0	142	0	0	142	0	0	2	0	2	2	217	0	0	219	364
17:15	0	0	1	0	1	0	129	0	0	129	1	0	0	0	1	3	192	1	0	196	327
17:30	1	0	1	0	2	1	134	0	0	135	0	0	1	0	1	2	198	0	0	200	338
17:45	0	0	1	0	1	0	141	0	0	141	0	0	0	0	0	0	170	1	0	171	313
Total	1	0	4	0	5	1	546	0	0	547	1	0	3	0	4	7	777	2	0	786	1342
18:00	0	0	1	0	1	1	140	1	0	142	0	0	0	0	0	0	141	2	0	143	286
18:15	1	0	2	0	3	0	110	0	0	110	0	0	1	0	1	0	125	0	0	125	239
18:30	0	0	1	0	1	0	120	0	0	120	0	0	0	0	0	0	154	2	0	156	277
18:45	1	0	0	0	1	0	114	1	0	115	0	0	0	0	0	2	123	2	0	127	243
Total	2	0	4	0	6	1	484	2	0	487	0	0	1	0	1	2	543	6	0	551	1045
Grand Total	12	0	25	0	37	7	4021	8	0	4036	12	0	7	0	19	20	3950	25	0	3995	8087
Apprch %	32.4	0	67.6	0		0.2	99.6	0.2	0		63.2	0	36.8	0		0.5	98.9	0.6	0		
Total %	0.1	0	0.3	0	0.5	0.1	49.7	0.1	0	49.9	0.1	0	0.1	0	0.2	0.2	48.8	0.3	0	49.4	

Intersection Turning Movement Count

File Name : 23164-22
Site Code : 23164-22
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Oak St Southbound					SR 80 Westbound					Oak St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	9	0	21	0	30	7	3666	6	0	3679	12	0	7	0	19	19	3598	25	0	3642	7370
% Automobiles	75	0	84	0	81.1	100	91.2	75	0	91.2	100	0	100	0	100	95	91.1	100	0	91.2	91.1
Trucks	3	0	4	0	7	0	346	2	0	348	0	0	0	0	0	1	348	0	0	349	704
% Trucks	25	0	16	0	18.9	0	8.6	25	0	8.6	0	0	0	0	0	5	8.8	0	0	8.7	8.7
Buses	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-22
Site Code : 23164-22
Start Date : 7/20/2023
Page No : 3

	Oak St Southbound					SR 80 Westbound					Oak St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	**2**	0	2	0	152	0	0	152	0	0	**1**	0	1	**1**	92	0	0	93	248
07:45	**2**	0	1	0	**3**	0	**165**	0	0	**165**	0	0	0	0	0	0	93	0	0	93	**261**
08:00	1	0	1	0	2	0	141	0	0	141	1	0	0	0	1	1	93	1	0	95	239
08:15	1	0	0	0	1	0	130	**1**	0	131	**2**	0	1	0	**3**	0	**110**	**2**	0	**112**	247
Total Volume	4	0	4	0	8	0	588	1	0	589	3	0	2	0	5	2	388	3	0	393	995
% App. Total	50	0	50	0		0	99.8	0.2	0		60	0	40	0		0.5	98.7	0.8	0		
PHF	.500	.000	.500	.000	.667	.000	.891	.250	.000	.892	.375	.000	.500	.000	.417	.500	.882	.375	.000	.877	.953
Automobiles	2	0	4	0	6	0	530	0	0	530	3	0	2	0	5	2	322	3	0	327	868
% Automobiles	50.0	0	100	0	75.0	0	90.1	0	0	90.0	100	0	100	0	100	100	83.0	100	0	83.2	87.2
Trucks	2	0	0	0	2	0	58	1	0	59	0	0	0	0	0	0	65	0	0	65	126
% Trucks	50.0	0	0	0	25.0	0	9.9	100	0	10.0	0	0	0	0	0	0	16.8	0	0	16.5	12.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.3	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15					07:30					06:00					08:00					
+0 mins.	1	0	0	0	1	0	152	0	0	152	0	0	0	0	0	**1**	93	1	0	95	
+15 mins.	0	0	**2**	0	2	0	**165**	0	0	**165**	1	0	**1**	0	**2**	0	**110**	**2**	0	**112**	
+30 mins.	**2**	0	1	0	**3**	0	141	0	0	141	**2**	0	0	0	2	0	99	0	0	99	
+45 mins.	1	0	1	0	2	0	130	**1**	0	131	1	0	0	0	1	0	96	0	0	96	
Total Volume	4	0	4	0	8	0	588	1	0	589	4	0	1	0	5	1	398	3	0	402	
% App. Total	50	0	50	0		0	99.8	0.2	0		80	0	20	0		0.2	99	0.7	0		
PHF	.500	.000	.500	.000	.667	.000	.891	.250	.000	.892	.500	.000	.250	.000	.625	.250	.905	.375	.000	.897	
Automobiles	3	0	4	0	7	0	530	0	0	530	4	0	1	0	5	1	323	3	0	327	
% Automobiles	75	0	100	0	87.5	0	90.1	0	0	90	100	0	100	0	100	100	81.2	100	0	81.3	
Trucks	1	0	0	0	1	0	58	1	0	59	0	0	0	0	0	0	74	0	0	74	
% Trucks	25	0	0	0	12.5	0	9.9	100	0	10	0	0	0	0	0	0	18.6	0	0	18.4	
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0.2	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	**3**	0	**3**	0	139	**2**	0	141	0	0	0	0	0	**3**	185	**1**	0	189	333
17:00	0	0	1	0	1	0	**142**	0	0	**142**	0	0	**2**	0	**2**	2	**217**	0	0	**219**	**364**
17:15	0	0	1	0	1	0	129	0	0	129	**1**	0	0	0	1	3	192	1	0	196	327
17:30	**1**	0	1	0	2	**1**	134	0	0	135	0	0	1	0	1	2	198	0	0	200	338
Total Volume	1	0	6	0	7	1	544	2	0	547	1	0	3	0	4	10	792	2	0	804	1362
% App. Total	14.3	0	85.7	0		0.2	99.5	0.4	0		25	0	75	0		1.2	98.5	0.2	0		
PHF	.250	.000	.500	.000	.583	.250	.958	.250	.000	.963	.250	.000	.375	.000	.500	.833	.912	.500	.000	.918	.935
Automobiles	1	0	4	0	5	1	504	2	0	507	1	0	3	0	4	10	761	2	0	773	1289
% Automobiles	100	0	66.7	0	71.4	100	92.6	100	0	92.7	100	0	100	0	100	100	96.1	100	0	96.1	94.6
Trucks	0	0	2	0	2	0	39	0	0	39	0	0	0	0	0	0	29	0	0	29	70
% Trucks	0	0	33.3	0	28.6	0	7.2	0	0	7.1	0	0	0	0	0	0	3.7	0	0	3.6	5.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.2	0.2

Intersection Turning Movement Count

File Name : 23164-22
Site Code : 23164-22
Start Date : 7/20/2023
Page No : 4

	Oak St Southbound					SR 80 Westbound					Oak St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	16:45					16:00					16:45					16:45					
+0 mins.	0	0	**3**	0	**3**	**1**	**144**	0	0	**145**	0	0	0	0	0	**3**	185	**1**	0	189	
+15 mins.	0	0	1	0	1	0	136	0	0	136	0	0	**2**	0	**2**	2	**217**	0	0	**219**	
+30 mins.	0	0	1	0	1	0	128	0	0	128	**1**	0	0	0	1	3	192	1	0	196	
+45 mins.	**1**	0	1	0	2	0	139	**2**	0	141	0	0	1	0	1	2	198	0	0	200	
Total Volume	1	0	6	0	7	1	547	2	0	550	1	0	3	0	4	10	792	2	0	804	
% App. Total	14.3	0	85.7	0		0.2	99.5	0.4	0		25	0	75	0		1.2	98.5	0.2	0		
PHF	.250	.000	.500	.000	.583	.250	.950	.250	.000	.948	.250	.000	.375	.000	.500	.833	.912	.500	.000	.918	
Automobiles	1	0	4	0	5	1	505	2	0	508	1	0	3	0	4	10	761	2	0	773	
% Automobiles	100	0	66.7	0	71.4	100	92.3	100	0	92.4	100	0	100	0	100	100	96.1	100	0	96.1	
Trucks	0	0	2	0	2	0	40	0	0	40	0	0	0	0	0	0	29	0	0	29	
% Trucks	0	0	33.3	0	28.6	0	7.3	0	0	7.3	0	0	0	0	0	0	3.7	0	0	3.6	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.3	0	0	0.2	

Intersection Turning Movement Count

SR 80 @ Oak St
LaBelle, FL

File Name : 23164-22
Site Code : 23164-22
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	Oak St Southbound					SR 80 Westbound					Oak St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22
06:15	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	0	0	13	17
06:30	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	12	0	0	12	21
06:45	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	23
Total	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	0	52	0	0	52	83
07:00	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	19	0	0	19	34
07:15	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	15	0	0	15	29
07:30	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	27
07:45	1	0	0	0	1	0	12	0	0	12	0	0	0	0	0	0	15	0	0	15	28
Total	1	0	0	0	1	0	58	0	0	58	0	0	0	0	0	0	59	0	0	59	118
08:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	15	0	0	15	28
08:15	1	0	0	0	1	0	16	1	0	17	0	0	0	0	0	0	26	0	0	26	44
08:30	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	16	0	0	16	35
08:45	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	18	0	0	18	32
Total	1	0	0	0	1	0	62	1	0	63	0	0	0	0	0	0	75	0	0	75	139
09:00	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	19	0	0	19	31
09:15	1	0	0	0	1	0	13	0	0	13	0	0	0	0	0	0	6	0	0	6	20
09:30	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	23
09:45	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	12	0	0	12	26
Total	1	0	0	0	1	0	46	1	0	47	0	0	0	0	0	0	52	0	0	52	100
*** BREAK ***																					
15:00	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	8	0	0	8	24
15:15	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	6	0	0	6	25
15:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	10	0	0	10	16
15:45	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	0	5	0	0	5	21
Total	0	0	2	0	2	0	55	0	0	55	0	0	0	0	0	0	29	0	0	29	86
16:00	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	23
16:15	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	9	0	0	9	21
16:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	7	0	0	8	15
16:45	0	0	2	0	2	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	16
Total	0	0	2	0	2	0	42	0	0	42	0	0	0	0	0	1	30	0	0	31	75
17:00	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	7	0	0	7	21
17:15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25
17:30	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
17:45	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	19
Total	0	0	0	0	0	0	39	0	0	39	0	0	0	0	0	0	37	0	0	37	76
18:00	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	5	0	0	5	15
18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
18:30	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
18:45	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	6	0	0	6	11
Total	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	18	0	0	18	40
Grand Total	3	0	4	0	7	0	355	2	0	357	0	0	0	0	0	1	352	0	0	353	717
Apprch %	42.9	0	57.1	0		0	99.4	0.6	0		0	0	0	0		0.3	99.7	0	0		
Total %	0.4	0	0.6	0	1	0	49.5	0.3	0	49.8	0	0	0	0	0	0.1	49.1	0	0	49.2	
Trucks	3	0	4	0	7	0	346	2	0	348	0	0	0	0	0	1	348	0	0	349	704
% Trucks	100	0	100	0	100	0	97.5	100	0	97.5	0	0	0	0	0	100	98.9	0	0	98.9	98.2
Buses	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	13
% Buses	0	0	0	0	0	0	2.5	0	0	2.5	0	0	0	0	0	0	1.1	0	0	1.1	1.8

Intersection Turning Movement Count

SR 80 @ Oak St
LaBelle, FL

File Name : 23164-22p
Site Code : 23164-22
Start Date : 7/20/2023

Groups Printed- Pedestrians - Bicycles

	Oak St Southbound	SR 80 Westbound	Oak St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
07:00	1	0	0	0	1
07:15	0	0	1	0	1
07:30	0	0	1	0	1
*** BREAK ***					
Total	1	0	2	0	3
*** BREAK ***					
08:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
09:00	0	0	1	0	1
09:15	1	0	0	0	1
*** BREAK ***					
09:45	0	0	2	0	2
Total	1	0	3	0	4
*** BREAK ***					
15:30	0	0	0	1	1
*** BREAK ***					
Total	0	0	0	1	1
*** BREAK ***					
16:45	0	0	1	0	1
Total	0	0	1	0	1
*** BREAK ***					
18:00	0	0	2	0	2
18:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	3	0	3
Grand Total	2	0	10	1	13
Apprch %	100	0	100	100	
Total %	15.4	0	76.9	7.7	
Pedestrians	0	0	3	0	3
% Pedestrians	0	0	30	0	23.1
Bicycles	2	0	7	1	10
% Bicycles	100	0	70	100	76.9

Intersection Turning Movement Count

SR 80 @ Hickory St
LaBelle, FL

File Name : 23164-23
Site Code : 23164-23
Start Date : 7/19/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

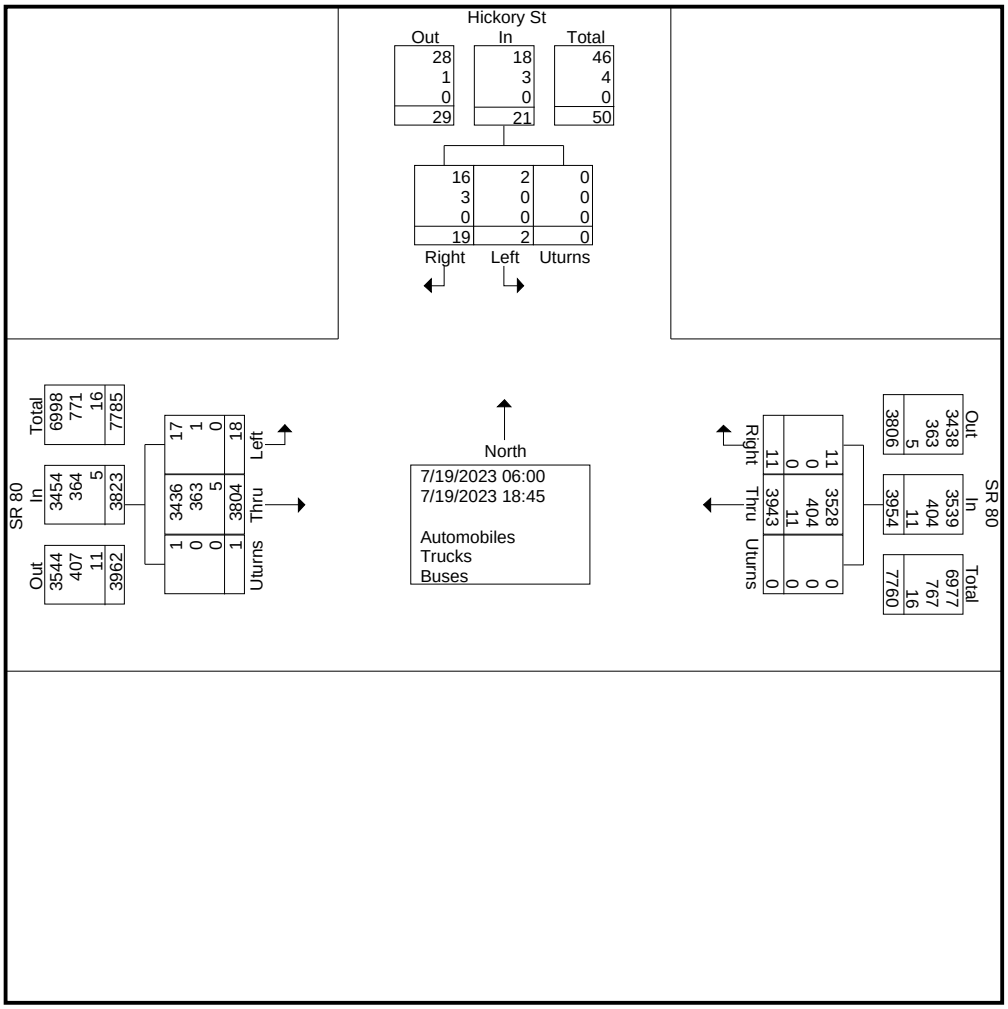
	Hickory St Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	95	0	0	95	0	63	0	63	158
06:15	0	0	0	0	92	0	0	92	0	57	0	57	149
06:30	0	0	0	0	102	0	0	102	0	72	0	72	174
06:45	0	1	0	1	123	0	0	123	0	67	0	67	191
Total	0	1	0	1	412	0	0	412	0	259	0	259	672
07:00	0	0	0	0	141	0	0	141	0	73	0	73	214
07:15	0	0	0	0	124	0	0	124	0	91	0	91	215
07:30	0	3	0	3	161	0	0	161	0	107	0	107	271
07:45	0	4	0	4	155	0	0	155	0	95	0	95	254
Total	0	7	0	7	581	0	0	581	0	366	0	366	954
08:00	0	0	0	0	136	1	0	137	0	84	0	84	221
08:15	0	1	0	1	122	0	0	122	0	94	0	94	217
08:30	0	2	0	2	122	1	0	123	0	83	0	83	208
08:45	0	1	0	1	135	1	0	136	2	85	0	87	224
Total	0	4	0	4	515	3	0	518	2	346	0	348	870
09:00	0	2	0	2	102	1	0	103	0	78	0	78	183
09:15	0	0	0	0	123	0	0	123	1	83	0	84	207
09:30	0	1	0	1	105	0	0	105	0	94	0	94	200
09:45	0	0	0	0	115	0	0	115	0	93	0	93	208
Total	0	3	0	3	445	1	0	446	1	348	0	349	798
*** BREAK ***													
15:00	0	0	0	0	126	0	0	126	0	128	0	128	254
15:15	0	0	0	0	136	1	0	137	0	118	0	118	255
15:30	0	0	0	0	107	1	0	108	1	135	0	136	244
15:45	0	0	0	0	124	0	0	124	0	144	0	144	268
Total	0	0	0	0	493	2	0	495	1	525	0	526	1021
16:00	0	1	0	1	114	1	0	115	0	151	0	151	267
16:15	0	0	0	0	118	0	0	118	0	155	0	155	273
16:30	0	0	0	0	137	1	0	138	0	159	0	159	297
16:45	0	1	0	1	122	0	0	122	0	180	0	180	303
Total	0	2	0	2	491	2	0	493	0	645	0	645	1140
17:00	0	0	0	0	137	0	0	137	1	202	1	204	341
17:15	0	0	0	0	133	0	0	133	0	191	0	191	324
17:30	0	0	0	0	132	0	0	132	1	177	0	178	310
17:45	0	0	0	0	115	0	0	115	0	157	0	157	272
Total	0	0	0	0	517	0	0	517	2	727	1	730	1247
18:00	0	1	0	1	115	1	0	116	2	166	0	168	285
18:15	0	0	0	0	125	0	0	125	1	146	0	147	272
18:30	1	0	0	1	117	0	0	117	4	140	0	144	262
18:45	1	1	0	2	132	2	0	134	5	136	0	141	277
Total	2	2	0	4	489	3	0	492	12	588	0	600	1096
Grand Total	2	19	0	21	3943	11	0	3954	18	3804	1	3823	7798
Apprch %	9.5	90.5	0		99.7	0.3	0		0.5	99.5	0		
Total %	0	0.2	0	0.3	50.6	0.1	0	50.7	0.2	48.8	0	49	

Intersection Turning Movement Count

File Name : 23164-23
Site Code : 23164-23
Start Date : 7/19/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Hickory St Southbound				SR 80 Westbound				SR 80 Eastbound				
	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Automobiles	2	16	0	18	3528	11	0	3539	17	3436	1	3454	7011
% Automobiles	100	84.2	0	85.7	89.5	100	0	89.5	94.4	90.3	100	90.3	89.9
Trucks	0	3	0	3	404	0	0	404	1	363	0	364	771
% Trucks	0	15.8	0	14.3	10.2	0	0	10.2	5.6	9.5	0	9.5	9.9
Buses	0	0	0	0	11	0	0	11	0	5	0	5	16
% Buses	0	0	0	0	0.3	0	0	0.3	0	0.1	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-23
Site Code : 23164-23
Start Date : 7/19/2023
Page No : 3

	Hickory St Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30													
07:30	0	3	0	3	**161**	0	0	**161**	0	**107**	0	**107**	**271**
07:45	0	**4**	0	**4**	155	0	0	155	0	95	0	95	254
08:00	0	0	0	0	136	**1**	0	137	0	84	0	84	221
08:15	0	1	0	1	122	0	0	122	0	94	0	94	217
Total Volume	0	8	0	8	574	1	0	575	0	380	0	380	963
% App. Total	0	100	0		99.8	0.2	0		0	100	0		
PHF	.000	.500	.000	.500	.891	.250	.000	.893	.000	.888	.000	.888	.888
Automobiles	0	7	0	7	499	1	0	500	0	293	0	293	800
% Automobiles	0	87.5	0	87.5	86.9	100	0	87.0	0	77.1	0	77.1	83.1
Trucks	0	1	0	1	74	0	0	74	0	87	0	87	162
% Trucks	0	12.5	0	12.5	12.9	0	0	12.9	0	22.9	0	22.9	16.8
Buses	0	0	0	0	1	0	0	1	0	0	0	0	1
% Buses	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				07:00				07:30				
+0 mins.	0	3	0	3	141	0	0	141	0	**107**	0	**107**	
+15 mins.	0	**4**	0	**4**	124	0	0	124	0	95	0	95	
+30 mins.	0	0	0	0	**161**	0	0	**161**	0	84	0	84	
+45 mins.	0	1	0	1	155	0	0	155	0	94	0	94	
Total Volume	0	8	0	8	581	0	0	581	0	380	0	380	
% App. Total	0	100	0		100	0	0		0	100	0		
PHF	.000	.500	.000	.500	.902	.000	.000	.902	.000	.888	.000	.888	
Automobiles	0	7	0	7	497	0	0	497	0	293	0	293	
% Automobiles	0	87.5	0	87.5	85.5	0	0	85.5	0	77.1	0	77.1	
Trucks	0	1	0	1	83	0	0	83	0	87	0	87	
% Trucks	0	12.5	0	12.5	14.3	0	0	14.3	0	22.9	0	22.9	
Buses	0	0	0	0	1	0	0	1	0	0	0	0	
% Buses	0	0	0	0	0.2	0	0	0.2	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	**1**	0	**1**	122	0	0	122	0	180	0	180	303
17:00	0	0	0	0	**137**	0	0	**137**	**1**	**202**	**1**	**204**	**341**
17:15	0	0	0	0	133	0	0	133	0	191	0	191	324
17:30	0	0	0	0	132	0	0	132	1	177	0	178	310
Total Volume	0	1	0	1	524	0	0	524	2	750	1	753	1278
% App. Total	0	100	0		100	0	0		0.3	99.6	0.1		
PHF	.000	.250	.000	.250	.956	.000	.000	.956	.500	.928	.250	.923	.937
Automobiles	0	0	0	0	484	0	0	484	2	715	1	718	1202
% Automobiles	0	0	0	0	92.4	0	0	92.4	100	95.3	100	95.4	94.1
Trucks	0	1	0	1	39	0	0	39	0	33	0	33	73
% Trucks	0	100	0	100	7.4	0	0	7.4	0	4.4	0	4.4	5.7
Buses	0	0	0	0	1	0	0	1	0	2	0	2	3
% Buses	0	0	0	0	0.2	0	0	0.2	0	0.3	0	0.3	0.2

Intersection Turning Movement Count

File Name : 23164-23
Site Code : 23164-23
Start Date : 7/19/2023
Page No : 4

	Hickory St Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	18:00				16:30				16:45				
+0 mins.	0	**1**	0	1	**137**	**1**	0	**138**	0	180	0	180	
+15 mins.	0	0	0	0	122	0	0	122	**1**	**202**	**1**	**204**	
+30 mins.	**1**	0	0	1	137	0	0	137	0	191	0	191	
+45 mins.	1	1	0	**2**	133	0	0	133	1	177	0	178	
Total Volume	2	2	0	4	529	1	0	530	2	750	1	753	
% App. Total	50	50	0		99.8	0.2	0		0.3	99.6	0.1		
PHF	.500	.500	.000	.500	.965	.250	.000	.960	.500	.928	.250	.923	
Automobiles	2	2	0	4	487	1	0	488	2	715	1	718	
% Automobiles	100	100	0	100	92.1	100	0	92.1	100	95.3	100	95.4	
Trucks	0	0	0	0	40	0	0	40	0	33	0	33	
% Trucks	0	0	0	0	7.6	0	0	7.5	0	4.4	0	4.4	
Buses	0	0	0	0	2	0	0	2	0	2	0	2	
% Buses	0	0	0	0	0.4	0	0	0.4	0	0.3	0	0.3	

Intersection Turning Movement Count

SR 80 @ Hickory St
LaBelle, FL

File Name : 23164-23
Site Code : 23164-23
Start Date : 7/19/2023
Page No : 1

Groups Printed- Trucks - Buses

	Hickory St Southbound				SR 80 Westbound				SR 80 Eastbound				
Start Time	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Left	Thru	Uturns	App. Total	Int. Total
06:00	0	0	0	0	14	0	0	14	0	10	0	10	24
06:15	0	0	0	0	9	0	0	9	0	19	0	19	28
06:30	0	0	0	0	7	0	0	7	0	10	0	10	17
06:45	0	0	0	0	10	0	0	10	0	15	0	15	25
Total	0	0	0	0	40	0	0	40	0	54	0	54	94
07:00	0	0	0	0	13	0	0	13	0	14	0	14	27
07:15	0	0	0	0	23	0	0	23	0	13	0	13	36
07:30	0	0	0	0	26	0	0	26	0	18	0	18	44
07:45	0	1	0	1	22	0	0	22	0	21	0	21	44
Total	0	1	0	1	84	0	0	84	0	66	0	66	151
08:00	0	0	0	0	9	0	0	9	0	24	0	24	33
08:15	0	0	0	0	18	0	0	18	0	24	0	24	42
08:30	0	0	0	0	25	0	0	25	0	9	0	9	34
08:45	0	1	0	1	20	0	0	20	0	13	0	13	34
Total	0	1	0	1	72	0	0	72	0	70	0	70	143
09:00	0	0	0	0	11	0	0	11	0	10	0	10	21
09:15	0	0	0	0	16	0	0	16	1	12	0	13	29
09:30	0	0	0	0	15	0	0	15	0	22	0	22	37
09:45	0	0	0	0	15	0	0	15	0	10	0	10	25
Total	0	0	0	0	57	0	0	57	1	54	0	55	112
*** BREAK ***													
15:00	0	0	0	0	12	0	0	12	0	8	0	8	20
15:15	0	0	0	0	12	0	0	12	0	8	0	8	20
15:30	0	0	0	0	15	0	0	15	0	6	0	6	21
15:45	0	0	0	0	10	0	0	10	0	11	0	11	21
Total	0	0	0	0	49	0	0	49	0	33	0	33	82
16:00	0	0	0	0	8	0	0	8	0	6	0	6	14
16:15	0	0	0	0	14	0	0	14	0	11	0	11	25
16:30	0	0	0	0	14	0	0	14	0	8	0	8	22
16:45	0	1	0	1	5	0	0	5	0	11	0	11	17
Total	0	1	0	1	41	0	0	41	0	36	0	36	78
17:00	0	0	0	0	9	0	0	9	0	11	0	11	20
17:15	0	0	0	0	14	0	0	14	0	9	0	9	23
17:30	0	0	0	0	12	0	0	12	0	4	0	4	16
17:45	0	0	0	0	8	0	0	8	0	6	0	6	14
Total	0	0	0	0	43	0	0	43	0	30	0	30	73
18:00	0	0	0	0	6	0	0	6	0	6	0	6	12
18:15	0	0	0	0	7	0	0	7	0	6	0	6	13
18:30	0	0	0	0	4	0	0	4	0	7	0	7	11
18:45	0	0	0	0	12	0	0	12	0	6	0	6	18
Total	0	0	0	0	29	0	0	29	0	25	0	25	54
Grand Total	0	3	0	3	415	0	0	415	1	368	0	369	787
Apprch %	0	100	0		100	0	0		0.3	99.7	0		
Total %	0	0.4	0	0.4	52.7	0	0	52.7	0.1	46.8	0	46.9	
Trucks	0	3	0	3	404	0	0	404	1	363	0	364	771
% Trucks	0	100	0	100	97.3	0	0	97.3	100	98.6	0	98.6	98
Buses	0	0	0	0	11	0	0	11	0	5	0	5	16
% Buses	0	0	0	0	2.7	0	0	2.7	0	1.4	0	1.4	2

Intersection Turning Movement Count

SR 80 @ Hickory St
LaBelle, FL

File Name : 23164-23p
Site Code : 23164-23
Start Date : 7/19/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Hickory St Southbound	SR 80 Westbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
08:30	1	0	0	1
*** BREAK ***				
Total	1	0	0	1
*** BREAK ***				
11:45	1	0	0	1
Total	1	0	0	1
*** BREAK ***				
13:00	2	0	0	2
*** BREAK ***				
Total	2	0	0	2
*** BREAK ***				
Grand Total	4	0	0	4
Apprch %	100	0	0	
Total %	100	0	0	
Pedestrians	3	0	0	3
% Pedestrians	75	0	0	75
Bicycles	1	0	0	1
% Bicycles	25	0	0	25

Intersection Turning Movement Count

SR 80 @ Elm St
LaBelle, FL

File Name : 23164-24
Site Code : 23164-24
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

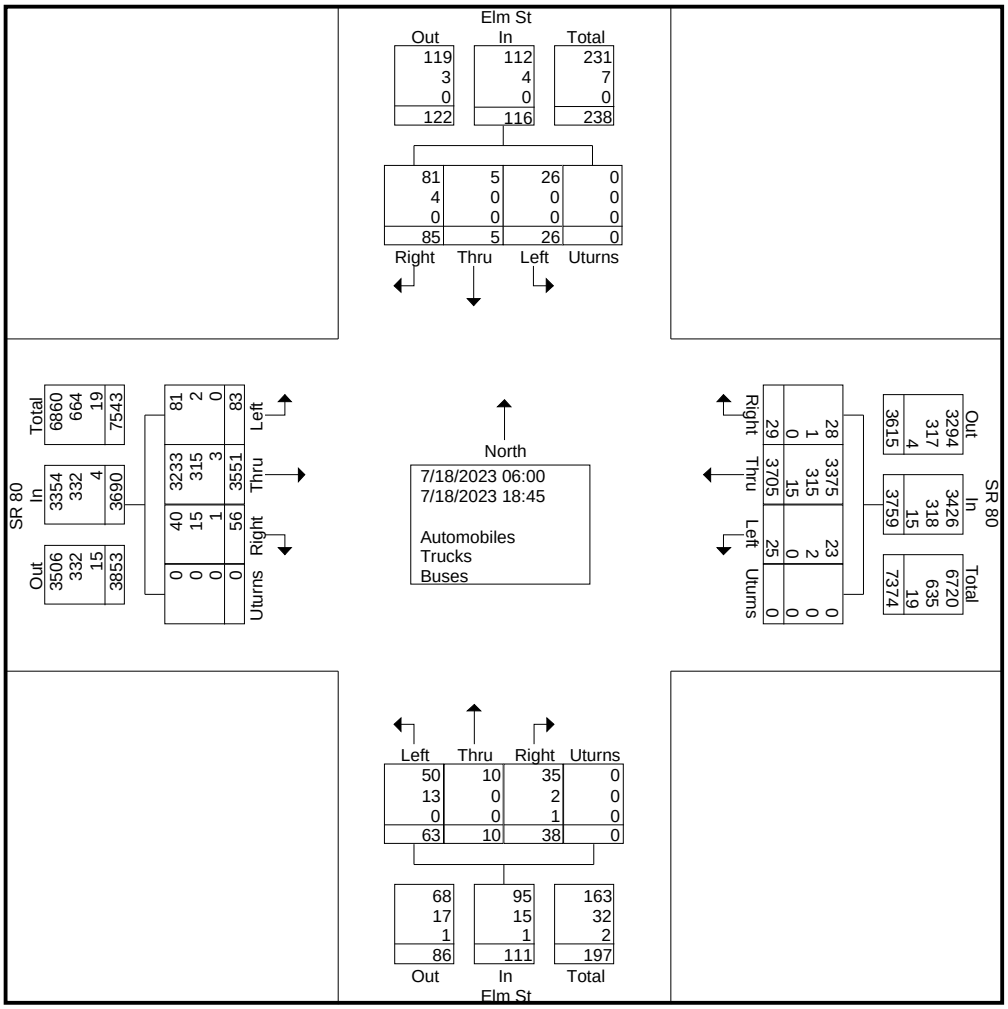
	Elm St Southbound					SR 80 Westbound					Elm St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	3	0	3	0	97	0	0	97	1	0	1	0	2	0	61	1	0	62	164
06:15	2	0	3	0	5	0	95	1	0	96	1	0	1	0	2	0	57	1	0	58	161
06:30	0	1	3	0	4	1	96	1	0	98	1	0	4	0	5	1	68	0	0	69	176
06:45	1	0	3	0	4	1	102	1	0	104	2	2	0	0	4	2	72	5	0	79	191
Total	3	1	12	0	16	2	390	3	0	395	5	2	6	0	13	3	258	7	0	268	692
07:00	1	1	4	0	6	2	121	0	0	123	0	0	2	0	2	3	78	1	0	82	213
07:15	3	0	2	0	5	0	122	0	0	122	2	0	0	0	2	2	93	1	0	96	225
07:30	0	0	0	0	0	0	146	0	0	146	4	0	2	0	6	3	92	1	0	96	248
07:45	2	1	0	0	3	2	177	2	0	181	2	0	0	0	2	0	81	4	0	85	271
Total	6	2	6	0	14	4	566	2	0	572	8	0	4	0	12	8	344	7	0	359	957
08:00	1	0	6	0	7	1	130	0	0	131	1	0	0	0	1	3	83	2	0	88	227
08:15	0	1	2	0	3	1	115	0	0	116	2	0	1	0	3	2	86	0	0	88	210
08:30	0	0	3	0	3	0	137	0	0	137	4	0	1	0	5	3	82	0	0	85	230
08:45	0	0	9	0	9	2	126	1	0	129	2	1	0	0	3	5	73	1	0	79	220
Total	1	1	20	0	22	4	508	1	0	513	9	1	2	0	12	13	324	3	0	340	887
09:00	1	0	2	0	3	0	108	1	0	109	3	0	1	0	4	2	90	3	0	95	211
09:15	1	0	4	0	5	1	106	0	0	107	1	1	1	0	3	1	85	2	0	88	203
09:30	1	0	5	0	6	2	94	0	0	96	2	0	0	0	2	2	90	2	0	94	198
09:45	0	0	5	0	5	0	123	0	0	123	3	0	1	0	4	2	81	2	0	85	217
Total	3	0	16	0	19	3	431	1	0	435	9	1	3	0	13	7	346	9	0	362	829
*** BREAK ***																					
15:00	1	1	2	0	4	1	104	0	0	105	4	0	1	0	5	2	139	2	0	143	257
15:15	0	0	2	0	2	0	115	0	0	115	0	0	3	0	3	2	115	3	0	120	240
15:30	2	0	3	0	5	0	111	0	0	111	4	0	1	0	5	5	129	3	0	137	258
15:45	1	0	3	0	4	0	116	2	0	118	3	1	1	0	5	6	118	4	0	128	255
Total	4	1	10	0	15	1	446	2	0	449	11	1	6	0	18	15	501	12	0	528	1010
16:00	0	0	3	0	3	2	117	2	0	121	1	0	3	0	4	3	140	2	0	145	273
16:15	2	0	1	0	3	0	104	1	0	105	1	1	2	0	4	1	128	2	0	131	243
16:30	0	0	4	0	4	1	126	1	0	128	2	2	1	0	5	3	136	1	0	140	277
16:45	0	0	2	0	2	1	125	2	0	128	1	0	0	0	1	1	155	1	0	157	288
Total	2	0	10	0	12	4	472	6	0	482	5	3	6	0	14	8	559	6	0	573	1081
17:00	1	0	1	0	2	2	141	2	0	145	0	0	1	0	1	5	213	1	0	219	367
17:15	2	0	1	0	3	0	112	1	0	113	2	0	1	0	3	5	183	5	0	193	312
17:30	0	0	3	0	3	2	142	3	0	147	1	0	3	0	4	3	155	1	0	159	313
17:45	1	0	1	0	2	1	122	3	0	126	8	0	0	0	8	3	142	1	0	146	282
Total	4	0	6	0	10	5	517	9	0	531	11	0	5	0	16	16	693	8	0	717	1274
18:00	0	0	0	0	0	2	110	1	0	113	2	0	3	0	5	5	145	1	0	151	269
18:15	2	0	2	0	4	0	109	2	0	111	2	1	0	0	3	1	124	0	0	125	243
18:30	0	0	2	0	2	0	86	0	0	86	1	1	3	0	5	5	136	0	0	141	234
18:45	1	0	1	0	2	0	70	2	0	72	0	0	0	0	0	2	121	3	0	126	200
Total	3	0	5	0	8	2	375	5	0	382	5	2	6	0	13	13	526	4	0	543	946
Grand Total	26	5	85	0	116	25	3705	29	0	3759	63	10	38	0	111	83	3551	56	0	3690	7676
Apprch %	22.4	4.3	73.3	0		0.7	98.6	0.8	0		56.8	9	34.2	0		2.2	96.2	1.5	0		
Total %	0.3	0.1	1.1	0	1.5	0.3	48.3	0.4	0	49	0.8	0.1	0.5	0	1.4	1.1	46.3	0.7	0	48.1	

Intersection Turning Movement Count

File Name : 23164-24
Site Code : 23164-24
Start Date : 7/18/2023
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Groups Printed- Automobiles - Trucks - Buses

	Elm St Southbound					SR 80 Westbound					Elm St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	26	5	81	0	112	23	3375	28	0	3426	50	10	35	0	95	81	3233	40	0	3354	6987
% Automobiles	100	100	95.3	0	96.6	92	91.1	96.6	0	91.1	79.4	100	92.1	0	85.6	97.6	91	71.4	0	90.9	91
Trucks	0	0	4	0	4	2	315	1	0	318	13	0	2	0	15	2	315	15	0	332	669
% Trucks	0	0	4.7	0	3.4	8	8.5	3.4	0	8.5	20.6	0	5.3	0	13.5	2.4	8.9	26.8	0	9	8.7
Buses	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	0	3	1	0	4	20
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	2.6	0	0.9	0	0.1	1.8	0	0.1	0.3



Intersection Turning Movement Count

File Name : 23164-24
Site Code : 23164-24
Start Date : 7/18/2023
Page No : 3

	Elm St Southbound					SR 80 Westbound					Elm St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	**3**	0	2	0	5	0	122	0	0	122	2	0	0	0	2	2	**93**	1	0	**96**	225
07:30	0	0	0	0	0	0	146	0	0	146	**4**	0	**2**	0	**6**	**3**	92	1	0	96	248
07:45	2	**1**	0	0	3	**2**	**177**	**2**	0	**181**	2	0	0	0	2	0	81	**4**	0	85	**271**
08:00	1	0	**6**	0	**7**	1	130	0	0	131	1	0	0	0	1	3	83	2	0	88	227
Total Volume	6	1	8	0	15	3	575	2	0	580	9	0	2	0	11	8	349	8	0	365	971
% App. Total	40	6.7	53.3	0		0.5	99.1	0.3	0		81.8	0	18.2	0		2.2	95.6	2.2	0		
PHF	.500	.250	.333	.000	.536	.375	.812	.250	.000	.801	.563	.000	.250	.000	.458	.667	.938	.500	.000	.951	.896
Automobiles	6	1	7	0	14	3	510	2	0	515	8	0	2	0	10	8	276	5	0	289	828
% Automobiles	100	100	87.5	0	93.3	100	88.7	100	0	88.8	88.9	0	100	0	90.9	100	79.1	62.5	0	79.2	85.3
Trucks	0	0	1	0	1	0	64	0	0	64	1	0	0	0	1	0	73	3	0	76	142
% Trucks	0	0	12.5	0	6.7	0	11.1	0	0	11.0	11.1	0	0	0	9.1	0	20.9	37.5	0	20.8	14.6
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	0.1

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:45					07:15					08:15					07:15					
+0 mins.	0	0	**9**	0	**9**	0	122	0	0	122	2	0	**1**	0	3	2	**93**	1	0	**96**	
+15 mins.	**1**	0	2	0	3	0	146	0	0	146	**4**	0	1	0	**5**	**3**	92	1	0	96	
+30 mins.	1	0	4	0	5	**2**	**177**	**2**	0	**181**	2	**1**	0	0	3	0	81	**4**	0	85	
+45 mins.	1	0	5	0	6	1	130	0	0	131	3	0	1	0	4	3	83	2	0	88	
Total Volume	3	0	20	0	23	3	575	2	0	580	11	1	3	0	15	8	349	8	0	365	
% App. Total	13	0	87	0		0.5	99.1	0.3	0		73.3	6.7	20	0		2.2	95.6	2.2	0		
PHF	.750	.000	.556	.000	.639	.375	.812	.250	.000	.801	.688	.250	.750	.000	.750	.667	.938	.500	.000	.951	
Automobiles	3	0	20	0	23	3	510	2	0	515	7	1	3	0	11	8	276	5	0	289	
% Automobiles	100	0	100	0	100	100	88.7	100	0	88.8	63.6	100	100	0	73.3	100	79.1	62.5	0	79.2	
Trucks	0	0	0	0	0	0	64	0	0	64	4	0	0	0	4	0	73	3	0	76	
% Trucks	0	0	0	0	0	0	11.1	0	0	11	36.4	0	0	0	26.7	0	20.9	37.5	0	20.8	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 16:45

16:45	0	0	2	0	2	1	125	2	0	128	1	0	0	0	1	1	155	1	0	157	288
17:00	1	0	1	0	2	**2**	141	2	0	145	0	0	1	0	1	**5**	**213**	1	0	**219**	**367**
17:15	**2**	0	1	0	**3**	0	112	1	0	113	**2**	0	1	0	3	5	183	**5**	0	193	312
17:30	0	0	**3**	0	3	2	**142**	**3**	0	**147**	1	0	**3**	0	**4**	3	155	1	0	159	313
Total Volume	3	0	7	0	10	5	520	8	0	533	4	0	5	0	9	14	706	8	0	728	1280
% App. Total	30	0	70	0		0.9	97.6	1.5	0		44.4	0	55.6	0		1.9	97	1.1	0		
PHF	.375	.000	.583	.000	.833	.625	.915	.667	.000	.906	.500	.000	.417	.000	.563	.700	.829	.400	.000	.831	.872
Automobiles	3	0	6	0	9	5	484	7	0	496	3	0	5	0	8	13	669	7	0	689	1202
% Automobiles	100	0	85.7	0	90.0	100	93.1	87.5	0	93.1	75.0	0	100	0	88.9	92.9	94.8	87.5	0	94.6	93.9
Trucks	0	0	1	0	1	0	35	1	0	36	1	0	0	0	1	1	35	1	0	37	75
% Trucks	0	0	14.3	0	10.0	0	6.7	12.5	0	6.8	25.0	0	0	0	11.1	7.1	5.0	12.5	0	5.1	5.9
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0.2

Intersection Turning Movement Count

File Name : 23164-24
Site Code : 23164-24
Start Date : 7/18/2023
Page No : 4

	Elm St Southbound					SR 80 Westbound					Elm St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	15:00					16:45					17:45					16:45					
+0 mins.	1	**1**	2	0	4	1	125	2	0	128	**8**	0	0	0	**8**	1	155	1	0	157	
+15 mins.	0	0	2	0	2	**2**	141	2	0	145	2	0	**3**	0	5	**5**	**213**	1	0	**219**	
+30 mins.	**2**	0	**3**	0	**5**	0	112	1	0	113	2	**1**	0	0	3	5	183	**5**	0	193	
+45 mins.	1	0	3	0	4	2	**142**	**3**	0	**147**	1	1	3	0	5	3	155	1	0	159	
Total Volume	4	1	10	0	15	5	520	8	0	533	13	2	6	0	21	14	706	8	0	728	
% App. Total	26.7	6.7	66.7	0		0.9	97.6	1.5	0		61.9	9.5	28.6	0		1.9	97	1.1	0		
PHF	.500	.250	.833	.000	.750	.625	.915	.667	.000	.906	.406	.500	.500	.000	.656	.700	.829	.400	.000	.831	
Automobiles	4	1	10	0	15	5	484	7	0	496	13	2	6	0	21	13	669	7	0	689	
% Automobiles	100	100	100	0	100	100	93.1	87.5	0	93.1	100	100	100	0	100	92.9	94.8	87.5	0	94.6	
Trucks	0	0	0	0	0	0	35	1	0	36	0	0	0	0	0	1	35	1	0	37	
% Trucks	0	0	0	0	0	0	6.7	12.5	0	6.8	0	0	0	0	0	7.1	5	12.5	0	5.1	
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	

Intersection Turning Movement Count

SR 80 @ Elm St
LaBelle, FL

File Name : 23164-24
Site Code : 23164-24
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	Elm St Southbound					SR 80 Westbound					Elm St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	14
06:15	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	14
06:30	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	9	0	0	9	11
06:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	16	0	0	16	22
Total	0	0	1	0	1	0	18	0	0	18	0	0	1	0	1	0	41	0	0	41	61
07:00	0	0	1	0	1	1	6	0	0	7	0	0	1	0	1	0	13	1	0	14	23
07:15	0	0	0	0	0	0	24	0	0	24	1	0	0	0	1	0	21	0	0	21	46
07:30	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	15	1	0	16	31
07:45	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	11	1	0	12	31
Total	0	0	1	0	1	1	64	0	0	65	1	0	1	0	2	0	60	3	0	63	131
08:00	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	26	1	0	27	35
08:15	0	0	0	0	0	0	16	0	0	16	2	0	0	0	2	0	20	0	0	20	38
08:30	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	0	8	0	0	8	30
08:45	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	0	12	1	0	13	32
Total	0	0	1	0	1	0	63	0	0	63	3	0	0	0	3	0	66	2	0	68	135
09:00	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	0	9	1	0	10	22
09:15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15	1	0	16	25
09:30	0	0	0	0	0	0	11	0	0	11	1	0	0	0	1	1	12	1	0	14	26
09:45	0	0	0	0	0	0	18	0	0	18	1	0	0	0	1	0	11	0	0	11	30
Total	0	0	0	0	0	0	49	0	0	49	3	0	0	0	3	1	47	3	0	51	103
*** BREAK ***																					
15:00	0	0	0	0	0	0	14	0	0	14	1	0	0	0	1	0	10	1	0	11	26
15:15	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11	2	0	13	22
15:30	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	7	1	0	8	19
15:45	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	0	5	1	0	6	24
Total	0	0	0	0	0	0	50	0	0	50	3	0	0	0	3	0	33	5	0	38	91
16:00	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	7	1	0	8	19
16:15	0	0	0	0	0	0	9	0	0	9	1	0	1	0	2	0	10	1	0	11	22
16:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	9
16:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	10	0	0	10	17
Total	0	0	0	0	0	0	33	0	0	33	2	0	1	0	3	0	29	2	0	31	67
17:00	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	9	0	0	9	22
17:15	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	0	9	1	0	10	18
17:30	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	1	9	0	0	10	21
17:45	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	11
Total	0	0	1	0	1	0	36	1	0	37	1	0	0	0	1	1	31	1	0	33	72
18:00	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	3	0	0	3	13
18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
18:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	6
18:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	0	0	0	1	17	0	0	18	0	0	0	0	0	0	11	0	0	11	29
Grand Total	0	0	4	0	4	2	330	1	0	333	13	0	3	0	16	2	318	16	0	336	689
Apprch %	0	0	100	0		0.6	99.1	0.3	0		81.2	0	18.8	0		0.6	94.6	4.8	0		
Total %	0	0	0.6	0	0.6	0.3	47.9	0.1	0	48.3	1.9	0	0.4	0	2.3	0.3	46.2	2.3	0	48.8	
Trucks	0	0	4	0	4	2	315	1	0	318	13	0	2	0	15	2	315	15	0	332	669
% Trucks	0	0	100	0	100	100	95.5	100	0	95.5	100	0	66.7	0	93.8	100	99.1	93.8	0	98.8	97.1
Buses	0	0	0	0	0	0	15	0	0	15	0	0	1	0	1	0	3	1	0	4	20
% Buses	0	0	0	0	0	0	4.5	0	0	4.5	0	0	33.3	0	6.2	0	0.9	6.2	0	1.2	2.9

Intersection Turning Movement Count

SR 80 @ Elm St
LaBelle, FL

File Name : 23164-24p
Site Code : 23164-24
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	Elm St Southbound	SR 80 Westbound	Elm St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:15	0	0	0	1	1
*** BREAK ***					
Total	0	0	0	1	1
*** BREAK ***					
07:30	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
08:00	0	0	1	0	1
*** BREAK ***					
08:45	0	1	0	0	1
Total	0	1	1	0	2
*** BREAK ***					
09:30	0	0	1	0	1
09:45	0	0	1	0	1
Total	0	0	2	0	2
*** BREAK ***					
18:00	1	0	1	0	2
*** BREAK ***					
Total	1	0	1	0	2
Grand Total	1	1	5	1	8
Apprch %	100	100	100	100	
Total %	12.5	12.5	62.5	12.5	
Pedestrians	1	1	1	1	4
% Pedestrians	100	100	20	100	50
Bicycles	0	0	4	0	4
% Bicycles	0	0	80	0	50

Intersection Turning Movement Count

SR 80 @ Cypress St
LaBelle, FL

File Name : 23164-25
Site Code : 23164-25
Start Date : 7/19/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

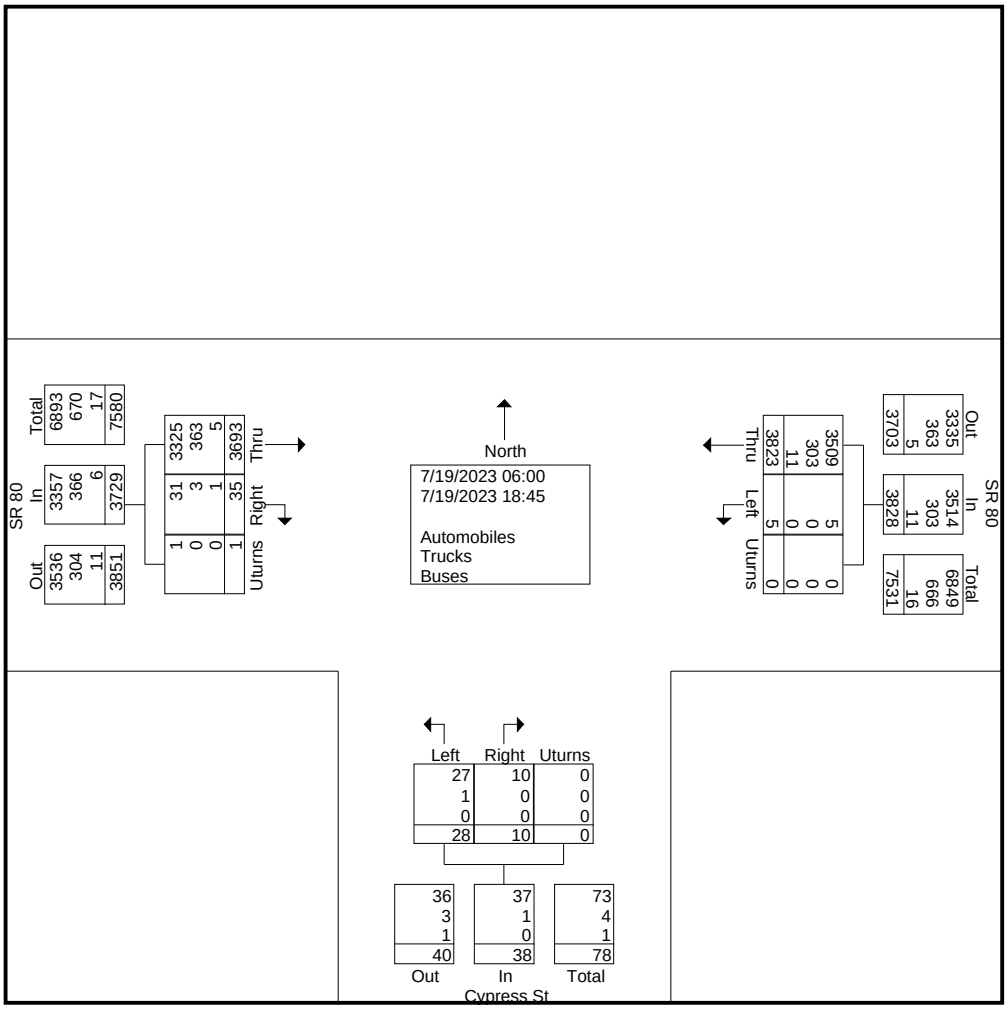
	SR 80 Westbound				Cypress St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	88	0	88	1	0	0	1	63	0	0	63	152
06:15	0	88	0	88	0	1	0	1	63	0	0	63	152
06:30	0	102	0	102	1	0	0	1	71	0	0	71	174
06:45	0	123	0	123	1	0	0	1	71	0	0	71	195
Total	0	401	0	401	3	1	0	4	268	0	0	268	673
07:00	0	131	0	131	0	0	0	0	78	0	0	78	209
07:15	0	136	0	136	1	1	0	2	86	0	0	86	224
07:30	0	147	0	147	0	0	0	0	105	0	0	105	252
07:45	0	160	0	160	0	0	0	0	93	1	0	94	254
Total	0	574	0	574	1	1	0	2	362	1	0	363	939
08:00	0	138	0	138	0	0	0	0	78	2	0	80	218
08:15	0	120	0	120	0	0	0	0	88	0	0	88	208
08:30	0	111	0	111	2	0	0	2	80	0	0	80	193
08:45	0	132	0	132	0	1	0	1	81	0	0	81	214
Total	0	501	0	501	2	1	0	3	327	2	0	329	833
09:00	0	102	0	102	0	0	0	0	72	2	0	74	176
09:15	0	109	0	109	0	1	0	1	85	1	0	86	196
09:30	0	105	0	105	1	0	0	1	89	0	0	89	195
09:45	0	109	0	109	0	0	0	0	91	1	0	92	201
Total	0	425	0	425	1	1	0	2	337	4	0	341	768
*** BREAK ***													
15:00	0	110	0	110	1	1	0	2	123	1	0	124	236
15:15	0	137	0	137	0	0	0	0	119	0	0	119	256
15:30	1	104	0	105	0	0	0	0	128	0	0	128	233
15:45	0	113	0	113	3	0	0	3	143	1	0	144	260
Total	1	464	0	465	4	1	0	5	513	2	0	515	985
16:00	0	118	0	118	0	0	0	0	147	1	0	148	266
16:15	0	110	0	110	3	0	0	3	157	2	0	159	272
16:30	0	137	0	137	1	0	0	1	159	4	0	163	301
16:45	1	120	0	121	1	0	0	1	167	1	0	168	290
Total	1	485	0	486	5	0	0	5	630	8	0	638	1129
17:00	0	129	0	129	3	1	0	4	191	5	0	196	329
17:15	1	126	0	127	0	2	0	2	171	4	0	175	304
17:30	1	127	0	128	0	1	0	1	168	3	0	171	300
17:45	1	107	0	108	5	1	0	6	159	1	0	160	274
Total	3	489	0	492	8	5	0	13	689	13	0	702	1207
18:00	0	118	0	118	0	0	0	0	160	2	0	162	280
18:15	0	124	0	124	2	0	0	2	140	2	0	142	268
18:30	0	113	0	113	2	0	0	2	135	1	0	136	251
18:45	0	129	0	129	0	0	0	0	132	0	1	133	262
Total	0	484	0	484	4	0	0	4	567	5	1	573	1061
Grand Total	5	3823	0	3828	28	10	0	38	3693	35	1	3729	7595
Apprch %	0.1	99.9	0		73.7	26.3	0		99	0.9	0		
Total %	0.1	50.3	0	50.4	0.4	0.1	0	0.5	48.6	0.5	0	49.1	

Intersection Turning Movement Count

File Name : 23164-25
Site Code : 23164-25
Start Date : 7/19/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Cypress St Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	5	3509	0	3514	27	10	0	37	3325	31	1	3357	6908
% Automobiles	100	91.8	0	91.8	96.4	100	0	97.4	90	88.6	100	90	91
Trucks	0	303	0	303	1	0	0	1	363	3	0	366	670
% Trucks	0	7.9	0	7.9	3.6	0	0	2.6	9.8	8.6	0	9.8	8.8
Buses	0	11	0	11	0	0	0	0	5	1	0	6	17
% Buses	0	0.3	0	0.3	0	0	0	0	0.1	2.9	0	0.2	0.2



Intersection Turning Movement Count

File Name : 23164-25
Site Code : 23164-25
Start Date : 7/19/2023
Page No : 3

	SR 80 Westbound				Cypress St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15													
07:15	0	136	0	136	**1**	**1**	0	**2**	86	0	0	86	224
07:30	0	147	0	147	0	0	0	0	**105**	0	0	**105**	252
07:45	0	**160**	0	**160**	0	0	0	0	93	1	0	94	**254**
08:00	0	138	0	138	0	0	0	0	78	**2**	0	80	218
Total Volume	0	581	0	581	1	1	0	2	362	3	0	365	948
% App. Total	0	100	0		50	50	0		99.2	0.8	0		
PHF	.000	.908	.000	.908	.250	.250	.000	.250	.862	.375	.000	.869	.933
Automobiles	0	515	0	515	1	1	0	2	286	2	0	288	805
% Automobiles	0	88.6	0	88.6	100	100	0	100	79.0	66.7	0	78.9	84.9
Trucks	0	65	0	65	0	0	0	0	76	1	0	77	142
% Trucks	0	11.2	0	11.2	0	0	0	0	21.0	33.3	0	21.1	15.0
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:15				06:00				07:30				
+0 mins.	0	136	0	136	**1**	0	0	**1**	**105**	0	0	**105**	
+15 mins.	0	147	0	147	0	**1**	0	1	93	1	0	94	
+30 mins.	0	**160**	0	**160**	1	0	0	1	78	**2**	0	80	
+45 mins.	0	138	0	138	1	0	0	1	88	0	0	88	
Total Volume	0	581	0	581	3	1	0	4	364	3	0	367	
% App. Total	0	100	0		75	25	0		99.2	0.8	0		
PHF	.000	.908	.000	.908	.750	.250	.000	1.000	.867	.375	.000	.874	
Automobiles	0	515	0	515	3	1	0	4	277	2	0	279	
% Automobiles	0	88.6	0	88.6	100	100	0	100	76.1	66.7	0	76	
Trucks	0	65	0	65	0	0	0	0	87	1	0	88	
% Trucks	0	11.2	0	11.2	0	0	0	0	23.9	33.3	0	24	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	
% Buses	0	0.2	0	0.2	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:30													
16:30	0	**137**	0	**137**	1	0	0	1	159	4	0	163	301
16:45	**1**	120	0	121	1	0	0	1	167	1	0	168	290
17:00	0	129	0	129	**3**	1	0	**4**	**191**	**5**	0	**196**	**329**
17:15	1	126	0	127	0	**2**	0	2	171	4	0	175	304
Total Volume	2	512	0	514	5	3	0	8	688	14	0	702	1224
% App. Total	0.4	99.6	0		62.5	37.5	0		98	2	0		
PHF	.500	.934	.000	.938	.417	.375	.000	.500	.901	.700	.000	.895	.930
Automobiles	2	488	0	490	5	3	0	8	657	13	0	670	1168
% Automobiles	100	95.3	0	95.3	100	100	0	100	95.5	92.9	0	95.4	95.4
Trucks	0	23	0	23	0	0	0	0	29	0	0	29	52
% Trucks	0	4.5	0	4.5	0	0	0	0	4.2	0	0	4.1	4.2
Buses	0	1	0	1	0	0	0	0	2	1	0	3	4
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	7.1	0	0.4	0.3

Intersection Turning Movement Count

File Name : 23164-25
Site Code : 23164-25
Start Date : 7/19/2023
Page No : 4

	SR 80 Westbound				Cypress St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	16:30				17:00				16:45				
+0 mins.	0	**137**	0	**137**	3	1	0	4	167	1	0	168	
+15 mins.	**1**	120	0	121	0	**2**	0	2	**191**	**5**	0	**196**	
+30 mins.	0	129	0	129	0	1	0	1	171	4	0	175	
+45 mins.	1	126	0	127	**5**	1	0	**6**	168	3	0	171	
Total Volume	2	512	0	514	8	5	0	13	697	13	0	710	
% App. Total	0.4	99.6	0		61.5	38.5	0		98.2	1.8	0		
PHF	.500	.934	.000	.938	.400	.625	.000	.542	.912	.650	.000	.906	
Automobiles	2	488	0	490	7	5	0	12	669	12	0	681	
% Automobiles	100	95.3	0	95.3	87.5	100	0	92.3	96	92.3	0	95.9	
Trucks	0	23	0	23	1	0	0	1	26	0	0	26	
% Trucks	0	4.5	0	4.5	12.5	0	0	7.7	3.7	0	0	3.7	
Buses	0	1	0	1	0	0	0	0	2	1	0	3	
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	7.7	0	0.4	

Intersection Turning Movement Count

SR 80 @ Cypress St
LaBelle, FL

File Name : 23164-25
Site Code : 23164-25
Start Date : 7/19/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Cypress St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	7	0	7	0	0	0	0	8	0	0	8	15
06:15	0	4	0	4	0	0	0	0	16	0	0	16	20
06:30	0	6	0	6	0	0	0	0	9	0	0	9	15
06:45	0	7	0	7	0	0	0	0	16	0	0	16	23
Total	0	24	0	24	0	0	0	0	49	0	0	49	73
07:00	0	10	0	10	0	0	0	0	17	0	0	17	27
07:15	0	16	0	16	0	0	0	0	11	0	0	11	27
07:30	0	23	0	23	0	0	0	0	18	0	0	18	41
07:45	0	16	0	16	0	0	0	0	24	1	0	25	41
Total	0	65	0	65	0	0	0	0	70	1	0	71	136
08:00	0	11	0	11	0	0	0	0	23	0	0	23	34
08:15	0	15	0	15	0	0	0	0	22	0	0	22	37
08:30	0	22	0	22	0	0	0	0	9	0	0	9	31
08:45	0	16	0	16	0	0	0	0	13	0	0	13	29
Total	0	64	0	64	0	0	0	0	67	0	0	67	131
09:00	0	8	0	8	0	0	0	0	10	0	0	10	18
09:15	0	16	0	16	0	0	0	0	16	0	0	16	32
09:30	0	12	0	12	0	0	0	0	21	0	0	21	33
09:45	0	12	0	12	0	0	0	0	10	1	0	11	23
Total	0	48	0	48	0	0	0	0	57	1	0	58	106
*** BREAK ***													
15:00	0	10	0	10	0	0	0	0	10	0	0	10	20
15:15	0	9	0	9	0	0	0	0	8	0	0	8	17
15:30	0	13	0	13	0	0	0	0	7	0	0	7	20
15:45	0	10	0	10	0	0	0	0	15	0	0	15	25
Total	0	42	0	42	0	0	0	0	40	0	0	40	82
16:00	0	3	0	3	0	0	0	0	5	0	0	5	8
16:15	0	12	0	12	0	0	0	0	11	0	0	11	23
16:30	0	10	0	10	0	0	0	0	6	0	0	6	16
16:45	0	4	0	4	0	0	0	0	8	0	0	8	12
Total	0	29	0	29	0	0	0	0	30	0	0	30	59
17:00	0	4	0	4	0	0	0	0	10	0	0	10	14
17:15	0	6	0	6	0	0	0	0	7	1	0	8	14
17:30	0	7	0	7	0	0	0	0	3	0	0	3	10
17:45	0	4	0	4	1	0	0	1	7	1	0	8	13
Total	0	21	0	21	1	0	0	1	27	2	0	29	51
18:00	0	2	0	2	0	0	0	0	3	0	0	3	5
18:15	0	5	0	5	0	0	0	0	9	0	0	9	14
18:30	0	3	0	3	0	0	0	0	10	0	0	10	13
18:45	0	11	0	11	0	0	0	0	6	0	0	6	17
Total	0	21	0	21	0	0	0	0	28	0	0	28	49
Grand Total	0	314	0	314	1	0	0	1	368	4	0	372	687
Apprch %	0	100	0		100	0	0		98.9	1.1	0		
Total %	0	45.7	0	45.7	0.1	0	0	0.1	53.6	0.6	0	54.1	
Trucks	0	303	0	303	1	0	0	1	363	3	0	366	670
% Trucks	0	96.5	0	96.5	100	0	0	100	98.6	75	0	98.4	97.5
Buses	0	11	0	11	0	0	0	0	5	1	0	6	17
% Buses	0	3.5	0	3.5	0	0	0	0	1.4	25	0	1.6	2.5

Intersection Turning Movement Count

SR 80 @ Cypress St
LaBelle, FL

File Name : 23164-25p
Site Code : 23164-25
Start Date : 7/19/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Cypress St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
07:30	0	2	0	2
*** BREAK ***				
Total	0	2	0	2
*** BREAK ***				
16:00	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
17:00	0	2	0	2
*** BREAK ***				
Total	0	2	0	2
*** BREAK ***				
Grand Total	0	5	0	5
Apprch %	0	100	0	
Total %	0	100	0	
Pedestrians	0	3	0	3
% Pedestrians	0	60	0	60
Bicycles	0	2	0	2
% Bicycles	0	40	0	40

Intersection Turning Movement Count

SR 80 @ Calhoun St
LaBelle, FL

File Name : 23164-26
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

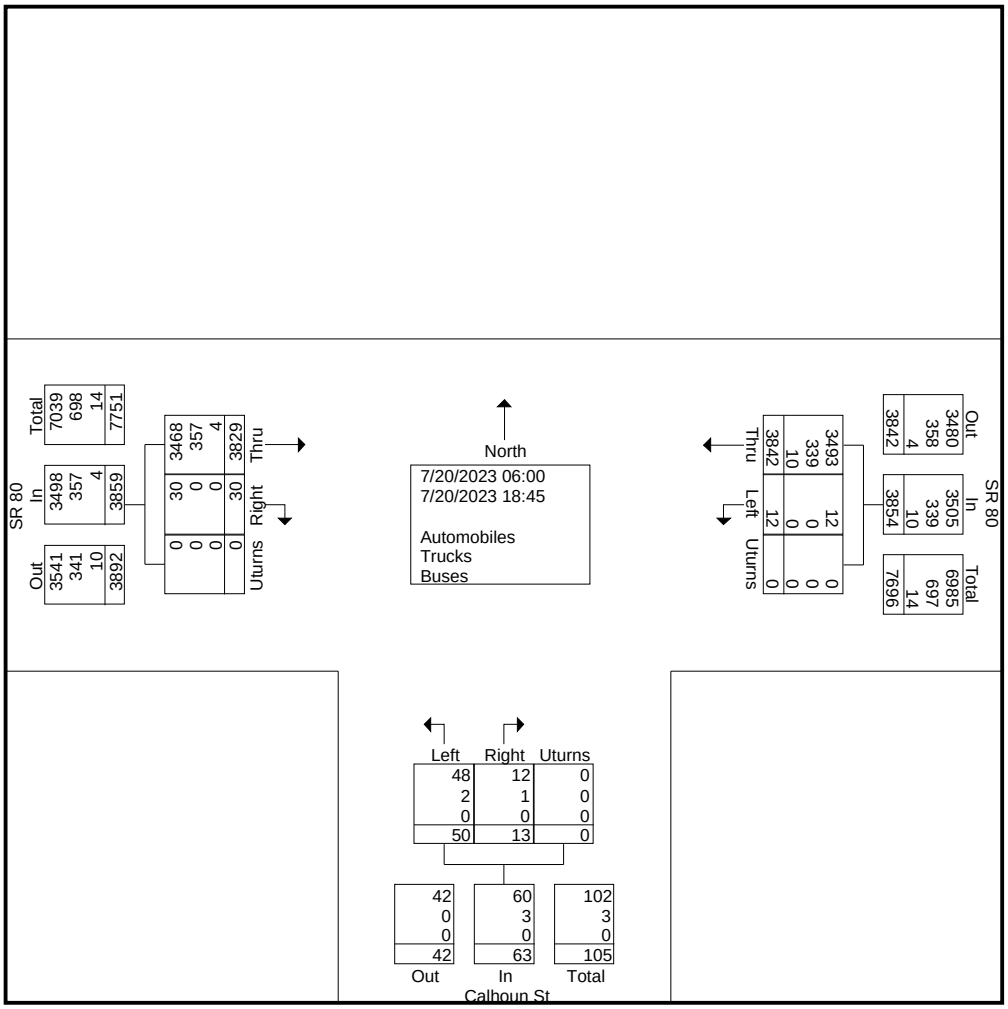
	SR 80 Westbound				Calhoun St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	85	0	85	3	0	0	3	62	0	0	62	150
06:15	0	88	0	88	2	1	0	3	76	0	0	76	167
06:30	0	105	0	105	1	0	0	1	79	1	0	80	186
06:45	0	135	0	135	1	1	0	2	69	1	0	70	207
Total	0	413	0	413	7	2	0	9	286	2	0	288	710
07:00	0	132	0	132	1	0	0	1	79	0	0	79	212
07:15	0	111	0	111	3	0	0	3	98	0	0	98	212
07:30	0	152	0	152	4	1	0	5	92	0	0	92	249
07:45	0	149	0	149	3	1	0	4	94	1	0	95	248
Total	0	544	0	544	11	2	0	13	363	1	0	364	921
08:00	1	129	0	130	2	0	0	2	93	0	0	93	225
08:15	0	126	0	126	1	0	0	1	103	0	0	103	230
08:30	0	109	0	109	0	0	0	0	98	0	0	98	207
08:45	0	136	0	136	0	0	0	0	92	1	0	93	229
Total	1	500	0	501	3	0	0	3	386	1	0	387	891
09:00	0	121	0	121	3	1	0	4	76	1	0	77	202
09:15	0	82	0	82	1	0	0	1	89	0	0	89	172
09:30	0	97	0	97	0	0	0	0	90	1	0	91	188
09:45	1	108	0	109	1	0	0	1	107	2	0	109	219
Total	1	408	0	409	5	1	0	6	362	4	0	366	781
*** BREAK ***													
15:00	1	120	0	121	2	2	0	4	141	2	0	143	268
15:15	0	113	0	113	0	0	0	0	124	1	0	125	238
15:30	0	106	0	106	2	0	0	2	127	0	0	127	235
15:45	0	116	0	116	3	1	0	4	124	1	0	125	245
Total	1	455	0	456	7	3	0	10	516	4	0	520	986
16:00	1	146	0	147	1	0	0	1	166	0	0	166	314
16:15	1	132	0	133	0	0	0	0	142	2	0	144	277
16:30	0	124	0	124	1	0	0	1	168	1	0	169	294
16:45	0	131	0	131	0	0	0	0	178	4	0	182	313
Total	2	533	0	535	2	0	0	2	654	7	0	661	1198
17:00	0	140	0	140	2	0	0	2	206	1	0	207	349
17:15	1	131	0	132	1	1	0	2	184	2	0	186	320
17:30	2	128	0	130	1	2	0	3	183	3	0	186	319
17:45	2	140	0	142	1	2	0	3	162	0	0	162	307
Total	5	539	0	544	5	5	0	10	735	6	0	741	1295
18:00	0	127	0	127	4	0	0	4	134	1	0	135	266
18:15	0	109	0	109	2	0	0	2	127	0	0	127	238
18:30	1	115	0	116	1	0	0	1	147	2	0	149	266
18:45	1	99	0	100	3	0	0	3	119	2	0	121	224
Total	2	450	0	452	10	0	0	10	527	5	0	532	994
Grand Total	12	3842	0	3854	50	13	0	63	3829	30	0	3859	7776
Apprch %	0.3	99.7	0		79.4	20.6	0		99.2	0.8	0		
Total %	0.2	49.4	0	49.6	0.6	0.2	0	0.8	49.2	0.4	0	49.6	

Intersection Turning Movement Count

File Name : 23164-26
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Calhoun St Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	12	3493	0	3505	48	12	0	60	3468	30	0	3498	7063
% Automobiles	100	90.9	0	90.9	96	92.3	0	95.2	90.6	100	0	90.6	90.8
Trucks	0	339	0	339	2	1	0	3	357	0	0	357	699
% Trucks	0	8.8	0	8.8	4	7.7	0	4.8	9.3	0	0	9.3	9
Buses	0	10	0	10	0	0	0	0	4	0	0	4	14
% Buses	0	0.3	0	0.3	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-26
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 3

	SR 80 Westbound				Calhoun St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30													
07:30	0	**152**	0	**152**	**4**	**1**	0	**5**	92	0	0	92	**249**
07:45	0	149	0	149	3	1	0	4	94	**1**	0	95	248
08:00	**1**	129	0	130	2	0	0	2	93	0	0	93	225
08:15	0	126	0	126	1	0	0	1	**103**	0	0	**103**	230
Total Volume	1	556	0	557	10	2	0	12	382	1	0	383	952
% App. Total	0.2	99.8	0		83.3	16.7	0		99.7	0.3	0		
PHF	.250	.914	.000	.916	.625	.500	.000	.600	.927	.250	.000	.930	.956
Automobiles	1	498	0	499	10	1	0	11	317	1	0	318	828
% Automobiles	100	89.6	0	89.6	100	50.0	0	91.7	83.0	100	0	83.0	87.0
Trucks	0	57	0	57	0	1	0	1	64	0	0	64	122
% Trucks	0	10.3	0	10.2	0	50.0	0	8.3	16.8	0	0	16.7	12.8
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	0	0	0.3	0.2

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				07:15				07:45				
+0 mins.	0	**152**	0	**152**	3	0	0	3	94	**1**	0	95	
+15 mins.	0	149	0	149	**4**	**1**	0	**5**	93	0	0	93	
+30 mins.	**1**	129	0	130	3	1	0	4	**103**	0	0	**103**	
+45 mins.	0	126	0	126	2	0	0	2	98	0	0	98	
Total Volume	1	556	0	557	12	2	0	14	388	1	0	389	
% App. Total	0.2	99.8	0		85.7	14.3	0		99.7	0.3	0		
PHF	.250	.914	.000	.916	.750	.500	.000	.700	.942	.250	.000	.944	
Automobiles	1	498	0	499	12	1	0	13	316	1	0	317	
% Automobiles	100	89.6	0	89.6	100	50	0	92.9	81.4	100	0	81.5	
Trucks	0	57	0	57	0	1	0	1	71	0	0	71	
% Trucks	0	10.3	0	10.2	0	50	0	7.1	18.3	0	0	18.3	
Buses	0	1	0	1	0	0	0	0	1	0	0	1	
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	0	0	0.3	

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:45													
16:45	0	131	0	131	0	0	0	0	178	**4**	0	182	313
17:00	0	**140**	0	**140**	**2**	0	0	2	**206**	1	0	**207**	**349**
17:15	1	131	0	132	1	1	0	2	184	2	0	186	320
17:30	**2**	128	0	130	1	**2**	0	**3**	183	3	0	186	319
Total Volume	3	530	0	533	4	3	0	7	751	10	0	761	1301
% App. Total	0.6	99.4	0		57.1	42.9	0		98.7	1.3	0		
PHF	.375	.946	.000	.952	.500	.375	.000	.583	.911	.625	.000	.919	.932
Automobiles	3	489	0	492	4	3	0	7	717	10	0	727	1226
% Automobiles	100	92.3	0	92.3	100	100	0	100	95.5	100	0	95.5	94.2
Trucks	0	40	0	40	0	0	0	0	33	0	0	33	73
% Trucks	0	7.5	0	7.5	0	0	0	0	4.4	0	0	4.3	5.6
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
% Buses	0	0.2	0	0.2	0	0	0	0	0.1	0	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-26
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 4

	SR 80 Westbound				Calhoun St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	17:00				17:15				16:45				
+0 mins.	0	**140**	0	140	1	1	0	2	178	**4**	0	182	
+15 mins.	1	131	0	132	1	**2**	0	3	**206**	1	0	**207**	
+30 mins.	**2**	128	0	130	1	2	0	3	184	2	0	186	
+45 mins.	2	140	0	**142**	**4**	0	0	**4**	183	3	0	186	
Total Volume	5	539	0	544	7	5	0	12	751	10	0	761	
% App. Total	0.9	99.1	0		58.3	41.7	0		98.7	1.3	0		
PHF	.625	.963	.000	.958	.438	.625	.000	.750	.911	.625	.000	.919	
Automobiles	5	499	0	504	7	5	0	12	717	10	0	727	
% Automobiles	100	92.6	0	92.6	100	100	0	100	95.5	100	0	95.5	
Trucks	0	38	0	38	0	0	0	0	33	0	0	33	
% Trucks	0	7.1	0	7	0	0	0	0	4.4	0	0	4.3	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	
% Buses	0	0.4	0	0.4	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Calhoun St
LaBelle, FL

File Name : 23164-26
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Calhoun St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	9	0	9	0	0	0	0	11	0	0	11	20
06:15	0	4	0	4	0	0	0	0	12	0	0	12	16
06:30	0	8	0	8	0	0	0	0	14	0	0	14	22
06:45	0	9	0	9	0	0	0	0	15	0	0	15	24
Total	0	30	0	30	0	0	0	0	52	0	0	52	82
07:00	0	15	0	15	0	0	0	0	19	0	0	19	34
07:15	0	14	0	14	0	0	0	0	16	0	0	16	30
07:30	0	18	0	18	0	1	0	1	11	0	0	11	30
07:45	0	13	0	13	0	0	0	0	16	0	0	16	29
Total	0	60	0	60	0	1	0	1	62	0	0	62	123
08:00	0	11	0	11	0	0	0	0	14	0	0	14	25
08:15	0	16	0	16	0	0	0	0	24	0	0	24	40
08:30	0	14	0	14	0	0	0	0	18	0	0	18	32
08:45	0	16	0	16	0	0	0	0	17	0	0	17	33
Total	0	57	0	57	0	0	0	0	73	0	0	73	130
09:00	0	13	0	13	0	0	0	0	18	0	0	18	31
09:15	0	13	0	13	0	0	0	0	6	0	0	6	19
09:30	0	5	0	5	0	0	0	0	14	0	0	14	19
09:45	0	18	0	18	0	0	0	0	12	0	0	12	30
Total	0	49	0	49	0	0	0	0	50	0	0	50	99
*** BREAK ***													
15:00	0	13	0	13	0	0	0	0	10	0	0	10	23
15:15	0	20	0	20	0	0	0	0	5	0	0	5	25
15:30	0	8	0	8	0	0	0	0	11	0	0	11	19
15:45	0	11	0	11	0	0	0	0	6	0	0	6	17
Total	0	52	0	52	0	0	0	0	32	0	0	32	84
16:00	0	13	0	13	1	0	0	1	10	0	0	10	24
16:15	0	13	0	13	0	0	0	0	8	0	0	8	21
16:30	0	7	0	7	0	0	0	0	8	0	0	8	15
16:45	0	9	0	9	0	0	0	0	6	0	0	6	15
Total	0	42	0	42	1	0	0	1	32	0	0	32	75
17:00	0	14	0	14	0	0	0	0	8	0	0	8	22
17:15	0	11	0	11	0	0	0	0	14	0	0	14	25
17:30	0	7	0	7	0	0	0	0	6	0	0	6	13
17:45	0	8	0	8	0	0	0	0	11	0	0	11	19
Total	0	40	0	40	0	0	0	0	39	0	0	39	79
18:00	0	8	0	8	0	0	0	0	5	0	0	5	13
18:15	0	3	0	3	1	0	0	1	2	0	0	2	6
18:30	0	3	0	3	0	0	0	0	7	0	0	7	10
18:45	0	5	0	5	0	0	0	0	7	0	0	7	12
Total	0	19	0	19	1	0	0	1	21	0	0	21	41
Grand Total	0	349	0	349	2	1	0	3	361	0	0	361	713
Apprch %	0	100	0		66.7	33.3	0		100	0	0		
Total %	0	48.9	0	48.9	0.3	0.1	0	0.4	50.6	0	0	50.6	
Trucks	0	339	0	339	2	1	0	3	357	0	0	357	699
% Trucks	0	97.1	0	97.1	100	100	0	100	98.9	0	0	98.9	98
Buses	0	10	0	10	0	0	0	0	4	0	0	4	14
% Buses	0	2.9	0	2.9	0	0	0	0	1.1	0	0	1.1	2

Intersection Turning Movement Count

SR 80 @ Calhoun St
LaBelle, FL

File Name : 23164-26p
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Calhoun St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
07:15	0	1	0	1
07:30	0	1	0	1
*** BREAK ***				
Total	0	2	0	2
*** BREAK ***				
08:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
09:00	0	1	0	1
*** BREAK ***				
09:30	0	1	0	1
09:45	0	1	0	1
Total	0	3	0	3
*** BREAK ***				
15:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
16:45	0	1	0	1
Total	0	1	0	1
*** BREAK ***				
18:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
Grand Total	0	9	0	9
Apprch %	0	100	0	
Total %	0	100	0	
Pedestrians	0	2	0	2
% Pedestrians	0	22.2	0	22.2
Bicycles	0	7	0	7
% Bicycles	0	77.8	0	77.8

Intersection Turning Movement Count

SR 80 @ Clay St
LaBelle, FL

File Name : 23164-27
Site Code : 23164-27
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

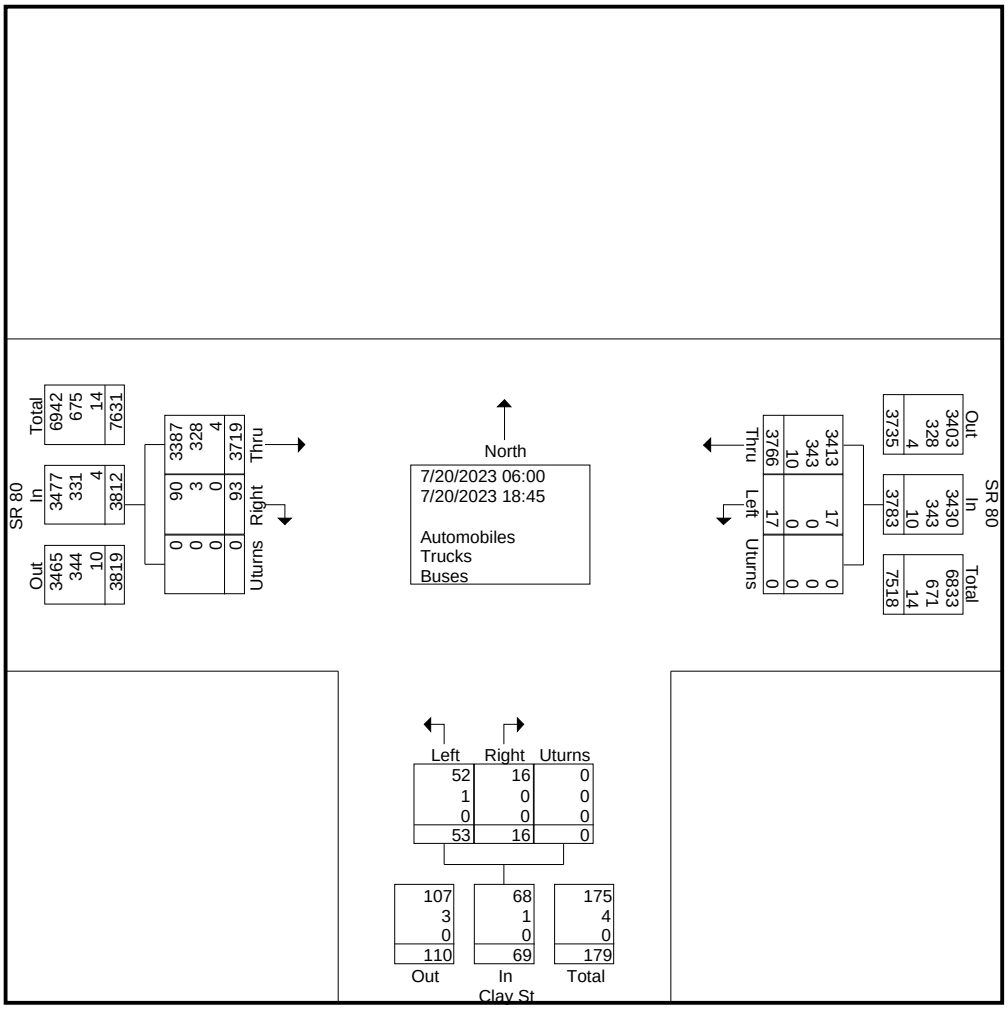
	SR 80 Westbound				Clay St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	1	81	0	82	1	0	0	1	66	0	0	66	149
06:15	0	92	0	92	1	1	0	2	78	1	0	79	173
06:30	0	110	0	110	4	1	0	5	84	2	0	86	201
06:45	0	139	0	139	1	0	0	1	65	2	0	67	207
Total	1	422	0	423	7	2	0	9	293	5	0	298	730
07:00	0	130	0	130	2	1	0	3	70	3	0	73	206
07:15	0	105	0	105	2	0	0	2	99	2	0	101	208
07:30	1	145	0	146	2	0	0	2	92	4	0	96	244
07:45	0	149	0	149	2	0	0	2	95	7	0	102	253
Total	1	529	0	530	8	1	0	9	356	16	0	372	911
08:00	0	131	0	131	2	0	0	2	94	2	0	96	229
08:15	0	124	0	124	3	0	0	3	92	3	0	95	222
08:30	1	100	0	101	2	0	0	2	90	8	0	98	201
08:45	2	132	0	134	2	0	0	2	81	2	0	83	219
Total	3	487	0	490	9	0	0	9	357	15	0	372	871
09:00	0	114	0	114	1	1	0	2	72	2	0	74	190
09:15	1	81	0	82	1	0	0	1	89	4	0	93	176
09:30	1	90	0	91	1	0	0	1	73	3	0	76	168
09:45	4	93	0	97	1	0	0	1	88	7	0	95	193
Total	6	378	0	384	4	1	0	5	322	16	0	338	727
*** BREAK ***													
15:00	0	120	0	120	0	0	0	0	139	4	0	143	263
15:15	0	112	0	112	1	0	0	1	121	3	0	124	237
15:30	0	106	0	106	0	0	0	0	125	2	0	127	233
15:45	0	112	0	112	2	1	0	3	124	1	0	125	240
Total	0	450	0	450	3	1	0	4	509	10	0	519	973
16:00	0	145	0	145	2	0	0	2	161	2	0	163	310
16:15	0	127	0	127	5	1	0	6	142	1	0	143	276
16:30	1	125	0	126	0	0	0	0	167	2	0	169	295
16:45	0	128	0	128	2	2	0	4	169	7	0	176	308
Total	1	525	0	526	9	3	0	12	639	12	0	651	1189
17:00	0	137	0	137	2	1	0	3	204	3	0	207	347
17:15	1	130	0	131	1	3	0	4	182	4	0	186	321
17:30	3	125	0	128	3	0	0	3	182	0	0	182	313
17:45	0	141	0	141	1	1	0	2	161	4	0	165	308
Total	4	533	0	537	7	5	0	12	729	11	0	740	1289
18:00	0	126	0	126	1	1	0	2	131	2	0	133	261
18:15	1	106	0	107	2	1	0	3	123	3	0	126	236
18:30	0	114	0	114	1	0	0	1	147	0	0	147	262
18:45	0	96	0	96	2	1	0	3	113	3	0	116	215
Total	1	442	0	443	6	3	0	9	514	8	0	522	974
Grand Total	17	3766	0	3783	53	16	0	69	3719	93	0	3812	7664
Apprch %	0.4	99.6	0		76.8	23.2	0		97.6	2.4	0		
Total %	0.2	49.1	0	49.4	0.7	0.2	0	0.9	48.5	1.2	0	49.7	

Intersection Turning Movement Count

File Name : 23164-27
Site Code : 23164-27
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Clay St Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	17	3413	0	3430	52	16	0	68	3387	90	0	3477	6975
% Automobiles	100	90.6	0	90.7	98.1	100	0	98.6	91.1	96.8	0	91.2	91
Trucks	0	343	0	343	1	0	0	1	328	3	0	331	675
% Trucks	0	9.1	0	9.1	1.9	0	0	1.4	8.8	3.2	0	8.7	8.8
Buses	0	10	0	10	0	0	0	0	4	0	0	4	14
% Buses	0	0.3	0	0.3	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-27
Site Code : 23164-27
Start Date : 7/20/2023
Page No : 3

	SR 80 Westbound				Clay St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30													
07:30	**1**	145	0	146	2	0	0	2	92	4	0	96	244
07:45	0	**149**	0	**149**	2	0	0	2	**95**	**7**	0	**102**	**253**
08:00	0	131	0	131	2	0	0	2	94	2	0	96	229
08:15	0	124	0	124	**3**	0	0	**3**	92	3	0	95	222
Total Volume	1	549	0	550	9	0	0	9	373	16	0	389	948
% App. Total	0.2	99.8	0		100	0	0		95.9	4.1	0		
PHF	.250	.921	.000	.923	.750	.000	.000	.750	.982	.571	.000	.953	.937
Automobiles	1	488	0	489	9	0	0	9	297	16	0	313	811
% Automobiles	100	88.9	0	88.9	100	0	0	100	79.6	100	0	80.5	85.5
Trucks	0	60	0	60	0	0	0	0	75	0	0	75	135
% Trucks	0	10.9	0	10.9	0	0	0	0	20.1	0	0	19.3	14.2
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	0	0	0.3	0.2
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30				06:15				07:15				
+0 mins.	**1**	145	0	146	1	**1**	0	2	**99**	2	0	101	
+15 mins.	0	**149**	0	**149**	**4**	1	0	**5**	92	4	0	96	
+30 mins.	0	131	0	131	1	0	0	1	95	**7**	0	**102**	
+45 mins.	0	124	0	124	2	1	0	3	94	2	0	96	
Total Volume	1	549	0	550	8	3	0	11	380	15	0	395	
% App. Total	0.2	99.8	0		72.7	27.3	0		96.2	3.8	0		
PHF	.250	.921	.000	.923	.500	.750	.000	.550	.960	.536	.000	.968	
Automobiles	1	488	0	489	8	3	0	11	306	14	0	320	
% Automobiles	100	88.9	0	88.9	100	100	0	100	80.5	93.3	0	81	
Trucks	0	60	0	60	0	0	0	0	74	1	0	75	
% Trucks	0	10.9	0	10.9	0	0	0	0	19.5	6.7	0	19	
Buses	0	1	0	1	0	0	0	0	0	0	0	0	
% Buses	0	0.2	0	0.2	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:45													
16:45	0	128	0	128	2	2	0	**4**	169	**7**	0	176	308
17:00	0	**137**	0	**137**	2	1	0	3	**204**	3	0	**207**	**347**
17:15	1	130	0	131	1	**3**	0	4	182	4	0	186	321
17:30	**3**	125	0	128	**3**	0	0	3	182	0	0	182	313
Total Volume	4	520	0	524	8	6	0	14	737	14	0	751	1289
% App. Total	0.8	99.2	0		57.1	42.9	0		98.1	1.9	0		
PHF	.333	.949	.000	.956	.667	.500	.000	.875	.903	.500	.000	.907	.929
Automobiles	4	478	0	482	8	6	0	14	707	13	0	720	1216
% Automobiles	100	91.9	0	92.0	100	100	0	100	95.9	92.9	0	95.9	94.3
Trucks	0	41	0	41	0	0	0	0	29	1	0	30	71
% Trucks	0	7.9	0	7.8	0	0	0	0	3.9	7.1	0	4.0	5.5
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
% Buses	0	0.2	0	0.2	0	0	0	0	0.1	0	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-27
Site Code : 23164-27
Start Date : 7/20/2023
Page No : 4

	SR 80 Westbound				Clay St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	17:00				16:45				16:45				
+0 mins.	0	137	0	137	2	2	0	**4**	169	**7**	0	176	
+15 mins.	1	130	0	131	2	1	0	3	**204**	3	0	**207**	
+30 mins.	**3**	125	0	128	1	**3**	0	4	182	4	0	186	
+45 mins.	0	**141**	0	**141**	**3**	0	0	3	182	0	0	182	
Total Volume	4	533	0	537	8	6	0	14	737	14	0	751	
% App. Total	0.7	99.3	0		57.1	42.9	0		98.1	1.9	0		
PHF	.333	.945	.000	.952	.667	.500	.000	.875	.903	.500	.000	.907	
Automobiles	4	493	0	497	8	6	0	14	707	13	0	720	
% Automobiles	100	92.5	0	92.6	100	100	0	100	95.9	92.9	0	95.9	
Trucks	0	38	0	38	0	0	0	0	29	1	0	30	
% Trucks	0	7.1	0	7.1	0	0	0	0	3.9	7.1	0	4	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	
% Buses	0	0.4	0	0.4	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Clay St
LaBelle, FL

File Name : 23164-27
Site Code : 23164-27
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Clay St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	9	0	9	0	0	0	0	15	0	0	15	24
06:15	0	10	0	10	0	0	0	0	15	0	0	15	25
06:30	0	16	0	16	0	0	0	0	20	0	0	20	36
06:45	0	16	0	16	0	0	0	0	14	0	0	14	30
Total	0	51	0	51	0	0	0	0	64	0	0	64	115
07:00	0	18	0	18	0	0	0	0	13	0	0	13	31
07:15	0	11	0	11	1	0	0	1	15	1	0	16	28
07:30	0	13	0	13	0	0	0	0	16	0	0	16	29
07:45	0	15	0	15	0	0	0	0	24	0	0	24	39
Total	0	57	0	57	1	0	0	1	68	1	0	69	127
08:00	0	17	0	17	0	0	0	0	19	0	0	19	36
08:15	0	16	0	16	0	0	0	0	17	0	0	17	33
08:30	0	11	0	11	0	0	0	0	16	0	0	16	27
08:45	0	13	0	13	0	0	0	0	8	0	0	8	21
Total	0	57	0	57	0	0	0	0	60	0	0	60	117
09:00	0	6	0	6	0	0	0	0	14	0	0	14	20
09:15	0	14	0	14	0	0	0	0	11	1	0	12	26
09:30	0	1	0	1	0	0	0	0	0	0	0	0	1
09:45	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	23	0	23	0	0	0	0	25	1	0	26	49
*** BREAK ***													
15:00	0	15	0	15	0	0	0	0	10	0	0	10	25
15:15	0	20	0	20	0	0	0	0	5	0	0	5	25
15:30	0	9	0	9	0	0	0	0	11	0	0	11	20
15:45	0	12	0	12	0	0	0	0	6	0	0	6	18
Total	0	56	0	56	0	0	0	0	32	0	0	32	88
16:00	0	15	0	15	0	0	0	0	11	0	0	11	26
16:15	0	14	0	14	0	0	0	0	8	0	0	8	22
16:30	0	8	0	8	0	0	0	0	7	0	0	7	15
16:45	0	9	0	9	0	0	0	0	4	0	0	4	13
Total	0	46	0	46	0	0	0	0	30	0	0	30	76
17:00	0	14	0	14	0	0	0	0	8	0	0	8	22
17:15	0	11	0	11	0	0	0	0	11	1	0	12	23
17:30	0	8	0	8	0	0	0	0	7	0	0	7	15
17:45	0	7	0	7	0	0	0	0	9	0	0	9	16
Total	0	40	0	40	0	0	0	0	35	1	0	36	76
18:00	0	10	0	10	0	0	0	0	5	0	0	5	15
18:15	0	4	0	4	0	0	0	0	2	0	0	2	6
18:30	0	3	0	3	0	0	0	0	7	0	0	7	10
18:45	0	6	0	6	0	0	0	0	4	0	0	4	10
Total	0	23	0	23	0	0	0	0	18	0	0	18	41
Grand Total	0	353	0	353	1	0	0	1	332	3	0	335	689
Apprch %	0	100	0		100	0	0		99.1	0.9	0		
Total %	0	51.2	0	51.2	0.1	0	0	0.1	48.2	0.4	0	48.6	
Trucks	0	343	0	343	1	0	0	1	328	3	0	331	675
% Trucks	0	97.2	0	97.2	100	0	0	100	98.8	100	0	98.8	98
Buses	0	10	0	10	0	0	0	0	4	0	0	4	14
% Buses	0	2.8	0	2.8	0	0	0	0	1.2	0	0	1.2	2

Intersection Turning Movement Count

SR 80 @ Clay St
LaBelle, FL

File Name : 23164-27p
Site Code : 23164-26
Start Date : 7/20/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Clay St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
07:15	0	1	0	1
07:30	0	1	0	1
*** BREAK ***				
Total	0	2	0	2
*** BREAK ***				
08:15	0	2	0	2
*** BREAK ***				
Total	0	2	0	2
09:00	0	2	1	3
*** BREAK ***				
09:30	0	1	0	1
09:45	0	1	0	1
Total	0	4	1	5
*** BREAK ***				
15:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
16:45	0	1	0	1
Total	0	1	0	1
*** BREAK ***				
17:30	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
18:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
Grand Total	0	12	1	13
Apprch %	0	100	100	
Total %	0	92.3	7.7	
Pedestrians	0	3	0	3
% Pedestrians	0	25	0	23.1
Bicycles	0	9	1	10
% Bicycles	0	75	100	76.9

Intersection Turning Movement Count

SR 80 @ Fort Thompson Ave/Davis St
LaBelle, FL

File Name : 23164-28
Site Code : 23164-28
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

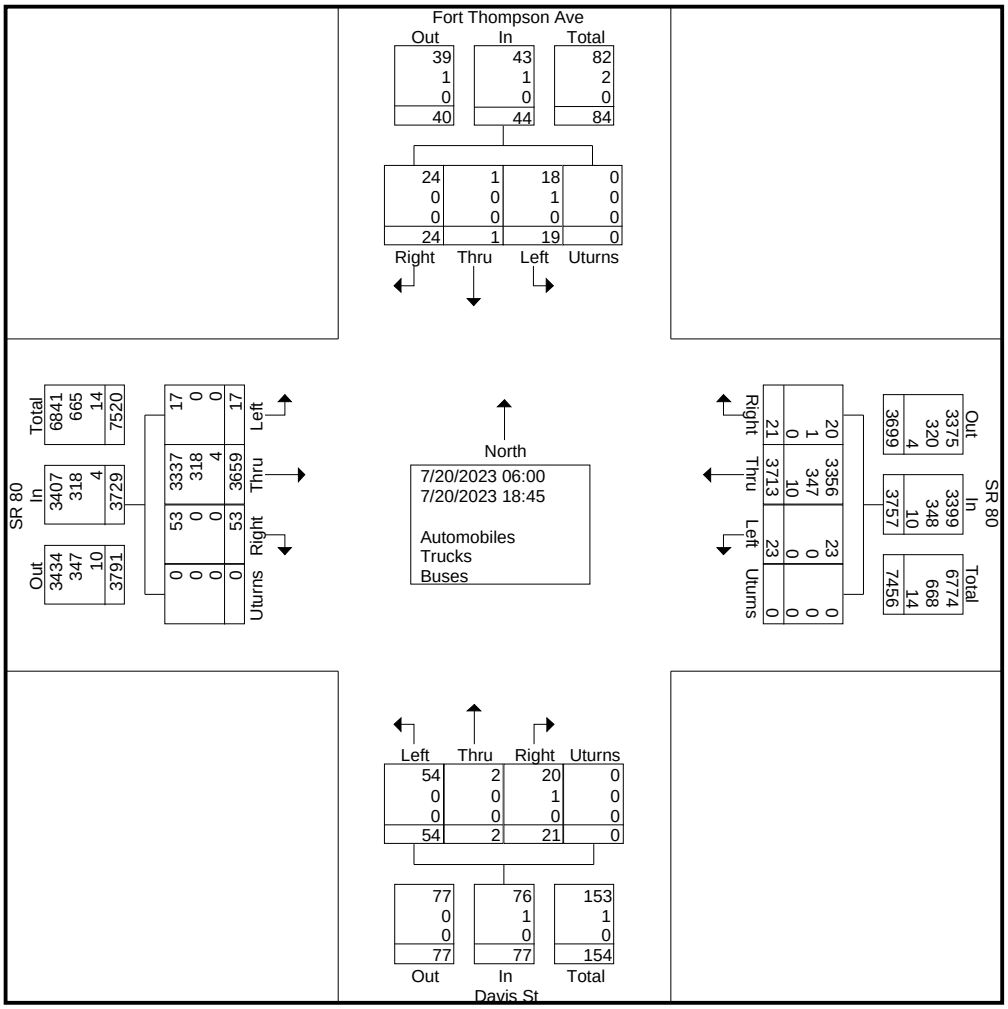
	Fort Thompson Ave Southbound					SR 80 Westbound					Davis St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	83	0	0	83	2	0	0	0	2	0	66	0	0	66	151
06:15	0	0	1	0	1	1	89	1	0	91	0	0	0	0	0	0	79	0	0	79	171
06:30	0	0	1	0	1	0	108	0	0	108	1	0	1	0	2	0	81	0	0	81	192
06:45	2	0	1	0	3	0	133	1	0	134	2	0	1	0	3	0	67	2	0	69	209
Total	2	0	3	0	5	1	413	2	0	416	5	0	2	0	7	0	293	2	0	295	723
07:00	0	0	3	0	3	1	135	0	0	136	2	0	0	0	2	1	68	2	0	71	212
07:15	0	0	0	0	0	2	101	0	0	103	1	0	2	0	3	1	93	2	0	96	202
07:30	0	0	0	0	0	1	143	0	0	144	1	0	1	0	2	0	94	1	0	95	241
07:45	1	0	1	0	2	0	149	0	0	149	0	0	0	0	0	1	93	0	0	94	245
Total	1	0	4	0	5	4	528	0	0	532	4	0	3	0	7	3	348	5	0	356	900
08:00	1	0	0	0	1	0	128	0	0	128	1	0	1	0	2	0	91	1	0	92	223
08:15	1	0	0	0	1	0	123	1	0	124	2	0	0	0	2	0	94	1	0	95	222
08:30	1	0	0	0	1	0	104	1	0	105	0	0	0	0	0	0	89	2	0	91	197
08:45	1	0	1	0	2	1	132	1	0	134	1	0	0	0	1	0	81	1	0	82	219
Total	4	0	1	0	5	1	487	3	0	491	4	0	1	0	5	0	355	5	0	360	861
09:00	0	0	1	0	1	0	110	1	0	111	5	0	0	0	5	1	67	2	0	70	187
09:15	1	0	1	0	2	0	80	0	0	80	1	0	2	0	3	0	87	3	0	90	175
09:30	2	0	1	0	3	2	89	2	0	93	1	0	3	0	4	0	74	0	0	74	174
09:45	2	0	0	0	2	0	94	0	0	94	2	0	0	0	2	0	86	1	0	87	185
Total	5	0	3	0	8	2	373	3	0	378	9	0	5	0	14	1	314	6	0	321	721
*** BREAK ***																					
15:00	0	0	0	0	0	1	114	1	0	116	4	0	1	0	5	0	137	3	0	140	261
15:15	0	0	0	0	0	0	111	0	0	111	2	0	1	0	3	1	118	2	0	121	235
15:30	3	0	0	0	3	0	103	0	0	103	2	0	0	0	2	1	121	3	0	125	233
15:45	0	0	0	0	0	1	114	2	0	117	0	0	0	0	0	1	119	3	0	123	240
Total	3	0	0	0	3	2	442	3	0	447	8	0	2	0	10	3	495	11	0	509	969
16:00	0	0	0	0	0	1	145	0	0	146	4	0	2	0	6	0	159	3	0	162	314
16:15	1	0	1	0	2	1	119	4	0	124	1	0	1	0	2	0	139	1	0	140	268
16:30	0	0	1	0	1	0	124	0	0	124	1	0	0	0	1	0	160	5	0	165	291
16:45	0	0	1	0	1	1	127	1	0	129	2	0	0	0	2	2	167	3	0	172	304
Total	1	0	3	0	4	3	515	5	0	523	8	0	3	0	11	2	625	12	0	639	1177
17:00	1	0	3	0	4	1	132	1	0	134	2	0	1	0	3	2	196	4	0	202	343
17:15	1	0	1	0	2	3	126	2	0	131	5	0	2	0	7	2	185	0	0	187	327
17:30	1	0	3	0	4	0	120	1	0	121	2	0	1	0	3	2	178	1	0	181	309
17:45	0	1	1	0	2	2	139	1	0	142	0	0	1	0	1	1	161	0	0	162	307
Total	3	1	8	0	12	6	517	5	0	528	9	0	5	0	14	7	720	5	0	732	1286
18:00	0	0	0	0	0	1	127	0	0	128	1	1	0	0	2	0	131	0	0	131	261
18:15	0	0	1	0	1	1	102	0	0	103	3	1	0	0	4	0	125	2	0	127	235
18:30	0	0	1	0	1	1	114	0	0	115	2	0	0	0	2	0	143	1	0	144	262
18:45	0	0	0	0	0	1	95	0	0	96	1	0	0	0	1	1	110	4	0	115	212
Total	0	0	2	0	2	4	438	0	0	442	7	2	0	0	9	1	509	7	0	517	970
Grand Total	19	1	24	0	44	23	3713	21	0	3757	54	2	21	0	77	17	3659	53	0	3729	7607
Apprch %	43.2	2.3	54.5	0		0.6	98.8	0.6	0		70.1	2.6	27.3	0		0.5	98.1	1.4	0		
Total %	0.2	0	0.3	0	0.6	0.3	48.8	0.3	0	49.4	0.7	0	0.3	0	1	0.2	48.1	0.7	0	49	

Intersection Turning Movement Count

File Name : 23164-28
Site Code : 23164-28
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	Fort Thompson Ave Southbound					SR 80 Westbound					Davis St Northbound					SR 80 Eastbound					
	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	18	1	24	0	43	23	3356	20	0	3399	54	2	20	0	76	17	3337	53	0	3407	6925
% Automobiles	94.7	100	100	0	97.7	100	90.4	95.2	0	90.5	100	100	95.2	0	98.7	100	91.2	100	0	91.4	91
Trucks	1	0	0	0	1	0	347	1	0	348	0	0	1	0	1	0	318	0	0	318	668
% Trucks	5.3	0	0	0	2.3	0	9.3	4.8	0	9.3	0	0	4.8	0	1.3	0	8.7	0	0	8.5	8.8
Buses	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
% Buses	0	0	0	0	0	0	0.3	0	0	0.3	0	0	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-28
Site Code : 23164-28
Start Date : 7/20/2023
Page No : 3

	Fort Thompson Ave Southbound					SR 80 Westbound					Davis St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	0	0	0	0	**1**	143	0	0	144	1	0	**1**	0	**2**	0	**94**	**1**	0	**95**	241
07:45	**1**	0	**1**	0	**2**	0	**149**	0	0	**149**	0	0	0	0	0	**1**	93	0	0	94	**245**
08:00	1	0	0	0	1	0	128	0	0	128	1	0	1	0	2	0	91	1	0	92	223
08:15	1	0	0	0	1	0	123	**1**	0	124	**2**	0	0	0	2	0	94	1	0	95	222
Total Volume	3	0	1	0	4	1	543	1	0	545	4	0	2	0	6	1	372	3	0	376	931
% App. Total	75	0	25	0		0.2	99.6	0.2	0		66.7	0	33.3	0		0.3	98.9	0.8	0		
PHF	.750	.000	.250	.000	.500	.250	.911	.250	.000	.914	.500	.000	.500	.000	.750	.250	.989	.750	.000	.989	.950
Automobiles	2	0	1	0	3	1	484	1	0	486	4	0	2	0	6	1	299	3	0	303	798
% Automobiles	66.7	0	100	0	75.0	100	89.1	100	0	89.2	100	0	100	0	100	100	80.4	100	0	80.6	85.7
Trucks	1	0	0	0	1	0	58	0	0	58	0	0	0	0	0	0	72	0	0	72	131
% Trucks	33.3	0	0	0	25.0	0	10.7	0	0	10.6	0	0	0	0	0	0	19.4	0	0	19.1	14.1
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0.3	0	0	0.3	0.2

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:15					07:30					09:00					07:15				
+0 mins.	0	0	1	0	1	**1**	143	0	0	144	**5**	0	0	0	**5**	**1**	93	**2**	0	**96**
+15 mins.	0	0	1	0	1	0	**149**	0	0	**149**	1	0	2	0	3	0	**94**	1	0	95
+30 mins.	**2**	0	1	0	**3**	0	128	0	0	128	1	0	**3**	0	4	1	93	0	0	94
+45 mins.	0	0	**3**	0	3	0	123	**1**	0	124	2	0	0	0	2	0	91	1	0	92
Total Volume	2	0	6	0	8	1	543	1	0	545	9	0	5	0	14	2	371	4	0	377
% App. Total	25	0	75	0		0.2	99.6	0.2	0		64.3	0	35.7	0		0.5	98.4	1.1	0	
PHF	.250	.000	.500	.000	.667	.250	.911	.250	.000	.914	.450	.000	.417	.000	.700	.500	.987	.500	.000	.982
Automobiles	2	0	6	0	8	1	484	1	0	486	9	0	5	0	14	2	302	4	0	308
% Automobiles	100	0	100	0	100	100	89.1	100	0	89.2	100	0	100	0	100	100	81.4	100	0	81.7
Trucks	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	0	69	0	0	69
% Trucks	0	0	0	0	0	0	10.7	0	0	10.6	0	0	0	0	0	0	18.6	0	0	18.3
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

17:00	**1**	0	**3**	0	**4**	1	132	1	0	134	2	0	1	0	3	**2**	**196**	**4**	0	**202**	**343**
17:15	1	0	1	0	2	**3**	126	**2**	0	131	**5**	0	**2**	0	**7**	2	185	0	0	187	327
17:30	1	0	3	0	4	0	120	1	0	121	2	0	1	0	3	2	178	1	0	181	309
17:45	0	**1**	1	0	2	2	**139**	1	0	**142**	0	0	1	0	1	1	161	0	0	162	307
Total Volume	3	1	8	0	12	6	517	5	0	528	9	0	5	0	14	7	720	5	0	732	1286
% App. Total	25	8.3	66.7	0		1.1	97.9	0.9	0		64.3	0	35.7	0		1	98.4	0.7	0		
PHF	.750	.250	.667	.000	.750	.500	.930	.625	.000	.930	.450	.000	.625	.000	.500	.875	.918	.313	.000	.906	.937
Automobiles	3	1	8	0	12	6	474	5	0	485	9	0	4	0	13	7	685	5	0	697	1207
% Automobiles	100	100	100	0	100	100	91.7	100	0	91.9	100	0	80.0	0	92.9	100	95.1	100	0	95.2	93.9
Trucks	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	0	34	0	0	34	76
% Trucks	0	0	0	0	0	0	7.9	0	0	7.8	0	0	20.0	0	7.1	0	4.7	0	0	4.6	5.9
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-28
Site Code : 23164-28
Start Date : 7/20/2023
Page No : 4

	Fort Thompson Ave Southbound					SR 80 Westbound					Davis St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	17:00					17:00					16:45					16:45					
+0 mins.	**1**	0	**3**	0	**4**	1	132	1	0	134	2	0	0	0	2	**2**	167	3	0	172	
+15 mins.	1	0	1	0	2	**3**	126	**2**	0	131	2	0	1	0	3	2	**196**	**4**	0	**202**	
+30 mins.	1	0	3	0	4	0	120	1	0	121	**5**	0	**2**	0	**7**	2	185	0	0	187	
+45 mins.	0	**1**	1	0	2	2	**139**	1	0	**142**	2	0	1	0	3	2	178	1	0	181	
Total Volume	3	1	8	0	12	6	517	5	0	528	11	0	4	0	15	8	726	8	0	742	
% App. Total	25	8.3	66.7	0		1.1	97.9	0.9	0		73.3	0	26.7	0		1.1	97.8	1.1	0		
PHF	.750	.250	.667	.000	.750	.500	.930	.625	.000	.930	.550	.000	.500	.000	.536	1.000	.926	.500	.000	.918	
Automobiles	3	1	8	0	12	6	474	5	0	485	11	0	3	0	14	8	696	8	0	712	
% Automobiles	100	100	100	0	100	100	91.7	100	0	91.9	100	0	75	0	93.3	100	95.9	100	0	96	
Trucks	0	0	0	0	0	0	41	0	0	41	0	0	1	0	1	0	29	0	0	29	
% Trucks	0	0	0	0	0	0	7.9	0	0	7.8	0	0	25	0	6.7	0	4	0	0	3.9	
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	
% Buses	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Fort Thompson Ave/Davis St
LaBelle, FL

File Name : 23164-28
Site Code : 23164-28
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	Fort Thompson Ave Southbound					SR 80 Westbound					Davis St Northbound					SR 80 Eastbound					
Start Time	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Left	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	15	0	0	15	24
06:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	15	0	0	15	23
06:30	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	16	0	0	16	31
06:45	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	17	0	0	17	31
Total	0	0	0	0	0	0	46	0	0	46	0	0	0	0	0	0	63	0	0	63	109
07:00	0	0	0	0	0	0	19	0	0	19	0	0	0	0	0	0	11	0	0	11	30
07:15	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	14	0	0	14	25
07:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	28
07:45	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	22	0	0	22	38
Total	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	0	63	0	0	63	121
08:00	1	0	0	0	1	0	15	0	0	15	0	0	0	0	0	0	17	0	0	17	33
08:15	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	18	0	0	18	34
08:30	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	16	0	0	16	28
08:45	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
Total	1	0	0	0	1	0	56	0	0	56	0	0	0	0	0	0	59	0	0	59	116
09:00	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	13	19
09:15	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	0	10	0	0	10	27
09:30	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	23	0	0	23	49
*** BREAK ***																					
15:00	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	0	9	0	0	9	25
15:15	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0	5	0	0	5	26
15:30	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	11	0	0	11	20
15:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	6	0	0	6	17
Total	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	0	31	0	0	31	88
16:00	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	0	10	0	0	10	24
16:15	0	0	0	0	0	0	12	1	0	13	0	0	0	0	0	0	9	0	0	9	22
16:30	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
16:45	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	16
Total	0	0	0	0	0	0	45	1	0	46	0	0	0	0	0	0	32	0	0	32	78
17:00	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	7	0	0	7	22
17:15	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	22
17:30	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	0	6	0	0	6	15
17:45	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	20
Total	0	0	0	0	0	0	43	0	0	43	0	0	1	0	1	0	35	0	0	35	79
18:00	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	16
18:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	5
18:30	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	11
18:45	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	4	0	0	4	10
Total	0	0	0	0	0	0	26	0	0	26	0	0	0	0	0	0	16	0	0	16	42
Grand Total	1	0	0	0	1	0	357	1	0	358	0	0	1	0	1	0	322	0	0	322	682
Apprch %	100	0	0	0		0	99.7	0.3	0		0	0	100	0		0	100	0	0		
Total %	0.1	0	0	0	0.1	0	52.3	0.1	0	52.5	0	0	0.1	0	0.1	0	47.2	0	0	47.2	
Trucks	1	0	0	0	1	0	347	1	0	348	0	0	1	0	1	0	318	0	0	318	668
% Trucks	100	0	0	0	100	0	97.2	100	0	97.2	0	0	100	0	100	0	98.8	0	0	98.8	97.9
Buses	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	4	0	0	4	14
% Buses	0	0	0	0	0	0	2.8	0	0	2.8	0	0	0	0	0	0	1.2	0	0	1.2	2.1

Intersection Turning Movement Count

SR 80 @ Fort Thompson Ave/Davis St
LaBelle, FL

File Name : 23164-28p
Site Code : 23164-28
Start Date : 7/20/2023

Groups Printed- Pedestrians - Bicycles

	Fort Thompson Ave Southbound	SR 80 Westbound	Davis St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Peds	Int. Total
*** BREAK ***					
06:15	2	0	0	0	2
*** BREAK ***					
Total	2	0	0	0	2
*** BREAK ***					
07:15	0	0	1	0	1
07:30	0	0	1	0	1
*** BREAK ***					
Total	0	0	2	0	2
*** BREAK ***					
08:15	0	0	1	1	2
*** BREAK ***					
Total	0	0	1	1	2
*** BREAK ***					
09:30	0	0	1	0	1
09:45	0	0	1	0	1
Total	0	0	2	0	2
*** BREAK ***					
15:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
*** BREAK ***					
16:45	0	0	1	0	1
Total	0	0	1	0	1
*** BREAK ***					
18:15	0	0	1	0	1
*** BREAK ***					
Total	0	0	1	0	1
Grand Total	2	0	8	1	11
Apprch %	100	0	100	100	
Total %	18.2	0	72.7	9.1	
Pedestrians	2	0	2	0	4
% Pedestrians	100	0	25	0	36.4
Bicycles	0	0	6	1	7
% Bicycles	0	0	75	100	63.6

Intersection Turning Movement Count

SR 80 @ Clark St
LaBelle, FL

File Name : 23164-29
Site Code : 23164-29
Start Date : 7/20/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

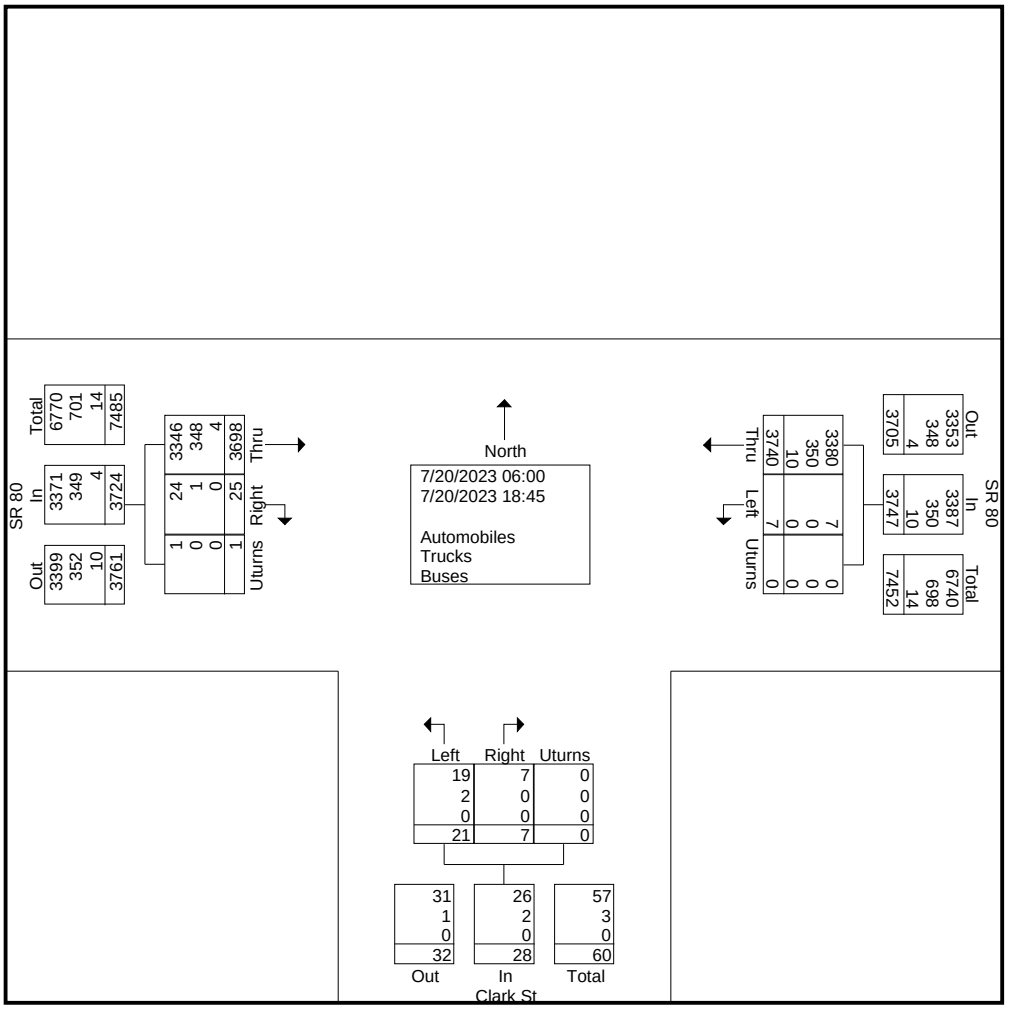
	SR 80 Westbound				Clark St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	1	82	0	83	1	0	0	1	62	1	0	63	147
06:15	0	88	0	88	0	0	0	0	75	0	0	75	163
06:30	0	98	0	98	3	0	0	3	80	1	0	81	182
06:45	1	130	0	131	0	1	0	1	69	0	0	69	201
Total	2	398	0	400	4	1	0	5	286	2	0	288	693
07:00	0	129	0	129	1	0	0	1	71	0	0	71	201
07:15	0	106	0	106	0	0	0	0	100	0	0	100	206
07:30	0	148	0	148	1	0	0	1	90	0	0	90	239
07:45	0	142	0	142	0	1	0	1	84	0	0	84	227
Total	0	525	0	525	2	1	0	3	345	0	0	345	873
08:00	0	123	0	123	1	0	0	1	89	1	0	90	214
08:15	0	124	0	124	0	0	0	0	100	1	0	101	225
08:30	0	107	0	107	2	0	0	2	90	0	0	90	199
08:45	0	133	0	133	0	0	0	0	90	1	0	91	224
Total	0	487	0	487	3	0	0	3	369	3	0	372	862
09:00	1	117	0	118	1	0	0	1	70	0	0	70	189
09:15	0	75	0	75	1	0	0	1	86	2	0	88	164
09:30	0	97	0	97	1	0	0	1	91	2	0	93	191
09:45	0	111	0	111	0	0	0	0	96	0	1	97	208
Total	1	400	0	401	3	0	0	3	343	4	1	348	752
*** BREAK ***													
15:00	0	116	0	116	1	0	0	1	137	0	0	137	254
15:15	0	110	0	110	0	0	0	0	119	0	0	119	229
15:30	0	103	0	103	0	1	0	1	123	1	0	124	228
15:45	0	117	0	117	0	0	0	0	119	0	0	119	236
Total	0	446	0	446	1	1	0	2	498	1	0	499	947
16:00	0	142	0	142	2	0	0	2	160	1	0	161	305
16:15	1	129	0	130	1	1	0	2	145	0	0	145	277
16:30	0	124	0	124	0	1	0	1	158	1	0	159	284
16:45	0	127	0	127	1	0	0	1	162	5	0	167	295
Total	1	522	0	523	4	2	0	6	625	7	0	632	1161
17:00	1	134	0	135	0	0	0	0	194	2	0	196	331
17:15	1	130	0	131	1	0	0	1	191	0	0	191	323
17:30	0	121	0	121	1	1	0	2	176	4	0	180	303
17:45	0	139	0	139	1	1	0	2	160	2	0	162	303
Total	2	524	0	526	3	2	0	5	721	8	0	729	1260
18:00	1	125	0	126	0	0	0	0	131	0	0	131	257
18:15	0	103	0	103	0	0	0	0	127	0	0	127	230
18:30	0	114	0	114	1	0	0	1	145	0	0	145	260
18:45	0	96	0	96	0	0	0	0	108	0	0	108	204
Total	1	438	0	439	1	0	0	1	511	0	0	511	951
Grand Total	7	3740	0	3747	21	7	0	28	3698	25	1	3724	7499
Apprch %	0.2	99.8	0		75	25	0		99.3	0.7	0		
Total %	0.1	49.9	0	50	0.3	0.1	0	0.4	49.3	0.3	0	49.7	

Intersection Turning Movement Count

File Name : 23164-29
Site Code : 23164-29
Start Date : 7/20/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Clark St Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	7	3380	0	3387	19	7	0	26	3346	24	1	3371	6784
% Automobiles	100	90.4	0	90.4	90.5	100	0	92.9	90.5	96	100	90.5	90.5
Trucks	0	350	0	350	2	0	0	2	348	1	0	349	701
% Trucks	0	9.4	0	9.3	9.5	0	0	7.1	9.4	4	0	9.4	9.3
Buses	0	10	0	10	0	0	0	0	4	0	0	4	14
% Buses	0	0.3	0	0.3	0	0	0	0	0.1	0	0	0.1	0.2



Intersection Turning Movement Count

File Name : 23164-29
Site Code : 23164-29
Start Date : 7/20/2023
Page No : 3

	SR 80 Westbound				Clark St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30													
07:30	0	**148**	0	**148**	**1**	0	0	**1**	90	0	0	90	**239**
07:45	0	142	0	142	0	**1**	0	1	84	0	0	84	227
08:00	0	123	0	123	1	0	0	1	89	**1**	0	90	214
08:15	0	124	0	124	0	0	0	0	**100**	1	0	**101**	225
Total Volume	0	537	0	537	2	1	0	3	363	2	0	365	905
% App. Total	0	100	0		66.7	33.3	0		99.5	0.5	0		
PHF	.000	.907	.000	.907	.500	.250	.000	.750	.908	.500	.000	.903	.947
Automobiles	0	480	0	480	1	1	0	2	299	2	0	301	783
% Automobiles	0	89.4	0	89.4	50.0	100	0	66.7	82.4	100	0	82.5	86.5
Trucks	0	56	0	56	1	0	0	1	63	0	0	63	120
% Trucks	0	10.4	0	10.4	50.0	0	0	33.3	17.4	0	0	17.3	13.3
Buses	0	1	0	1	0	0	0	0	1	0	0	1	2
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	0	0	0.3	0.2

Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30				06:00				08:00			
+0 mins.	0	**148**	0	**148**	1	0	0	1	89	**1**	0	90
+15 mins.	0	142	0	142	0	0	0	0	**100**	1	0	**101**
+30 mins.	0	123	0	123	**3**	0	0	**3**	90	0	0	90
+45 mins.	0	124	0	124	0	**1**	0	1	90	1	0	91
Total Volume	0	537	0	537	4	1	0	5	369	3	0	372
% App. Total	0	100	0		80	20	0		99.2	0.8	0	
PHF	.000	.907	.000	.907	.333	.250	.000	.417	.923	.750	.000	.921
Automobiles	0	480	0	480	4	1	0	5	295	3	0	298
% Automobiles	0	89.4	0	89.4	100	100	0	100	79.9	100	0	80.1
Trucks	0	56	0	56	0	0	0	0	73	0	0	73
% Trucks	0	10.4	0	10.4	0	0	0	0	19.8	0	0	19.6
Buses	0	1	0	1	0	0	0	0	1	0	0	1
% Buses	0	0.2	0	0.2	0	0	0	0	0.3	0	0	0.3

Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00

17:00	**1**	134	0	135	0	0	0	0	**194**	2	0	**196**	**331**
17:15	1	130	0	131	**1**	0	0	1	191	0	0	191	323
17:30	0	121	0	121	1	**1**	0	**2**	176	**4**	0	180	303
17:45	0	**139**	0	**139**	1	1	0	2	160	2	0	162	303
Total Volume	2	524	0	526	3	2	0	5	721	8	0	729	1260
% App. Total	0.4	99.6	0		60	40	0		98.9	1.1	0		
PHF	.500	.942	.000	.946	.750	.500	.000	.625	.929	.500	.000	.930	.952
Automobiles	2	483	0	485	3	2	0	5	684	7	0	691	1181
% Automobiles	100	92.2	0	92.2	100	100	0	100	94.9	87.5	0	94.8	93.7
Trucks	0	39	0	39	0	0	0	0	36	1	0	37	76
% Trucks	0	7.4	0	7.4	0	0	0	0	5.0	12.5	0	5.1	6.0
Buses	0	2	0	2	0	0	0	0	1	0	0	1	3
% Buses	0	0.4	0	0.4	0	0	0	0	0.1	0	0	0.1	0.2

Intersection Turning Movement Count

File Name : 23164-29
Site Code : 23164-29
Start Date : 7/20/2023
Page No : 4

	SR 80 Westbound				Clark St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	17:00				16:00				16:45				
+0 mins.	**1**	134	0	135	**2**	0	0	**2**	162	**5**	0	167	
+15 mins.	1	130	0	131	1	**1**	0	2	**194**	2	0	**196**	
+30 mins.	0	121	0	121	0	1	0	1	191	0	0	191	
+45 mins.	0	**139**	0	**139**	1	0	0	1	176	4	0	180	
Total Volume	2	524	0	526	4	2	0	6	723	11	0	734	
% App. Total	0.4	99.6	0		66.7	33.3	0		98.5	1.5	0		
PHF	.500	.942	.000	.946	.500	.500	.000	.750	.932	.550	.000	.936	
Automobiles	2	483	0	485	4	2	0	6	692	10	0	702	
% Automobiles	100	92.2	0	92.2	100	100	0	100	95.7	90.9	0	95.6	
Trucks	0	39	0	39	0	0	0	0	30	1	0	31	
% Trucks	0	7.4	0	7.4	0	0	0	0	4.1	9.1	0	4.2	
Buses	0	2	0	2	0	0	0	0	1	0	0	1	
% Buses	0	0.4	0	0.4	0	0	0	0	0.1	0	0	0.1	

Intersection Turning Movement Count

SR 80 @ Clark St
LaBelle, FL

File Name : 23164-29
Site Code : 23164-29
Start Date : 7/20/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Clark St Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	7	0	7	0	0	0	0	11	0	0	11	18
06:15	0	4	0	4	0	0	0	0	13	0	0	13	17
06:30	0	6	0	6	0	0	0	0	13	0	0	13	19
06:45	0	8	0	8	0	0	0	0	14	0	0	14	22
Total	0	25	0	25	0	0	0	0	51	0	0	51	76
07:00	0	16	0	16	0	0	0	0	18	0	0	18	34
07:15	0	16	0	16	0	0	0	0	17	0	0	17	33
07:30	0	19	0	19	1	0	0	1	11	0	0	11	31
07:45	0	12	0	12	0	0	0	0	14	0	0	14	26
Total	0	63	0	63	1	0	0	1	60	0	0	60	124
08:00	0	11	0	11	0	0	0	0	15	0	0	15	26
08:15	0	15	0	15	0	0	0	0	24	0	0	24	39
08:30	0	15	0	15	0	0	0	0	18	0	0	18	33
08:45	0	15	0	15	0	0	0	0	17	0	0	17	32
Total	0	56	0	56	0	0	0	0	74	0	0	74	130
09:00	0	14	0	14	0	0	0	0	15	0	0	15	29
09:15	0	12	0	12	1	0	0	1	8	0	0	8	21
09:30	0	6	0	6	0	0	0	0	14	0	0	14	20
09:45	0	17	0	17	0	0	0	0	11	0	0	11	28
Total	0	49	0	49	1	0	0	1	48	0	0	48	98
*** BREAK ***													
15:00	0	14	0	14	0	0	0	0	10	0	0	10	24
15:15	0	21	0	21	0	0	0	0	5	0	0	5	26
15:30	0	8	0	8	0	0	0	0	11	0	0	11	19
15:45	0	12	0	12	0	0	0	0	6	0	0	6	18
Total	0	55	0	55	0	0	0	0	32	0	0	32	87
16:00	0	14	0	14	0	0	0	0	10	0	0	10	24
16:15	0	14	0	14	0	0	0	0	8	0	0	8	22
16:30	0	8	0	8	0	0	0	0	7	0	0	7	15
16:45	0	10	0	10	0	0	0	0	4	0	0	4	14
Total	0	46	0	46	0	0	0	0	29	0	0	29	75
17:00	0	14	0	14	0	0	0	0	8	0	0	8	22
17:15	0	10	0	10	0	0	0	0	13	0	0	13	23
17:30	0	6	0	6	0	0	0	0	6	1	0	7	13
17:45	0	11	0	11	0	0	0	0	10	0	0	10	21
Total	0	41	0	41	0	0	0	0	37	1	0	38	79
18:00	0	10	0	10	0	0	0	0	6	0	0	6	16
18:15	0	3	0	3	0	0	0	0	3	0	0	3	6
18:30	0	6	0	6	0	0	0	0	6	0	0	6	12
18:45	0	6	0	6	0	0	0	0	6	0	0	6	12
Total	0	25	0	25	0	0	0	0	21	0	0	21	46
Grand Total	0	360	0	360	2	0	0	2	352	1	0	353	715
Apprch %	0	100	0		100	0	0		99.7	0.3	0		
Total %	0	50.3	0	50.3	0.3	0	0	0.3	49.2	0.1	0	49.4	
Trucks	0	350	0	350	2	0	0	2	348	1	0	349	701
% Trucks	0	97.2	0	97.2	100	0	0	100	98.9	100	0	98.9	98
Buses	0	10	0	10	0	0	0	0	4	0	0	4	14
% Buses	0	2.8	0	2.8	0	0	0	0	1.1	0	0	1.1	2

Intersection Turning Movement Count

SR 80 @ Clark St
LaBelle, FL

File Name : 23164-29p
Site Code : 23164-29
Start Date : 7/20/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Clark St Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
06:15	0	3	2	5
*** BREAK ***				
Total	0	3	2	5
*** BREAK ***				
07:15	0	2	0	2
07:30	0	1	0	1
*** BREAK ***				
Total	0	3	0	3
*** BREAK ***				
08:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
09:30	0	1	0	1
09:45	0	1	0	1
Total	0	2	0	2
*** BREAK ***				
15:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
16:45	0	1	0	1
Total	0	1	0	1
*** BREAK ***				
18:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
Grand Total	0	12	2	14
Apprch %	0	100	100	
Total %	0	85.7	14.3	
Pedestrians	0	4	2	6
% Pedestrians	0	33.3	100	42.9
Bicycles	0	8	0	8
% Bicycles	0	66.7	0	57.1

Intersection Turning Movement Count

SR 80 @ Forrey Dr
LaBelle, FL

File Name : 23164-30
Site Code : 23164-30
Start Date : 7/18/2023
Page No : 1

Groups Printed- Automobiles - Trucks - Buses

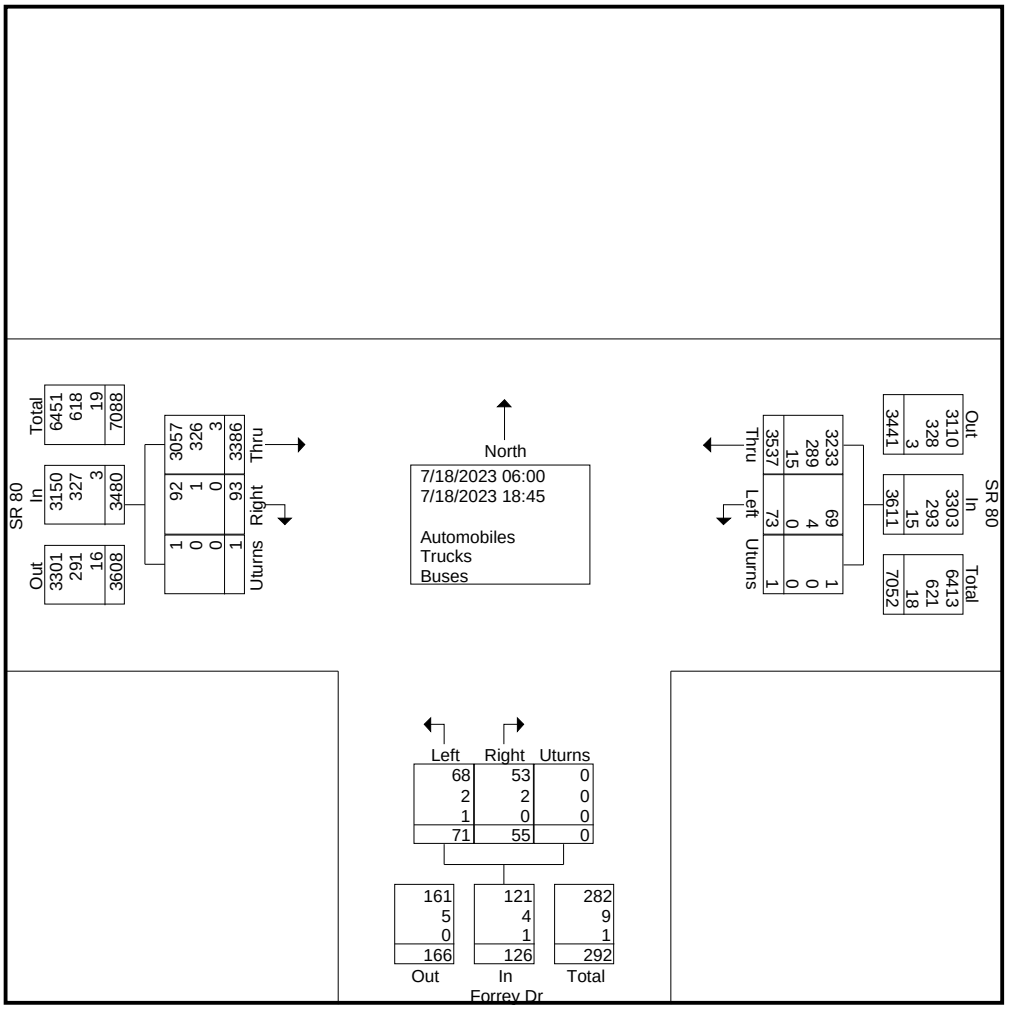
	SR 80 Westbound				Forrey Dr Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	91	0	91	0	2	0	2	67	1	0	68	161
06:15	0	88	0	88	3	1	0	4	63	0	0	63	155
06:30	1	90	0	91	0	1	0	1	71	2	1	74	166
06:45	2	100	0	102	3	0	0	3	70	2	0	72	177
Total	3	369	0	372	6	4	0	10	271	5	1	277	659
07:00	3	123	0	126	0	0	0	0	73	2	0	75	201
07:15	4	106	0	110	2	1	0	3	96	1	0	97	210
07:30	2	139	0	141	0	0	0	0	96	2	0	98	239
07:45	6	174	0	180	2	1	0	3	77	1	0	78	261
Total	15	542	0	557	4	2	0	6	342	6	0	348	911
08:00	5	121	0	126	1	0	0	1	77	4	0	81	208
08:15	6	108	0	114	2	2	0	4	78	1	0	79	197
08:30	5	134	0	139	4	1	0	5	78	2	0	80	224
08:45	6	124	0	130	0	0	0	0	72	2	0	74	204
Total	22	487	0	509	7	3	0	10	305	9	0	314	833
09:00	4	97	0	101	1	2	0	3	81	2	0	83	187
09:15	1	103	0	104	1	2	0	3	93	2	0	95	202
09:30	1	97	0	98	0	2	0	2	79	2	0	81	181
09:45	1	111	1	113	5	2	0	7	87	1	0	88	208
Total	7	408	1	416	7	8	0	15	340	7	0	347	778
*** BREAK ***													
15:00	1	98	0	99	5	2	0	7	128	5	0	133	239
15:15	0	105	0	105	4	3	0	7	105	3	0	108	220
15:30	5	130	0	135	3	2	0	5	116	6	0	122	262
15:45	3	111	0	114	1	1	0	2	115	7	0	122	238
Total	9	444	0	453	13	8	0	21	464	21	0	485	959
16:00	0	107	0	107	3	3	0	6	119	2	0	121	234
16:15	3	101	0	104	3	0	0	3	130	5	0	135	242
16:30	1	122	0	123	4	9	0	13	125	3	0	128	264
16:45	1	108	0	109	2	0	0	2	155	4	0	159	270
Total	5	438	0	443	12	12	0	24	529	14	0	543	1010
17:00	5	124	0	129	8	5	0	13	201	3	0	204	346
17:15	2	106	0	108	3	4	0	7	169	10	0	179	294
17:30	2	141	0	143	1	3	0	4	145	4	0	149	296
17:45	0	115	0	115	3	2	0	5	132	1	0	133	253
Total	9	486	0	495	15	14	0	29	647	18	0	665	1189
18:00	1	108	0	109	2	1	0	3	140	5	0	145	257
18:15	0	105	0	105	2	2	0	4	123	4	0	127	236
18:30	1	76	0	77	2	0	0	2	110	4	0	114	193
18:45	1	74	0	75	1	1	0	2	115	0	0	115	192
Total	3	363	0	366	7	4	0	11	488	13	0	501	878
Grand Total	73	3537	1	3611	71	55	0	126	3386	93	1	3480	7217
Apprch %	2	98	0		56.3	43.7	0		97.3	2.7	0		
Total %	1	49	0	50	1	0.8	0	1.7	46.9	1.3	0	48.2	

Intersection Turning Movement Count

File Name : 23164-30
Site Code : 23164-30
Start Date : 7/18/2023
Page No : 2

Groups Printed- Automobiles - Trucks - Buses

	SR 80 Westbound				Forrey Dr Northbound				SR 80 Eastbound				
	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Automobiles	69	3233	1	3303	68	53	0	121	3057	92	1	3150	6574
% Automobiles	94.5	91.4	100	91.5	95.8	96.4	0	96	90.3	98.9	100	90.5	91.1
Trucks	4	289	0	293	2	2	0	4	326	1	0	327	624
% Trucks	5.5	8.2	0	8.1	2.8	3.6	0	3.2	9.6	1.1	0	9.4	8.6
Buses	0	15	0	15	1	0	0	1	3	0	0	3	19
% Buses	0	0.4	0	0.4	1.4	0	0	0.8	0.1	0	0	0.1	0.3



Intersection Turning Movement Count

File Name : 23164-30
Site Code : 23164-30
Start Date : 7/18/2023
Page No : 3

	SR 80 Westbound				Forrey Dr Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:15													
07:15	4	106	0	110	**2**	**1**	0	**3**	**96**	1	0	97	210
07:30	2	139	0	141	0	0	0	0	96	2	0	**98**	239
07:45	**6**	**174**	0	**180**	2	1	0	3	77	1	0	78	**261**
08:00	5	121	0	126	1	0	0	1	77	**4**	0	81	208
Total Volume	17	540	0	557	5	2	0	7	346	8	0	354	918
% App. Total	3.1	96.9	0		71.4	28.6	0		97.7	2.3	0		
PHF	.708	.776	.000	.774	.625	.500	.000	.583	.901	.500	.000	.903	.879
Automobiles	17	482	0	499	5	2	0	7	274	8	0	282	788
% Automobiles	100	89.3	0	89.6	100	100	0	100	79.2	100	0	79.7	85.8
Trucks	0	57	0	57	0	0	0	0	72	0	0	72	129
% Trucks	0	10.6	0	10.2	0	0	0	0	20.8	0	0	20.3	14.1
Buses	0	1	0	1	0	0	0	0	0	0	0	0	1
% Buses	0	0.2	0	0.2	0	0	0	0	0	0	0	0	0.1
Peak Hour Analysis From 06:00 to 12:30 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:30				09:00				07:15				
+0 mins.	2	139	0	141	1	**2**	0	3	**96**	1	0	97	
+15 mins.	**6**	**174**	0	**180**	1	2	0	3	96	2	0	**98**	
+30 mins.	5	121	0	126	0	2	0	2	77	1	0	78	
+45 mins.	6	108	0	114	**5**	2	0	**7**	77	**4**	0	81	
Total Volume	19	542	0	561	7	8	0	15	346	8	0	354	
% App. Total	3.4	96.6	0		46.7	53.3	0		97.7	2.3	0		
PHF	.792	.779	.000	.779	.350	1.000	.000	.536	.901	.500	.000	.903	
Automobiles	19	491	0	510	7	8	0	15	274	8	0	282	
% Automobiles	100	90.6	0	90.9	100	100	0	100	79.2	100	0	79.7	
Trucks	0	47	0	47	0	0	0	0	72	0	0	72	
% Trucks	0	8.7	0	8.4	0	0	0	0	20.8	0	0	20.3	
Buses	0	4	0	4	0	0	0	0	0	0	0	0	
% Buses	0	0.7	0	0.7	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 16:45													
16:45	1	108	0	109	2	0	0	2	155	4	0	159	270
17:00	**5**	124	0	129	**8**	**5**	0	**13**	**201**	3	0	**204**	**346**
17:15	2	106	0	108	3	4	0	7	169	**10**	0	179	294
17:30	2	**141**	0	**143**	1	3	0	4	145	4	0	149	296
Total Volume	10	479	0	489	14	12	0	26	670	21	0	691	1206
% App. Total	2	98	0		53.8	46.2	0		97	3	0		
PHF	.500	.849	.000	.855	.438	.600	.000	.500	.833	.525	.000	.847	.871
Automobiles	9	451	0	460	12	12	0	24	632	21	0	653	1137
% Automobiles	90.0	94.2	0	94.1	85.7	100	0	92.3	94.3	100	0	94.5	94.3
Trucks	1	28	0	29	1	0	0	1	36	0	0	36	66
% Trucks	10.0	5.8	0	5.9	7.1	0	0	3.8	5.4	0	0	5.2	5.5
Buses	0	0	0	0	1	0	0	1	2	0	0	2	3
% Buses	0	0	0	0	7.1	0	0	3.8	0.3	0	0	0.3	0.2

Intersection Turning Movement Count

File Name : 23164-30
Site Code : 23164-30
Start Date : 7/18/2023
Page No : 4

	SR 80 Westbound				Forrey Dr Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
Peak Hour Analysis From 12:45 to 18:45 - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	17:00				16:30				16:45				
+0 mins.	**5**	124	0	129	4	**9**	0	**13**	155	4	0	159	
+15 mins.	2	106	0	108	2	0	0	2	**201**	3	0	**204**	
+30 mins.	2	**141**	0	**143**	**8**	5	0	13	169	**10**	0	179	
+45 mins.	0	115	0	115	3	4	0	7	145	4	0	149	
Total Volume	9	486	0	495	17	18	0	35	670	21	0	691	
% App. Total	1.8	98.2	0		48.6	51.4	0		97	3	0		
PHF	.450	.862	.000	.865	.531	.500	.000	.673	.833	.525	.000	.847	
Automobiles	8	461	0	469	15	18	0	33	632	21	0	653	
% Automobiles	88.9	94.9	0	94.7	88.2	100	0	94.3	94.3	100	0	94.5	
Trucks	1	24	0	25	1	0	0	1	36	0	0	36	
% Trucks	11.1	4.9	0	5.1	5.9	0	0	2.9	5.4	0	0	5.2	
Buses	0	1	0	1	1	0	0	1	2	0	0	2	
% Buses	0	0.2	0	0.2	5.9	0	0	2.9	0.3	0	0	0.3	

Intersection Turning Movement Count

SR 80 @ Forrey Dr
LaBelle, FL

File Name : 23164-30
Site Code : 23164-30
Start Date : 7/18/2023
Page No : 1

Groups Printed- Trucks - Buses

	SR 80 Westbound				Forrey Dr Northbound				SR 80 Eastbound				
Start Time	Left	Thru	Uturns	App. Total	Left	Right	Uturns	App. Total	Thru	Right	Uturns	App. Total	Int. Total
06:00	0	6	0	6	0	0	0	0	16	0	0	16	22
06:15	0	6	0	6	0	0	0	0	8	0	0	8	14
06:30	0	2	0	2	0	0	0	0	11	0	0	11	13
06:45	0	5	0	5	0	0	0	0	18	0	0	18	23
Total	0	19	0	19	0	0	0	0	53	0	0	53	72
07:00	0	10	0	10	0	0	0	0	14	0	0	14	24
07:15	0	22	0	22	0	0	0	0	21	0	0	21	43
07:30	0	14	0	14	0	0	0	0	17	0	0	17	31
07:45	0	17	0	17	0	0	0	0	10	0	0	10	27
Total	0	63	0	63	0	0	0	0	62	0	0	62	125
08:00	0	5	0	5	0	0	0	0	24	0	0	24	29
08:15	0	15	0	15	0	0	0	0	15	0	0	15	30
08:30	1	17	0	18	0	0	0	0	9	0	0	9	27
08:45	0	18	0	18	0	0	0	0	11	0	0	11	29
Total	1	55	0	56	0	0	0	0	59	0	0	59	115
09:00	0	10	0	10	0	0	0	0	9	0	0	9	19
09:15	0	8	0	8	0	0	0	0	14	0	0	14	22
09:30	0	9	0	9	0	0	0	0	10	0	0	10	19
09:45	0	16	0	16	0	0	0	0	10	0	0	10	26
Total	0	43	0	43	0	0	0	0	43	0	0	43	86
*** BREAK ***													
15:00	1	12	0	13	0	0	0	0	10	0	0	10	23
15:15	0	9	0	9	0	2	0	2	11	0	0	11	22
15:30	1	13	0	14	0	0	0	0	8	0	0	8	22
15:45	0	16	0	16	0	0	0	0	7	0	0	7	23
Total	2	50	0	52	0	2	0	2	36	0	0	36	90
16:00	0	8	0	8	0	0	0	0	7	0	0	7	15
16:15	0	8	0	8	0	0	0	0	10	0	0	10	18
16:30	0	6	0	6	0	0	0	0	2	0	0	2	8
16:45	0	6	0	6	1	0	0	1	11	0	0	11	18
Total	0	28	0	28	1	0	0	1	30	0	0	30	59
17:00	0	11	0	11	0	0	0	0	10	0	0	10	21
17:15	1	4	0	5	1	0	0	1	10	0	0	10	16
17:30	0	7	0	7	0	0	0	0	7	0	0	7	14
17:45	0	3	0	3	1	0	0	1	5	0	0	5	9
Total	1	25	0	26	2	0	0	2	32	0	0	32	60
18:00	0	10	0	10	0	0	0	0	3	1	0	4	14
18:15	0	4	0	4	0	0	0	0	3	0	0	3	7
18:30	0	2	0	2	0	0	0	0	6	0	0	6	8
18:45	0	5	0	5	0	0	0	0	2	0	0	2	7
Total	0	21	0	21	0	0	0	0	14	1	0	15	36
Grand Total	4	304	0	308	3	2	0	5	329	1	0	330	643
Apprch %	1.3	98.7	0		60	40	0		99.7	0.3	0		
Total %	0.6	47.3	0	47.9	0.5	0.3	0	0.8	51.2	0.2	0	51.3	
Trucks	4	289	0	293	2	2	0	4	326	1	0	327	624
% Trucks	100	95.1	0	95.1	66.7	100	0	80	99.1	100	0	99.1	97
Buses	0	15	0	15	1	0	0	1	3	0	0	3	19
% Buses	0	4.9	0	4.9	33.3	0	0	20	0.9	0	0	0.9	3

Intersection Turning Movement Count

SR 80 @ Forrey Dr
LaBelle, FL

File Name : 23164-30p
Site Code : 23164-30
Start Date : 7/18/2023
Page No : 1

Groups Printed- Pedestrians - Bicycles

	SR 80 Westbound	Forrey Dr Northbound	SR 80 Eastbound	
Start Time	Peds	Peds	Peds	Int. Total
*** BREAK ***				
06:30	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
07:00	0	1	0	1
07:15	0	2	0	2
*** BREAK ***				
Total	0	3	0	3
*** BREAK ***				
08:15	0	1	0	1
*** BREAK ***				
Total	0	1	0	1
*** BREAK ***				
09:45	0	2	0	2
Total	0	2	0	2
*** BREAK ***				
18:15	0	1	0	1
18:30	0	1	0	1
*** BREAK ***				
Total	0	2	0	2
Grand Total	0	9	0	9
Apprch %	0	100	0	
Total %	0	100	0	
Pedestrians	0	2	0	2
% Pedestrians	0	22.2	0	22.2
Bicycles	0	7	0	7
% Bicycles	0	77.8	0	77.8

2022 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 0700 HENDRY COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2022 - 01/01/2022	0.95	0.98
2	01/02/2022 - 01/08/2022	1.00	1.03
3	01/09/2022 - 01/15/2022	1.06	1.09
4	01/16/2022 - 01/22/2022	1.04	1.07
5	01/23/2022 - 01/29/2022	1.02	1.05
6	01/30/2022 - 02/05/2022	1.00	1.03
7	02/06/2022 - 02/12/2022	0.98	1.01
8	02/13/2022 - 02/19/2022	0.96	0.99
9	02/20/2022 - 02/26/2022	0.96	0.99
10	02/27/2022 - 03/05/2022	0.96	0.99
11	03/06/2022 - 03/12/2022	0.96	0.99
12	03/13/2022 - 03/19/2022	0.96	0.99
13	03/20/2022 - 03/26/2022	0.97	1.00
14	03/27/2022 - 04/02/2022	0.98	1.01
15	04/03/2022 - 04/09/2022	0.99	1.02
16	04/10/2022 - 04/16/2022	1.00	1.03
17	04/17/2022 - 04/23/2022	1.00	1.03
18	04/24/2022 - 04/30/2022	1.01	1.04
19	05/01/2022 - 05/07/2022	1.02	1.05
20	05/08/2022 - 05/14/2022	1.02	1.05
21	05/15/2022 - 05/21/2022	1.03	1.06
22	05/22/2022 - 05/28/2022	1.05	1.08
23	05/29/2022 - 06/04/2022	1.06	1.09
24	06/05/2022 - 06/11/2022	1.08	1.11
25	06/12/2022 - 06/18/2022	1.09	1.12
26	06/19/2022 - 06/25/2022	1.09	1.12
27	06/26/2022 - 07/02/2022	1.09	1.12
28	07/03/2022 - 07/09/2022	1.08	1.11
29	07/10/2022 - 07/16/2022	1.08	1.11
30	07/17/2022 - 07/23/2022	1.07	1.10
31	07/24/2022 - 07/30/2022	1.06	1.09
32	07/31/2022 - 08/06/2022	1.06	1.09
33	08/07/2022 - 08/13/2022	1.05	1.08
34	08/14/2022 - 08/20/2022	1.04	1.07
35	08/21/2022 - 08/27/2022	1.05	1.08
36	08/28/2022 - 09/03/2022	1.06	1.09
37	09/04/2022 - 09/10/2022	1.07	1.10
38	09/11/2022 - 09/17/2022	1.08	1.11
39	09/18/2022 - 09/24/2022	1.05	1.08
*40	09/25/2022 - 10/01/2022	1.01	1.04
*41	10/02/2022 - 10/08/2022	0.98	1.01
*42	10/09/2022 - 10/15/2022	0.94	0.97
*43	10/16/2022 - 10/22/2022	0.95	0.98
*44	10/23/2022 - 10/29/2022	0.95	0.98
*45	10/30/2022 - 11/05/2022	0.96	0.99
*46	11/06/2022 - 11/12/2022	0.97	1.00
*47	11/13/2022 - 11/19/2022	0.97	1.00
*48	11/20/2022 - 11/26/2022	0.97	1.00
*49	11/27/2022 - 12/03/2022	0.96	0.99
*50	12/04/2022 - 12/10/2022	0.95	0.98
*51	12/11/2022 - 12/17/2022	0.95	0.98
*52	12/18/2022 - 12/24/2022	1.00	1.03
53	12/25/2022 - 12/31/2022	1.06	1.09

* PEAK SEASON

APPENDIX D

Peak-Season Traffic Volumes



MATCH LINE A, SHEET 2

EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:29 AM AlexPatton
C:\projects\FDOT - Worksets\FDOT\447878152O1\Concepts\PLANSG01 - TMCs.dgn



MATCH LINE A, SHEET 1

MATCH LINE B, SHEET 3

EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

EXISTING TRAFFIC CONDITIONS

SHEET NO. 2

11/8/2023 9:21:33 AM AlexPatton
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MATCH LINE B, SHEET 2

MATCH LINE C, SHEET 4

EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:35 AM AlexPatton
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MATCH LINE C, SHEET 3

MATCH LINE D, SHEET 5

EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:36 AM AlexPatton
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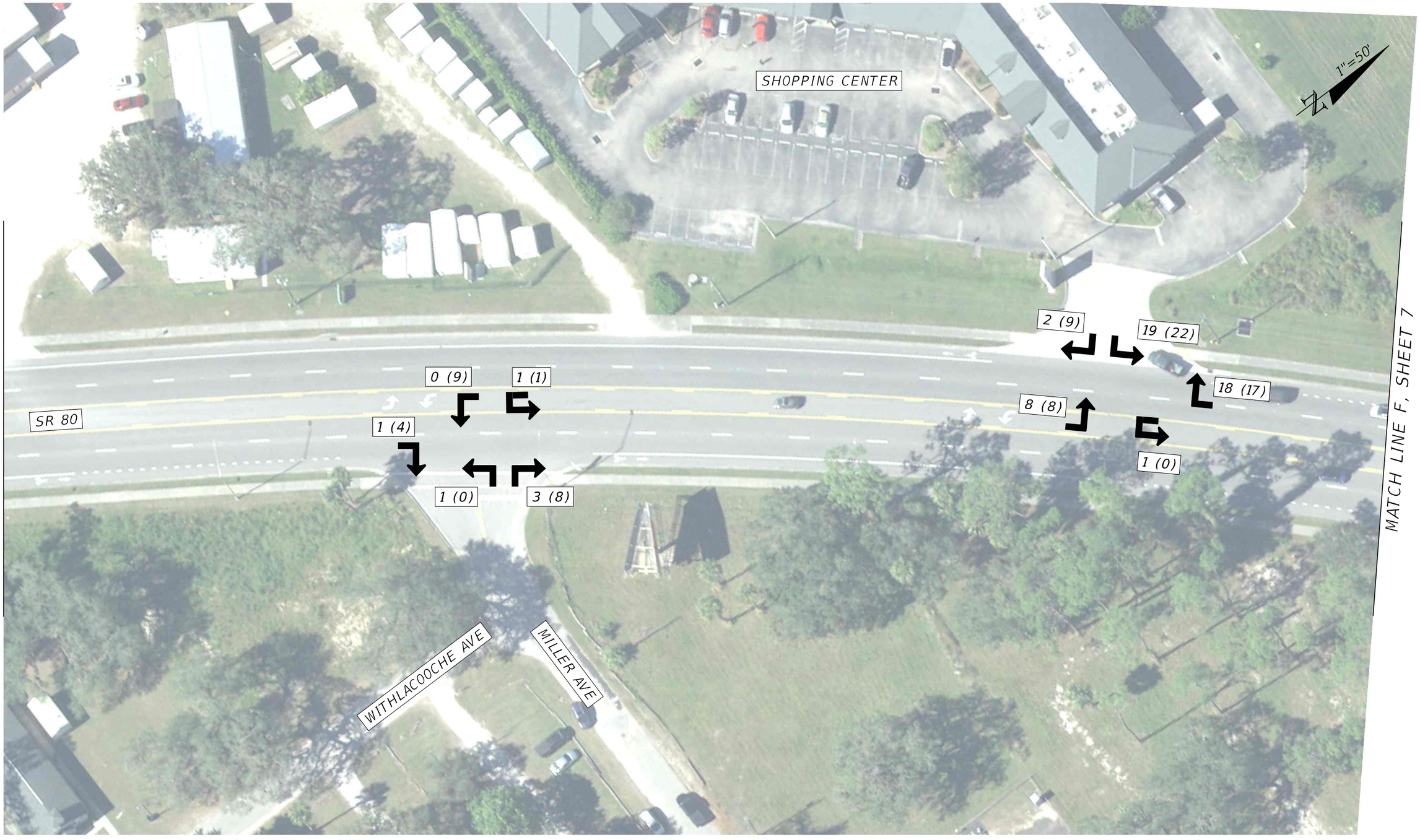


MATCH LINE D, SHEET 4

MATCH LINE E, SHEET 6

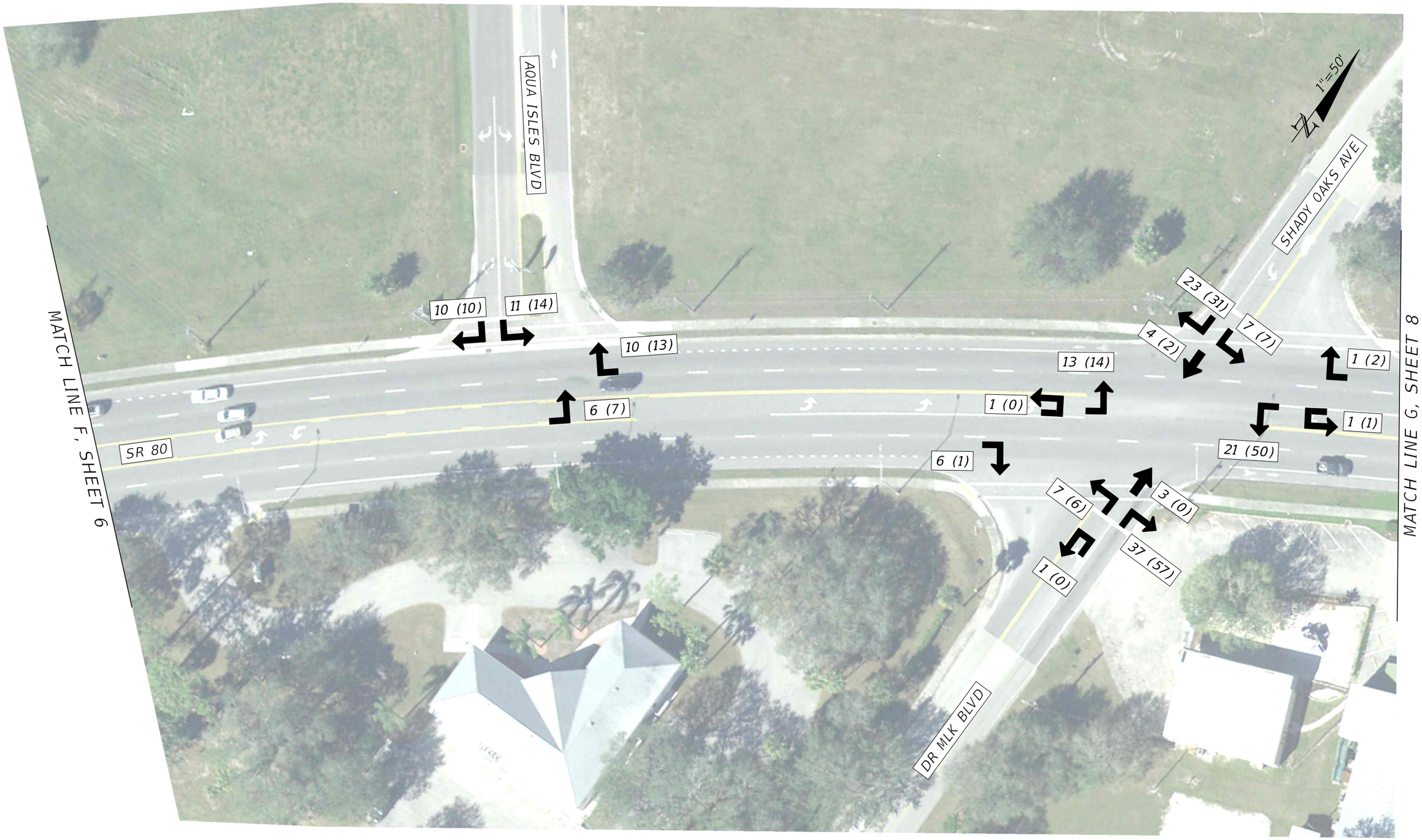
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:38 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:39 AM AlexPatton
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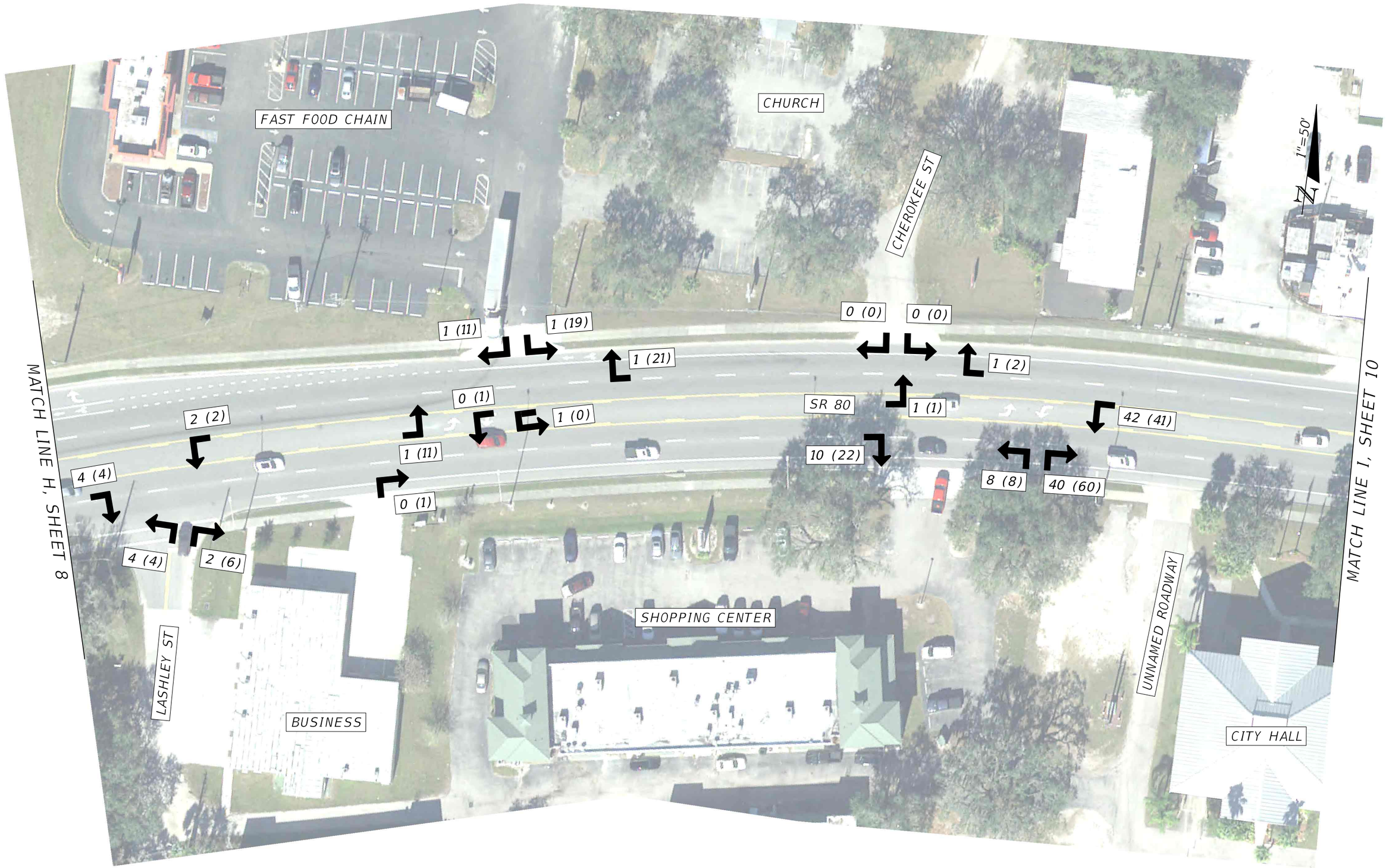
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		7
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:41 AM AlexPatton
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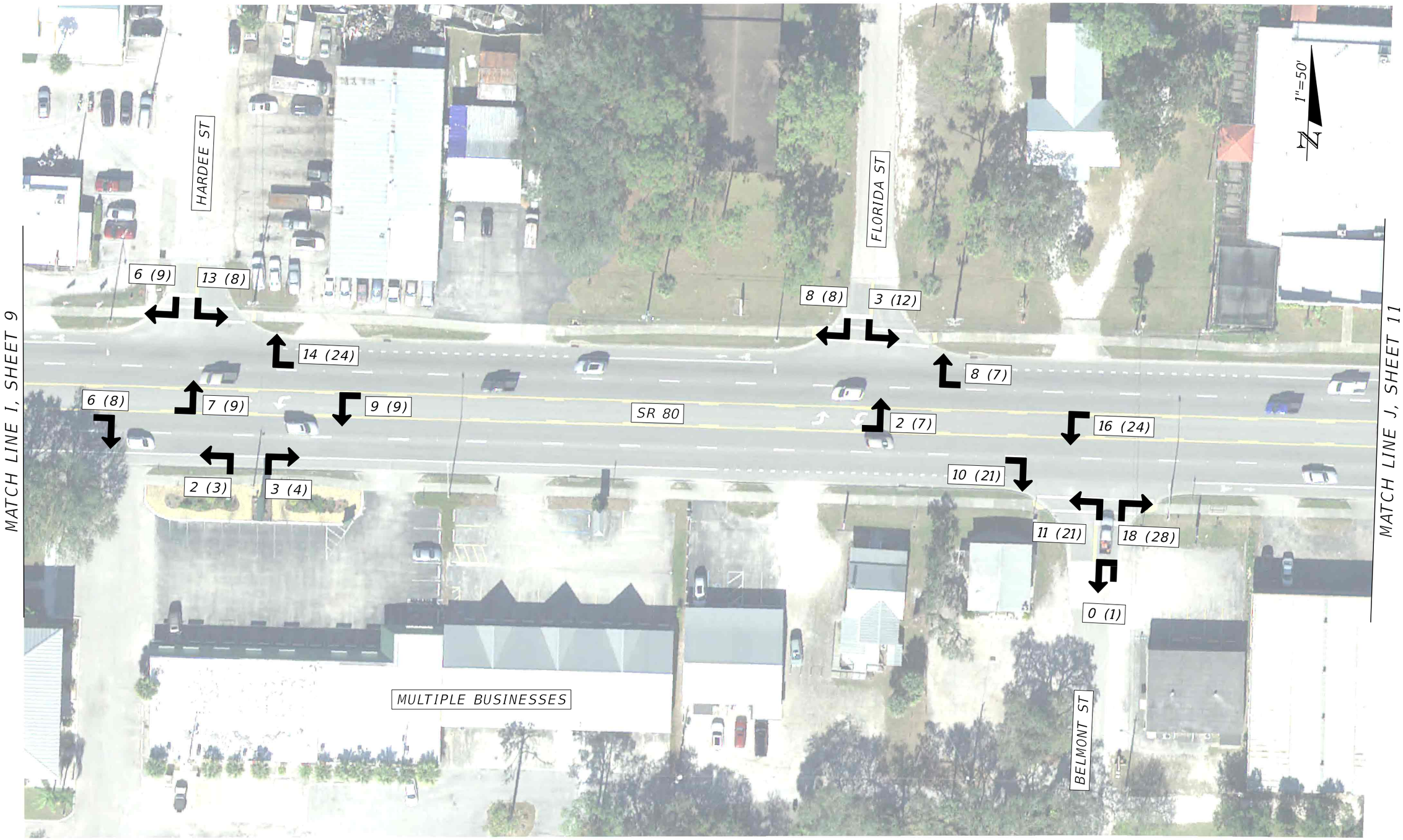
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		8
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:42 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		9
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:43 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

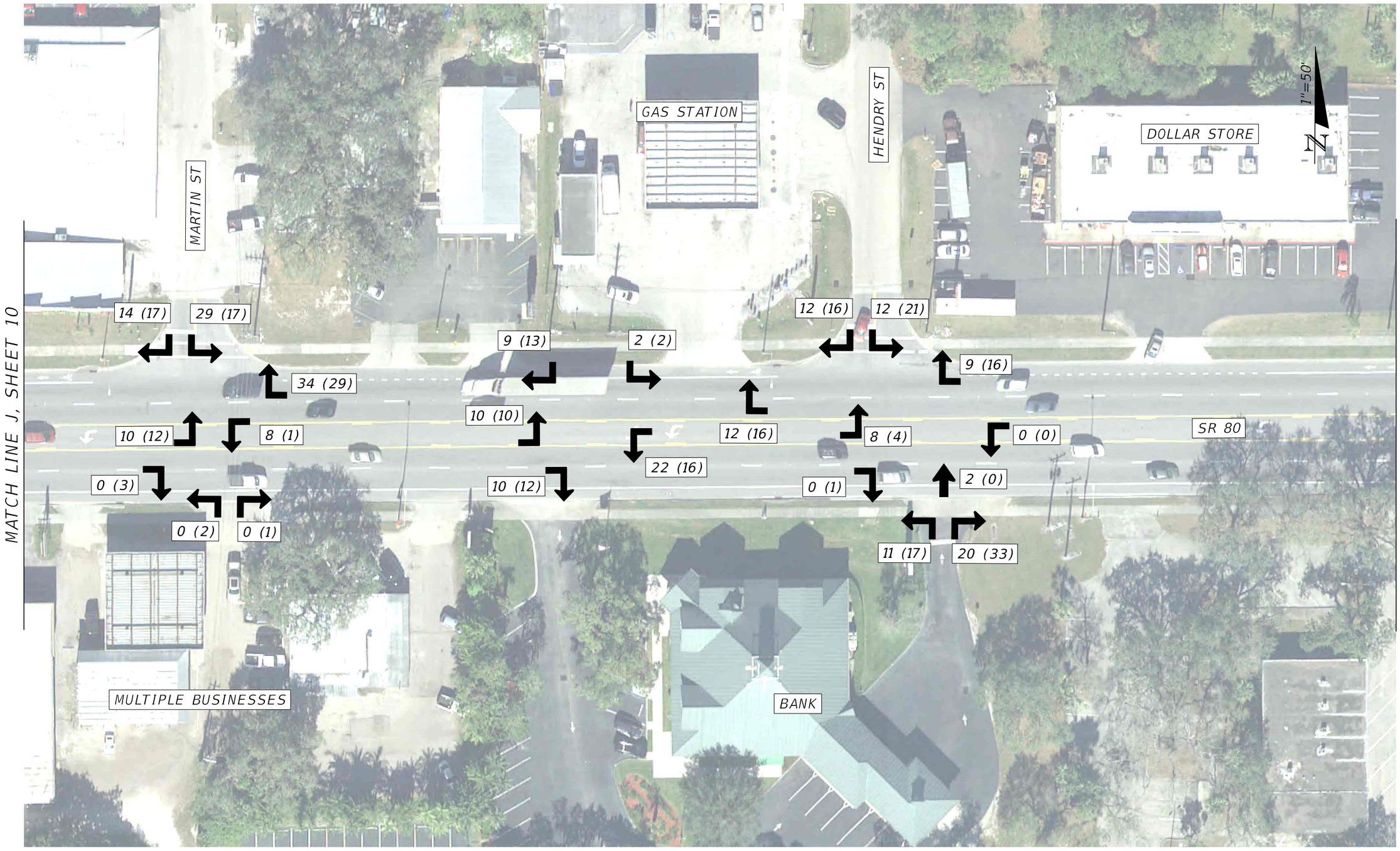
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

EXISTING TRAFFIC CONDITIONS

SHEET NO. 10

11/8/2023 9:21:44 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		11
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:45 AM AlexPatton
C:\Projects\FDOT - Worksets\FDOT_447878152O1\Concepts\PLANSG01 - TMCs.dgn



EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

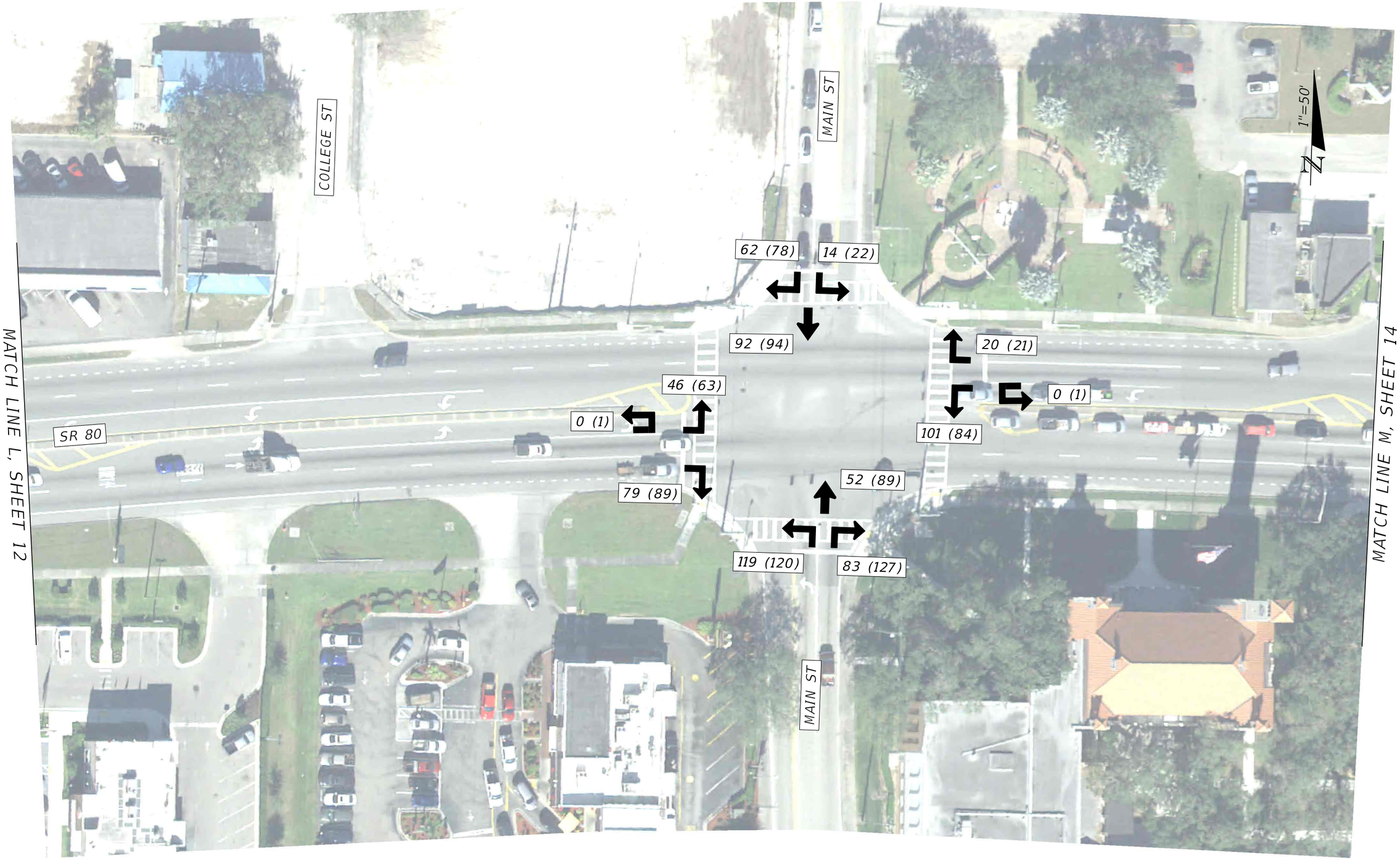
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

EXISTING TRAFFIC CONDITIONS

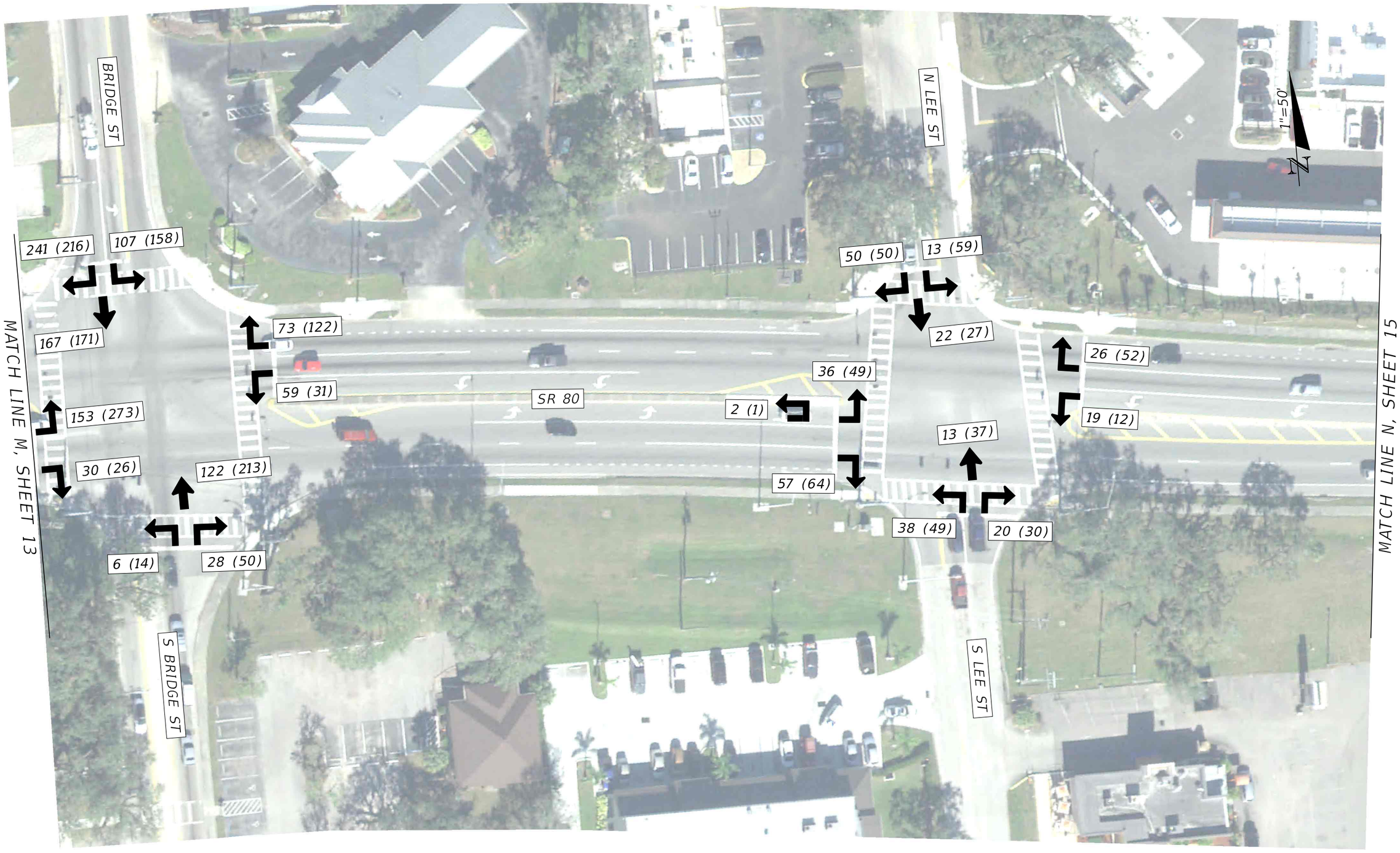
SHEET NO. 12

11/8/2023 9:21:47 AM AlexPatton
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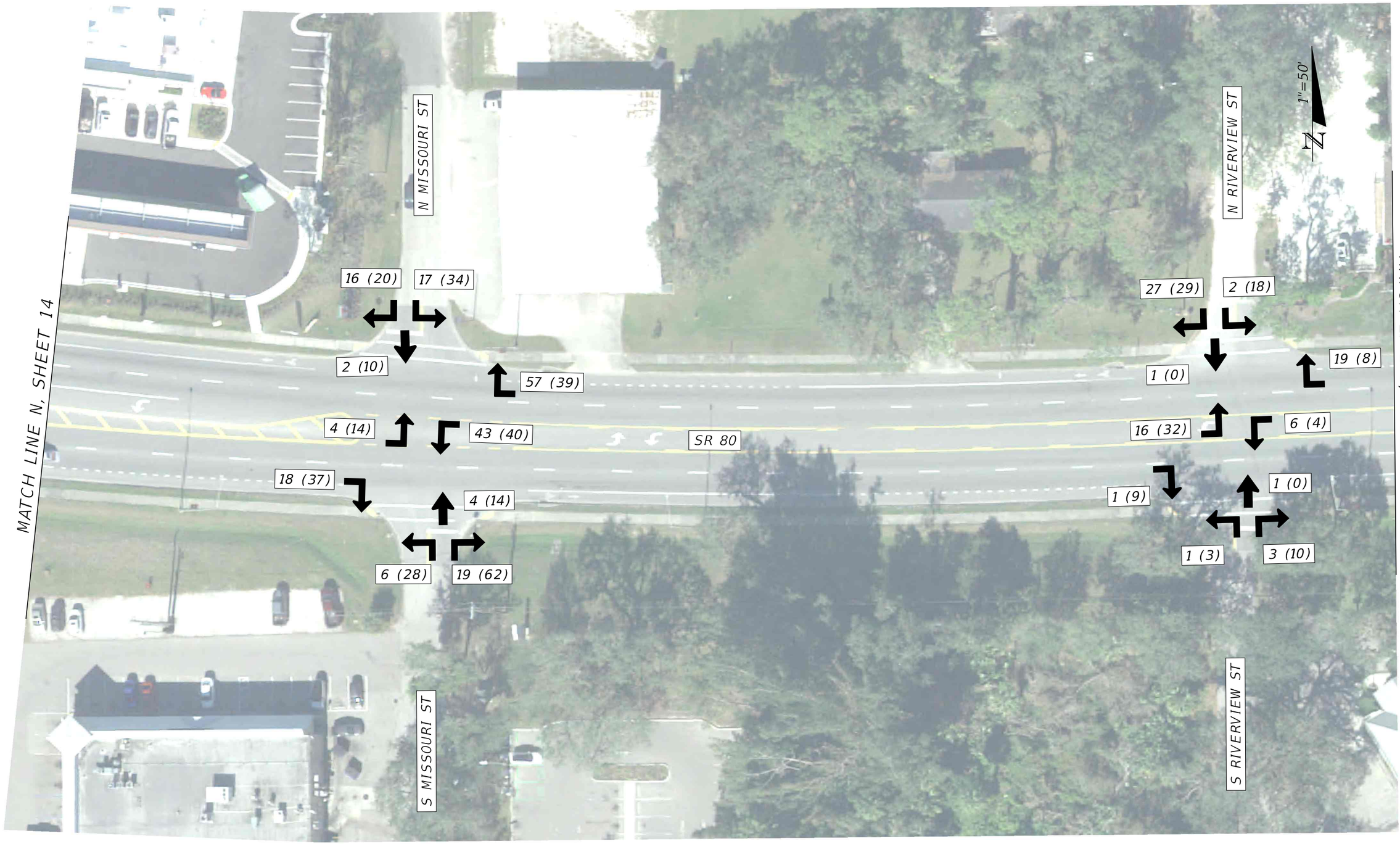
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		13
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:48 AM AlexPatton
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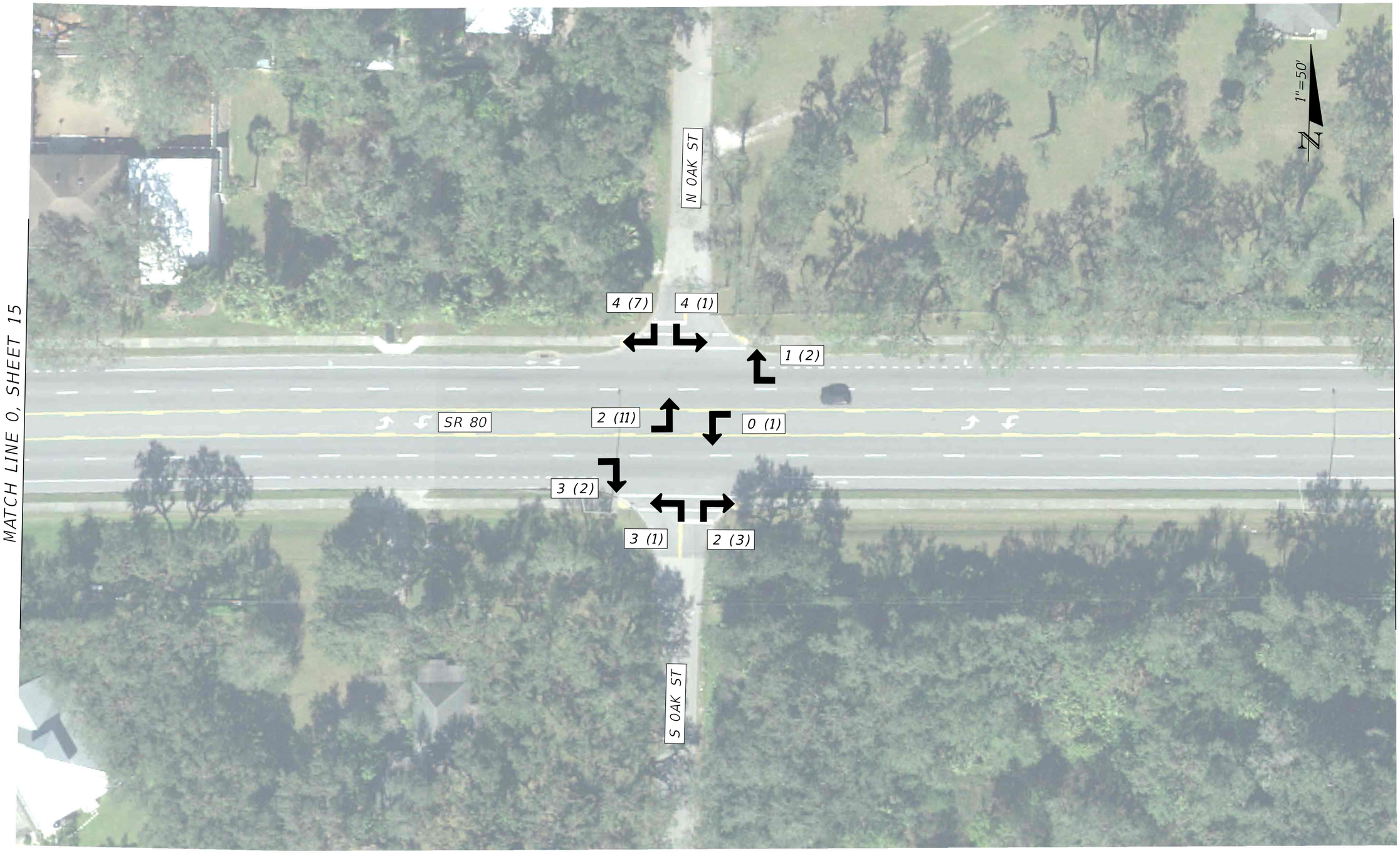
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TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		14
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:50 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
↱ TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		15
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:52 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

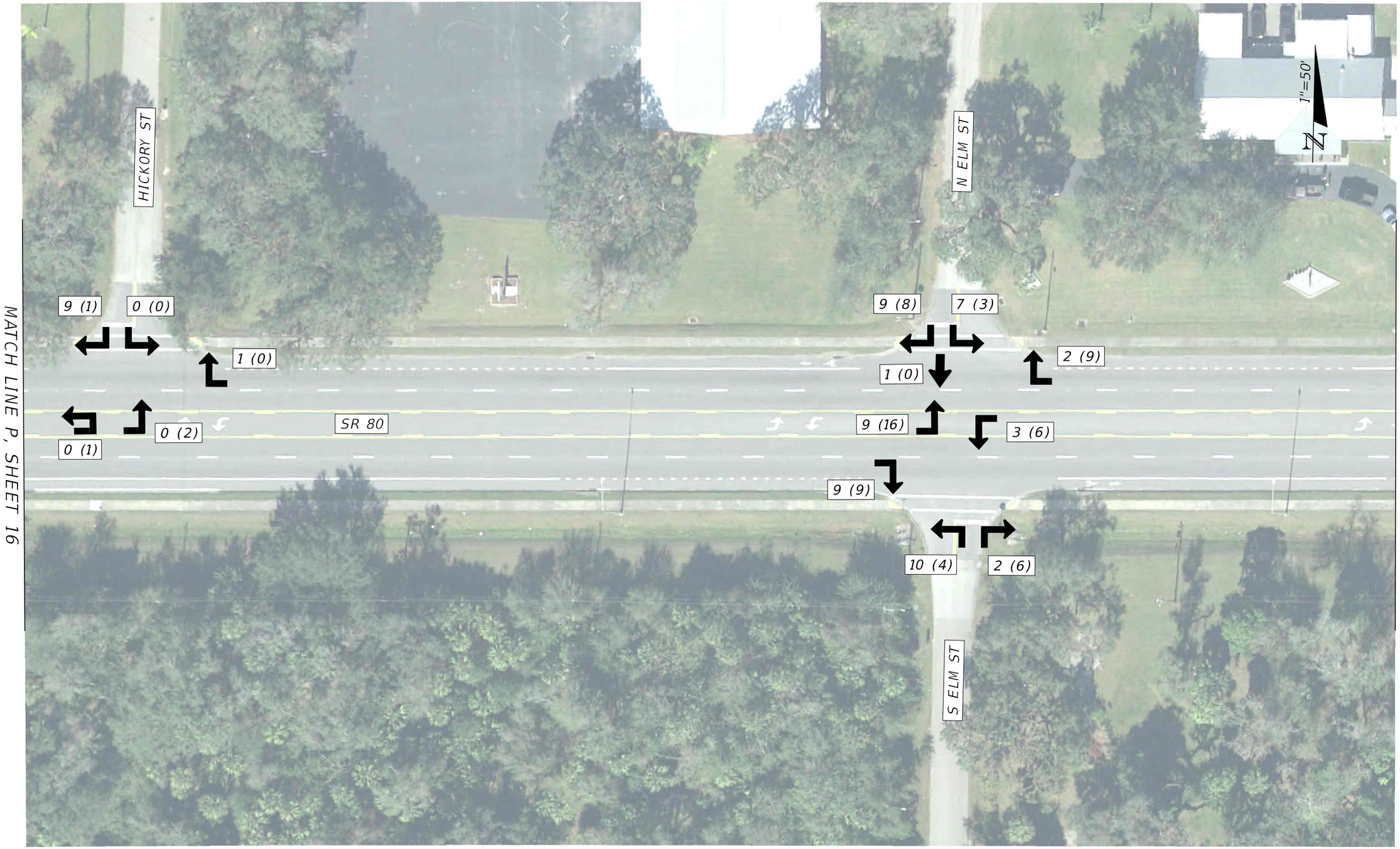
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

EXISTING TRAFFIC CONDITIONS

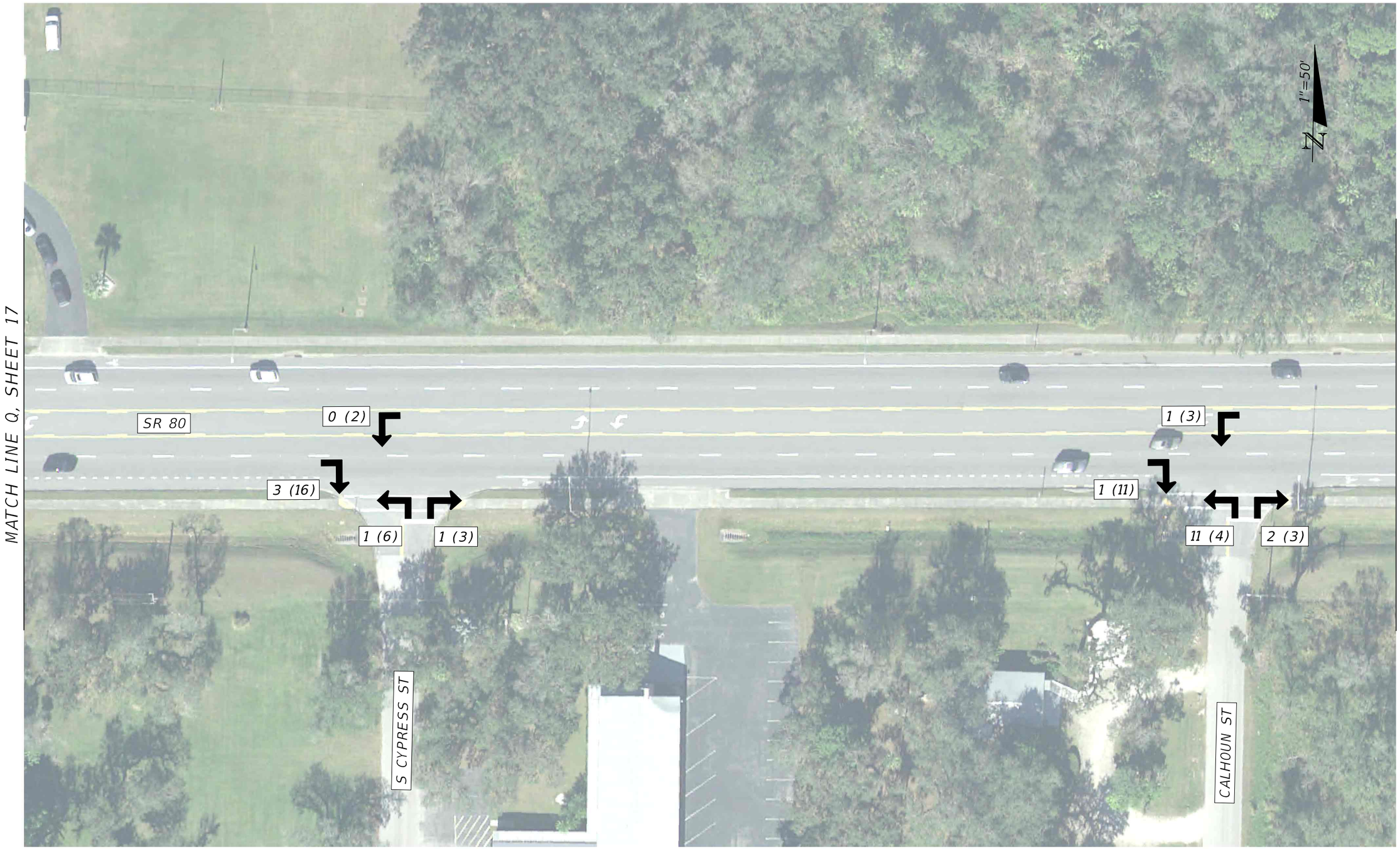
SHEET NO. 16

11/8/2023 9:21:52 AM AlexPatton
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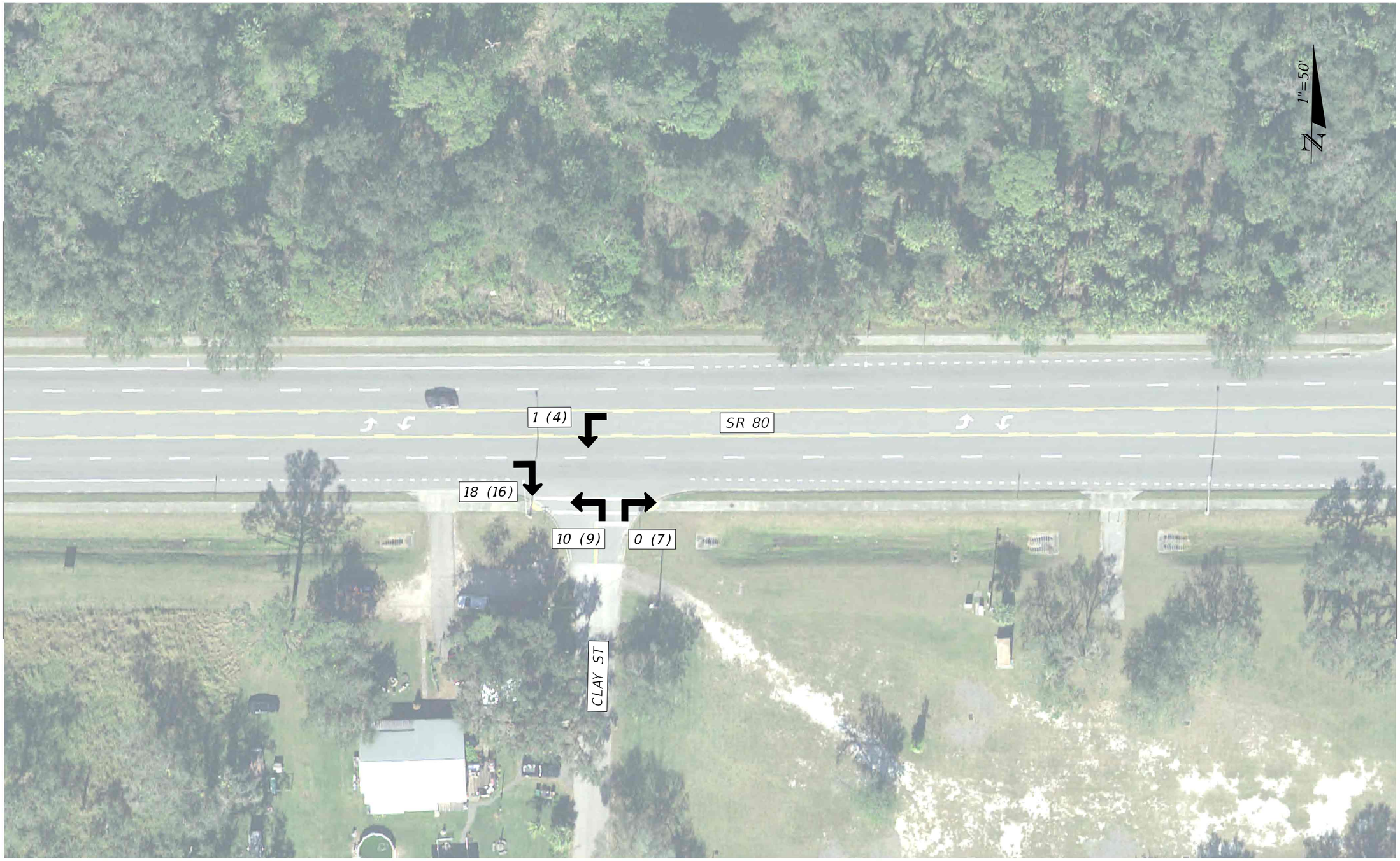
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		17
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:54 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		18
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:54 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

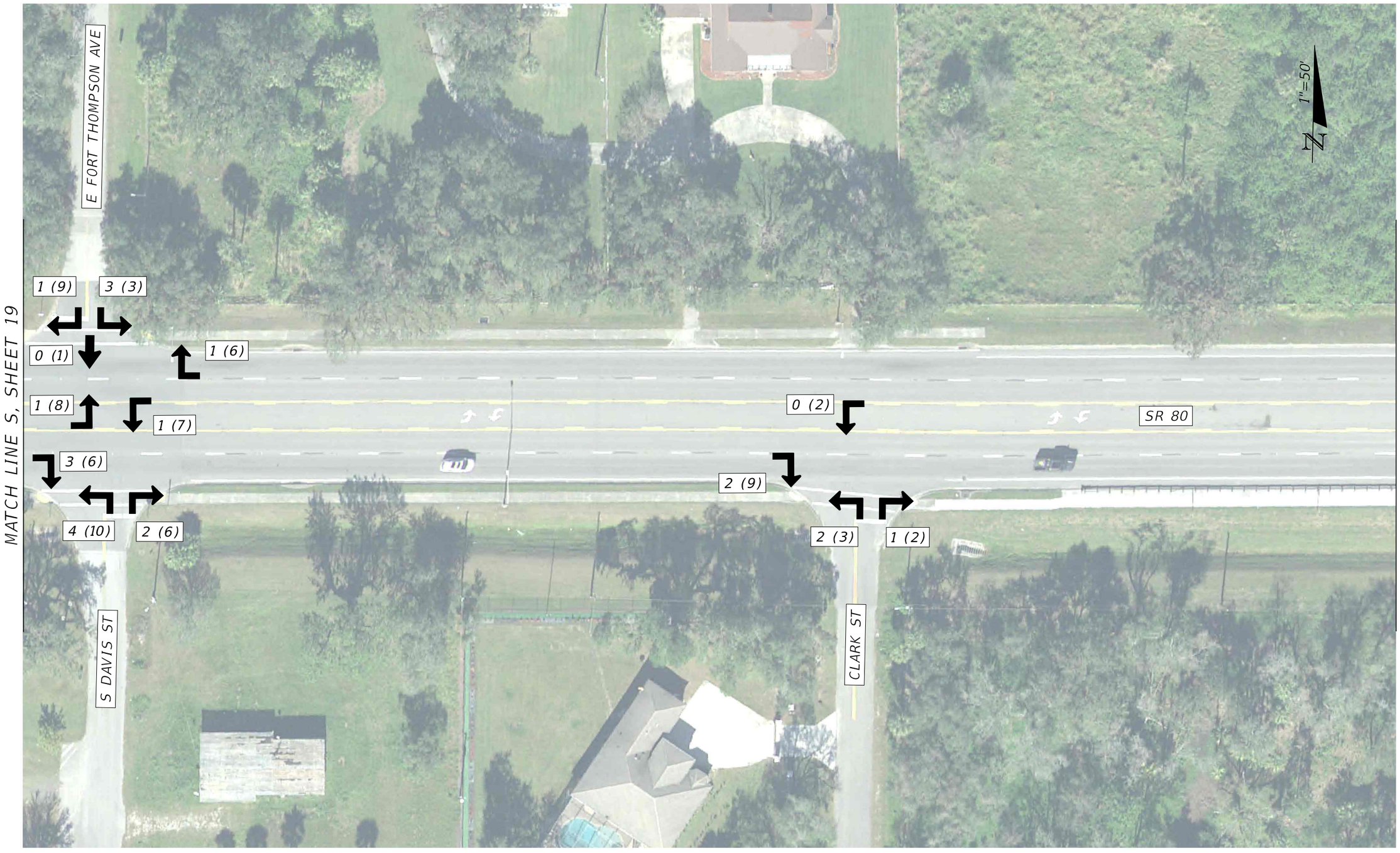
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

EXISTING TRAFFIC CONDITIONS

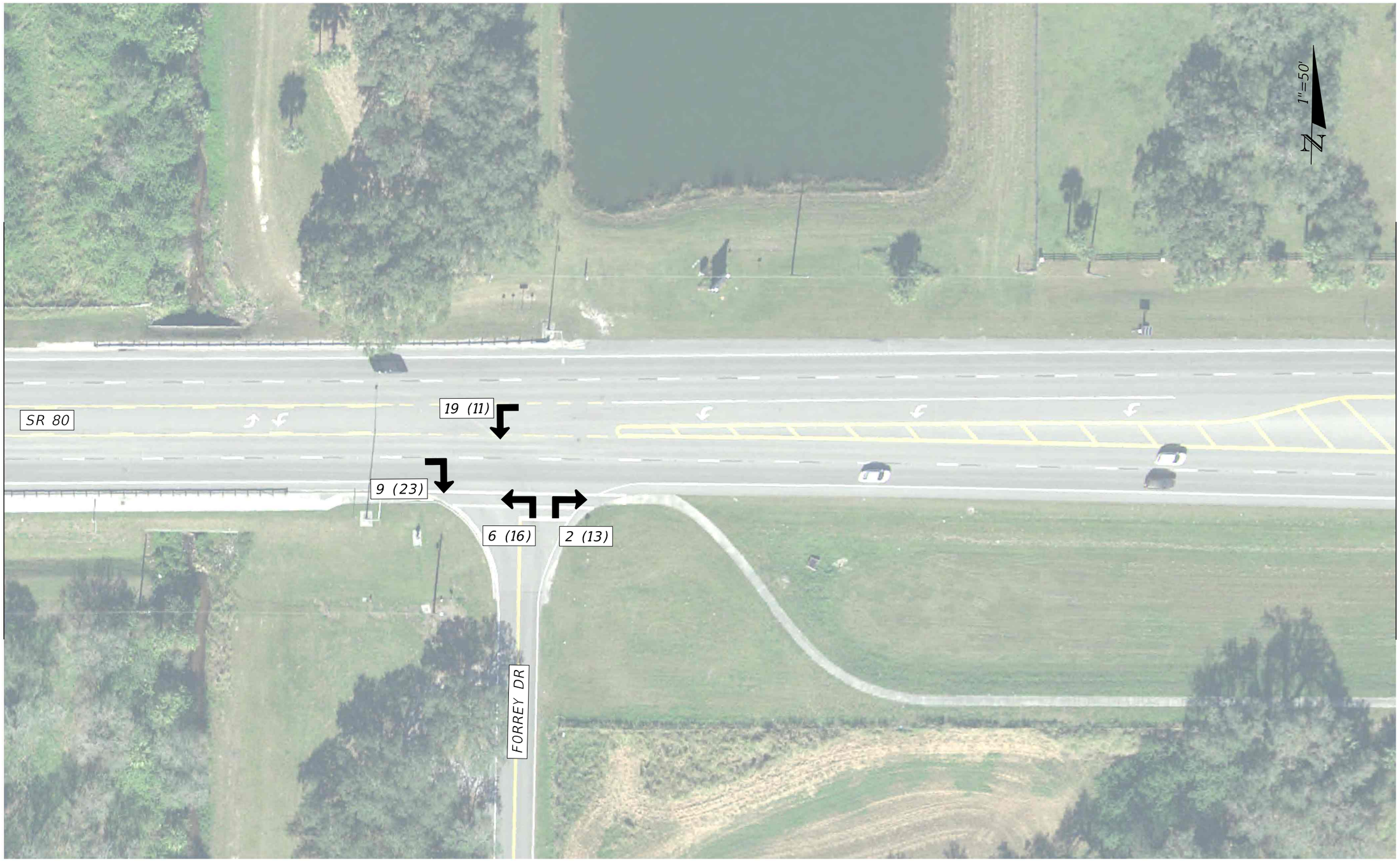
SHEET NO. 19

11/8/2023 9:21:55 AM AlexPatton
C:\Projects\FDOT - Worksets\FDOT\447878152O1\Concepts\PLANSG01 - TMCs.dgn



EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		20
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:56 AM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			EXISTING TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		21
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 9:21:58 AM AlexPatton
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MATCH LINE U, SHEET 21

EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

EXISTING TRAFFIC CONDITIONS

SHEET NO. 22

11/8/2023 9:21:59 AM AlexPatton
C:\Projects\FDOT - Worksets\FDOT\447878152O1\Concepts\PLANS\G01 - TMCs.dgn

APPENDIX E

Signal Timings

Time of Day Plan

Designed By:	*GEP*
Date:	*5/24/2019*
Checked By:	*NJS*
Date:	*5/24/2019*

Arterial: SR 80
System ID: 07010A
Section: 07010000
From: Main St
To: Lee St

ALL SEASON PLAN

Day	Time	Pattern (COS)	Cycle Length
Monday Thru Friday (Day 1)	0000 - 0630	-	FREE
	0630 - 0900	1 (1/1/1)	110
	0900 - 1430	2 (2/1/1)	120
	1430 - 1830	3 (2/2/2)	120
	1830 - 2100	4 (3/1/1)	100
	2100 - 0000	-	FREE
Saturday (Day 2)	0000 - 0730	-	FREE
	0730 - 0930	5 (3/2/2)	100
	0930 - 1730	6 (2/3/3)	120
	1730 - 2200	5 (3/2/2)	100
	2200 - 0000	-	FREE
Sunday (Day 3)	0000 - 0830	-	FREE
	0830 - 1100	5 (3/2/2)	100
	1100 - 1730	7 (2/4/4)	120
	1730 - 2100	5 (3/2/2)	100
	2100 - 0000	-	FREE

Notes:

1) Main St & Lee St - Controller type: PEEK ATC-1000

1a) Action 10 = Pattern 254 (FREE)

2) Bridge St - Controller type: PEEK 3000E

Designed By:	GEP
Date:	5/24/2019
Checked By:	NJS
Date:	5/24/2019

Location Details			
Section:	07010000	Mile Post:	9.355
Major Street:	SR 80	Orientation:	E-W
Minor Street:	Main St	Orientation:	N-S
Sig ID:	169	System ID:	07010A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WBT		NBT	WBL	EBT	NBL	SBT	
Turn Type	Prot/Perm				Prot/Perm		Prot/Perm		
Min Green	5	12		7	5	12	5	7	
Ext	3.0	5.0		3.0	3.0	5.0	3.0	3.0	
Yellow	4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All Red	2.6	3.0		2.6	3.0	3.0	2.0	2.6	
Max I	21	50		32	18	50	18	32	
Max II	19	51		60	19	48	21	37	
Walk		7		7		7		7	
Flashing Don't Walk		24		26		26		29	
Detector Memory									
Det. Cross Switch	Ø2				Ø6		Ø8		
Dual Entry		ON		ON		ON		ON	
Vehicle Recall		MIN				MIN			
CNA		ON				ON			
Rest in Walk		ON				ON			

Coordination Timings (seconds)

Pattern	COS	Cycle Length	Splits								Offset	Sequence	Coord Ø
1		110	16	51		43	18	49	16	27	0	1	2/6
2		120	18	50		52	18	50	18	34	0	1	2/6
3		120	17	47		56	17	47	16	40	3	1	2/6
4		100	18	44		38	18	44	18	20	0	1	2/6
5		100	18	44		38	18	44	18	20	0	1	2/6
6		120	18	54		48	20	52	20	28	3	1	2/6
7		120	18	54		48	20	52	20	28	3	1	2/6

Offset Reference Point
End of Green (Ø2+Ø6)

SOP Special (Sequence 1)

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

Notes:

1) Use 'Max I' during FREE Operation and 'Inhibit Max' during coordination.
2) Max/Ped recall Ø2 and Ø6 during coordination.
3) Use Fixed Force Offs.
4) Sequence 1 used during FREE operation.
5) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green.
6) Controller type: PEEK ATC-1000
6a) Correction Mode: Short Way
6b) Ped Override Mode: Yes
6c) Permissive Strategy: Yield

Designed By:	GEP
Date:	5/24/2019
Checked By:	NJS
Date:	5/24/2019

Location Details			
Section:	07010000	Mile Post:	9.422
Major Street:	SR 80	Orientation:	E-W
Minor Street:	Bridge St	Orientation:	N-S
Sig ID:	170	System ID:	07010A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WBT	SBL	NBT	WBL	EBT		SBT	
Turn Type	Prot/Perm		Prot/Perm		Prot/Perm				
Min Green	5	12	5	7	5	12		7	
Ext	3.0	5.0	4.0	6.0	3.0	5.0		6.0	
Yellow	4.0	4.0	4.0	4.0	4.0	4.0		4.0	
All Red	2.0	2.0	2.9	2.9	2.0	2.0		2.9	
Max I	24	50	18	41	17	50		41	
Max II	32	46	18	35	16	62		53	
Walk		7		7		7		9	
Flashing Don't Walk		22		38		24		34	
Detector Memory									
Det. Cross Switch	Ø6		Ø8		Ø2				
Dual Entry		ON		ON		ON		ON	
Vehicle Recall		MIN				MIN			
CNA		ON				ON			
Rest in Walk		ON				ON			

Coordination Timings (seconds)

Pattern	COS	Cycle Length	Splits								Offset	Sequence	Coord Ø
1	1/1/1	110	23	40	20	27	18	45		47	107	1	2/6
2	2/1/1	120	30	40	18	32	18	52		50	3	1	2/6
3	2/2/2	120	30	40	16	34	18	52		50	6	1	2/6
4	3/1/1	100	18	40	16	26	18	40		42	2	1	2/6
5	3/2/2	100	20	38	16	26	18	40		42	2	1	2/6
6	2/3/3	120	32	38	20	30	18	52		50	3	1	2/6
7	2/4/4	120	32	38	20	30	18	52		50	3	1	2/6

Offset Reference Point
End of Green (Ø2+Ø6)

SOP Special (Sequence 1)

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

Notes:

1) Use 'Max I' during FREE Operation and 'Inhibit Max' during coordination.
2) Max/Ped recall Ø2 and Ø6 during coordination.
3) Use Fixed Force Offs.
4) Program 8 seconds detection delay for minor street right turn movements.
5) Program 3 seconds detection delay for minor street left turn movements.
6) Sequence 1 used during FREE operation.
7) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green.
8) Controller type: PEEK 3000E
8a) Permissive Type: Yield
8b) Offset Seeking Mode: Short Route
8c) Walk/Rest Modifier: On
8d) No Ped Clr Offset Adj: No
8e) Yield Percent: 10%

Designed By:	GEP
Date:	5/24/2019
Checked By:	NJS
Date:	5/24/2019

Location Details			
Section:	07010000	Mile Post:	9.500
Major Street:	SR 80	Orientation:	E-W
Minor Street:	Lee St	Orientation:	N-S
Sig ID:	171	System ID:	07010A

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	EBL	WBT		NBT	WBL	EBT		SBT	
Turn Type	Prot/Perm				Prot/Perm				
Min Green	5	12		7	5	12		7	
Ext	3.0	5.0		3.0	3.0	5.0		3.0	
Yellow	4.0	4.0		3.4	4.0	4.0		3.4	
All Red	2.0	2.2		2.7	2.2	2.2		2.7	
Max I	21	50		35	18	50		35	
Max II	16	71		44	16	71		44	
Walk		7		8		7		7	
Flashing Don't Walk		14		32		25		29	
Detector Memory									
Det. Cross Switch	Ø2				Ø6				
Dual Entry		ON		ON		ON		ON	
Vehicle Recall		MIN				MIN			
CNA		ON				ON			
Rest in Walk		ON				ON			

Coordination Timings (seconds)

Pattern	COS	Cycle Length	Splits								Offset	Sequence	Coord Ø
1	-	110	18	67		25	18	67		25	21	1	2/6
2	-	120	18	77		25	18	77		25	36	1	2/6
3	-	120	18	77		25	18	77		25	36	1	2/6
4	-	100	18	62		20	18	62		20	21	1	2/6
5	-	100	18	62		20	18	62		20	21	1	2/6
6	-	120	18	77		25	18	77		25	36	1	2/6
7	-	120	18	77		25	18	77		25	36	1	2/6

Offset Reference Point
End of Green (Ø2+Ø6)

SOP 7 (Sequence 1)

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

Notes:

1) Use 'Max I' during FREE Operation and 'Inhibit Max' during coordination.
2) Max/Ped recall Ø2 and Ø6 during coordination.
3) Use Fixed Force Offs.
4) Sequence 1 used during FREE operation.
5) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green.
6) Controller type: PEEK ATC-1000
6a) Correction Mode: Short Way
6b) Ped Override Mode: Yes
6c) Permissive Strategy: Yield

APPENDIX F

Crash Data

SR 80 2018 Crashes

Collision Diagram Number	HSMV Report Number	Crash Date and Time	Form Type	Crash Street	Latitude	Longitude	Offset Distance	Offset Direction	Offset From	Road Surface Condition	Reporting Agency	Crash Type	Day / Night	Injuries	Fatalities
1	85548191	2/23/2018 15:39	L	SR-80	26.75407117	-81.45575001	117	North	JAMES SINGLETON PLACE	Dry	Florida Highway Patrol	Left Turn	DAY	2	0
2	84305267	2/16/2018 14:44	S	HARDEE ST	26.76151	-81.44636			NORTH OF SR 80	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
3	85513172	2/23/2018 19:07	L	SR 80 (HICKPOCHEE AVENUE)	26.76154858	-81.44581888	0		HARDEE STREET	Dry	Florida Highway Patrol	Head On	NIGHT	1	0
4	87209223	8/15/2018 11:28	S	SR-80 (HICKPOOCHEE AVE)	26.76155	-81.4444	49	West	FLORIDA ST	Dry	Florida Highway Patrol	Rear End	DAY	0	0
5	87204069	7/30/2018 17:18	L	STATE ROAD 80 (WEST HICKPOCHEE AVE)	26.761	-81.44441	50	West	BELMONT STREET	Dry	Florida Highway Patrol	Rear End	DAY	0	0
6	87204128	9/22/2018 17:38	L	STATE ROAD 80 (PALM BEACH BOULEVARD)	26.76156973	-81.443916	39	West	MARTIN STREET	Wet	Florida Highway Patrol	Left Turn	DAY	0	0
7	84305324	8/24/2018 8:40	S	SR 80	26.76158	-81.44372	0		MARTIN ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
8	84845370	12/21/2018 12:00	L	W. HICKPOCHEE AVD	26.76158	-81.44407	0		MARTIN ST	Wet	Hendry County Sheriff's Office	Left Turn	DAY	1	0
9	85541868	3/30/2018 14:25	L	SR-80 (W HICKPOCHEE AVE)	26.76156	-81.4437	0		MARTIN ST	Dry	Florida Highway Patrol	Left Turn	DAY	0	0
10	84305187	1/19/2018 18:52	S	SR-80	26.76838218	-81.2115912	0		HENDRY ISLES	Dry	Hendry County Sheriff's Office	Other	DAY	0	0
11	84845369	11/19/2018 16:50	S	W. HICKPOCHEE AVE	26.76161	-81.44215			HENDRY ST	Wet	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
12	85543333	1/6/2018 20:08	L	STATE ROAD 80 (WEST HICKPOOCHEE AVENUE)	26.7616117	-81.4421238	138	West	HENDRY STREET	Dry	Florida Highway Patrol	Pedestrian	NIGHT	0	1
13	87209195	4/8/2018 12:33	L	STATE ROAD 80 (PALM BEACH BLVD)	26.76159	-81.44165	0		CAMPBELL ST	Dry	Florida Highway Patrol	Left Turn	DAY	0	0
14	84845376	10/19/2018 16:09	S	W HICKPOCHEE AVE	26.76151782	-81.43991081			HALL ST	Dry	Hendry County Sheriff's Office	Head On	DAY	0	0
15	84305359	4/13/2018 7:43	S	SR 80	26.76432677	-81.43712408	0		HALL ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
16	84845235	7/30/2018 12:34	S	HICKPOCHEE AVE	26.76168	-81.43994	0		S HALL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
17	84305225	1/19/2018 7:33	L	WEST HICKPOCHEE AVE	26.76168	-81.43994	95	West	N HALL ST	Dry	Hendry County Sheriff's Office	Pedestrian	DAY	0	1
18	84305194	4/27/2018 8:58	S	MCDONALD'S	26.76160835	-81.43877699			W. SR 80	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
19	84305320	4/13/2018 20:10	L	W HICKPOOCHEE AVE LABELLE FL 33935	26.76164933	-81.4389546	126	East		Dry	Hendry County Sheriff's Office	Pedestrian	NIGHT	0	0
20	84305318	3/18/2018 22:10	L	SR-80	26.76177909	-81.43846275	0		MAIN ST	Dry	Hendry County Sheriff's Office	Left Turn	NIGHT	0	0
21	85552510	6/6/2018 5:36	L	SR 80 (HICKPOCHEE AVENUE)	26.76177	-81.43841	0		SR 29 (MAIN STREET)	Dry	Florida Highway Patrol	Angle	NIGHT	1	0
22	87204099	5/4/2018 21:55	L	STATE ROAD 80	26.76179	-81.43737	0		STATE ROAD 29	Dry	Florida Highway Patrol	Angle	NIGHT	0	0
23	87209219	7/27/2018 12:53	L	SR-80 (HICKPOCHEE AVE)	26.76177	-81.43841	0		MAIN ST	Dry	Florida Highway Patrol	Angle	DAY	0	0
24	85583960	8/23/2018 16:42	L	SR 80 (HICKPOCHEE AVE)	26.76178296	-81.43834939	197	West	MAIN ST	Wet	Florida Highway Patrol	Rear End	DAY	0	0
25	87209246	12/15/2018 16:20	L	SR-80 (HICKPOCHEE AVE)	26.76177	-81.43841	127	East	MAIN ST	Dry	Florida Highway Patrol	Rear End	DAY	0	0
26	84845295	11/13/2018 15:20	L	SR-80	26.76189861	-81.43744511	0		N BRIDGE ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
27	84845348	10/27/2018 10:46	L	SR 80	26.76176	-81.43882	0		BRIDGE ST.	Dry	Hendry County Sheriff's Office	Right Turn	DAY	0	0
28	84305241	11/16/2018 18:30	L	W HICKPOOCHEE AVE	26.7618	-81.43737	141	East	BRIDGE STREET	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
29	84305285	5/3/2018 9:40	L	SR 80	26.7618	-81.43737	0		N. BRIDGE ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
30	84305154	1/13/2018 8:55	L	SR 80	26.7618	-81.43737	0		BRIDGE STREET	Dry	Hendry County Sheriff's Office	Angle	DAY	1	0
31	87204111	6/30/2018 20:47	L	STATE ROAD 80 (HICKPOCHEE AVENUE)	26.76179	-81.43737	0		SOUTH BRIDGE STREET	Wet	Florida Highway Patrol	Angle	NIGHT	0	0
32	85592638	9/2/2018 15:17	L	SR 80 (HICKPOCHEE AVE)	26.76179493	-81.43739035	0		SR 29 (BRIDGE ST)	Dry	Florida Highway Patrol	Left Turn	DAY	3	0
33	85490447	1/9/2018 14:27	L	SR 80 (HICKPOCHEE AVE)	26.76179	-81.43737	0		SR 29 (BRIDGE STREET)	Dry	Florida Highway Patrol	Angle	DAY	1	0
34	84305208	3/3/2018 4:14	L	E HICKPOCHEE AVE	26.76180809	-81.43742457	0		BRIDGE ST	Dry	Hendry County Sheriff's Office	Angle	NIGHT	0	0
35	85485213	1/4/2018 9:48	L	SR 80 (HICKPOCHEE AVENUE)	26.76181664	-81.43756807	63	West	SR 29 (BRIDGE STREET)	Dry	Florida Highway Patrol	Right Turn	DAY	0	0
36	84845347	10/4/2018 10:42	L	SR 80	26.7618	-81.43737	41	East	BRIDGE ST.	Dry	Hendry County Sheriff's Office	Off Road	DAY	0	0
37	84845237	8/31/2018 7:03	S	E HICKPOCHEE AVE	26.76223	-81.43737	0		LEE ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
38	87281387	12/28/2018 18:50	L	STATE ROAD 80	26.76158	-81.43481	6	West	N MISSOURI ST	Dry	Florida Highway Patrol	Pedestrian	DAY	0	0
39	84845303	10/4/2018 16:35	L	SR-80	26.7616	-81.43481	0		MISSOURI ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
40	87209217	7/18/2018 9:04	L	SR-80 (HICKPOCHEE AVE)	26.76159636	-81.43349044	0		RIVERVIEW ST	Dry	Florida Highway Patrol	Rear End	DAY	0	0
41	84305341	3/30/2018 22:45	L	S ELM ST	26.76102773	-81.42996602	0			Dry	Hendry County Sheriff's Office	Rear End	NIGHT	0	0
42	84305383	11/17/2018 20:41	L	E SR 80	26.76192	-81.42176	171	West	FORREY DR	Dry	Hendry County Sheriff's Office	Off Road	NIGHT	1	0

SR 80 2019 Crashes

Collision Diagram Number	HSMV Report Number	Crash Date and Time	Form Type	Crash Street	Latitude	Longitude	Offset Distance	Offset Direction	Offset From	Road Surface Condition	Reporting Agency	Crash Type	Day / Night	Injuries	Fatalities
43	84845460	8/29/2019 12:47	L	SR 80	26.76066	-81.44957	34	East	DR .MARTIN LUTHER KING BLVD	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	1	0
44	88106563	12/19/2019 12:06	L	SR-80	26.76127759	-81.44799192	9	West	LASHLEY STREET	Dry	Florida Highway Patrol	Sideswipe	DAY	0	0
45	84845760	9/17/2019 20:11	L	W HICKPOOCHEE AVE	26.76124122	-81.44803874	0		LASHLEY ST	Dry	Hendry County Sheriff's Office	Left Turn	NIGHT	0	0
46	84845794	7/20/2019 14:47	S	STATE RD 80	26.76157	-81.44442	0		BELMONT	Dry	Hendry County Sheriff's Office	Right Turn	DAY	0	0
47	84845814	8/29/2019 15:25	L	SR-80	26.76159	-81.44318	0		HENDRY ST	Wet	Hendry County Sheriff's Office	Left Turn	DAY	0	0
48	84845558	6/15/2019 19:00	L	SR 80	26.76161	-81.44215	123	East	CAMPBELL ST	Wet	Hendry County Sheriff's Office	Off Road	NIGHT	1	0
49	84845503	1/27/2019 11:35	L	SR 80	26.76165	-81.44033	0		HALL ST	Wet	Hendry County Sheriff's Office	Rear End	DAY	0	0
50	84845446	4/5/2019 18:00	S	SR-80	26.76170398	-81.43982884	194	East	HALL ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
51	84845908	11/27/2019 12:20	S	W HICKPOCHEE AVE	26.76047	-81.43992			HALL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
52	88084635	12/13/2019 16:21	L	SR-80	26.76166	-81.4399	0		HALL STREET SOUTH	Dry	Florida Highway Patrol	Left Turn	DAY	0	0
53	84845876	9/3/2019 11:49	L	W HICKPOCHEE AVE	26.76215	-81.43994	0		N HALL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	2	0
54	84304807	3/27/2019 20:50	L	STATE RD 80	26.76168	-81.43994	23	West	HALL ST	Dry	Hendry County Sheriff's Office	Right Turn	NIGHT	0	0
55	87203639	9/18/2019 17:26	L	SR 80 (HICKPOCHEE AVE)	26.76177	-81.43841	12	West	SR 29 (MAIN ST)	Dry	Florida Highway Patrol	Other	DAY	0	0
56	84304840	1/31/2019 11:56	L	E HICKPOCHEE AVE	26.76178	-81.43842	5	East	MAIN ST	Dry	Hendry County Sheriff's Office	Right Turn	DAY	0	0
57	84845768	7/15/2019 9:59	L	SR 80 EAST	26.76177	-81.43841	27	East	SOUTH FROM MAIN ST.	Dry	Hendry County Sheriff's Office	Other	DAY	0	0
58	84845501	1/12/2019 15:16	L	SR 80	26.76223	-81.43737	0		N MAIN ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
59	88106566	12/27/2019 11:25	L	SR-80	26.76177	-81.43841	0		SR-29	Wet	Florida Highway Patrol	Rear End	DAY	0	0
60	88073368	4/10/2019 15:15	L	STATE ROAD 80 (EAST HICKPOCHEE AVE)	26.76177	-81.43841	0		MAIN STREET	Dry	Florida Highway Patrol	Left Turn	DAY	0	0
61	84304369	3/5/2019 0:00	L	SR-80	26.76178	-81.43842	0		MAIN ST.	Dry	Hendry County Sheriff's Office	Left Turn	NIGHT	0	0
62	84845976	11/29/2019 10:59	L	HICKPOOCHEE AVE	26.76178	-81.43842	0		S MAIN ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
63	84845634	9/30/2019 15:30	L	STATE ROAD 80	26.76178	-81.43842	0		MAIN ST.	Dry	Hendry County Sheriff's Office	Left Turn	DAY	2	0
64	87281397	3/16/2019 15:25	L	STATE ROAD 80	26.76177	-81.43841	0		MAIN STREET	Dry	Florida Highway Patrol	Left Turn	DAY	0	0
65	84845623	10/20/2019 8:13	L	W SR 80	26.76178	-81.43842	0		N MAIN ST	Dry	Hendry County Sheriff's Office	Rollover	DAY	1	0
66	84845867	9/29/2019 7:44	L	SR 80	26.7618	-81.43737	0		BRIDGE ST.	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
67	84845725	6/26/2019 17:18	L	SR-80	26.7618	-81.43737	0		BRIDGE ST	Wet	Hendry County Sheriff's Office	Left Turn	DAY	1	0
68	82713842	5/10/2019 19:24	L	W HICKPOCHEE AVE	26.7618	-81.43737	0		N BRIDGE ST	Wet	Hendry County Sheriff's Office	Left Turn	NIGHT	0	0
69	87185843	4/5/2019 13:34	L	SR-80 (HICKPOOCHEE AVE)	26.76179999	-81.43736525	0		SR-29 (BRIDGE ST)	Dry	Florida Highway Patrol	Left Turn	DAY	1	0
70	88073384	7/7/2019 9:22	L	SR-80 (HICKPOCHEE AVE)	26.76179	-81.43737	0		N BRIDGE ST	Dry	Florida Highway Patrol	Angle	DAY	1	0
71	88128822	5/10/2019 4:42	L	STATE ROAD 80	26.76178768	-81.43752796	83	East	S BRIDGE ST	Dry	Florida Highway Patrol	Sideswipe	NIGHT	0	0
72	84845778	10/11/2019 18:35	S	E HICKPOCHEE AVE	26.7617091	-81.43624297	73	West	N LEE ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
73	87198882	8/21/2019 10:53	L	SR 80 (HICKPOCHEE AVE)	26.76175712	-81.43611971	0		LEE ST	Dry	Florida Highway Patrol	Angle	DAY	0	0
74	84845806	8/29/2019 12:40	S	E SR 80	26.76172	-81.4361	0		LEE ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
75	87281182	5/6/2019 12:05	L	STATE ROAD-80	26.7617	-81.43611	0		LEE STREET	Dry	Florida Highway Patrol	Angle	DAY	2	0
76	84845854	9/20/2019 16:48	L	E HICKPOCHEE AVE	26.76172	-81.4361	0		S LEE ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	2	0
77	84845868	10/13/2019 10:08	L	SR 80	26.76172	-81.4361	0		MISSOURI ST.	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
78	84845700	10/24/2019 19:01	L	E HICKPOCHEE AVE	26.7616	-81.43481	0		N MISSOURI ST	Dry	Hendry County Sheriff's Office	Angle	NIGHT	0	0
79	84845763	6/14/2019 17:02	S	S MISSOURI ST	26.7616	-81.43417	0		E HICKPOCHEE AVE	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
80	87281389	1/28/2019 15:52	L	STATE ROAD 80	26.76158	-81.43354	0		N RIVERVIEW ST	Dry	Florida Highway Patrol	Angle	DAY	0	0
81	84303525	5/6/2019 16:32	S	SR 80	26.76178	-81.42592	0		CLAY ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
82	84845945	10/29/2019 10:58	S	DAVIS ST	26.7618	-81.42458	0		E HICKPOCHEE AVE	Dry	Hendry County Sheriff's Office	Bicycle	DAY	0	0
83	84305021	4/22/2019 18:40	L	SR-80	26.76201814	-81.41731655	44	East	FORREY DRIVE	Dry	Hendry County Sheriff's Office	Animal	DAY	0	0
84	84305221	8/22/2019 0:00	L	SR-80	26.76203348	-81.41979592	44	East	FORREY	Dry	Hendry County Sheriff's Office	Animal	NIGHT	0	0
85	84845397	1/14/2019 19:21	L	SR-80	26.76192	-81.42176	0		FORREY DRIVE	Dry	Hendry County Sheriff's Office	Angle	NIGHT	3	0

SR 80 2020 Crashes

Collision Diagram Number	HSMV Report Number	Crash Date and Time	Form Type	Crash Street	Latitude	Longitude	Offset Distance	Offset Direction	Offset From	Road Surface Condition	Reporting Agency	Crash Type	Day / Night	Injuries	Fatalities
86	84845209	5/25/2020 10:42	L	W SR 80	26.75843571	-81.45268324	0		MILLER AVE	Wet	Hendry County Sheriff's Office	Left Turn	DAY	0	0
87	84846044	1/13/2020 16:47	L	SR 80	26.75922	-81.45166	14	West	WEST OF MLK BLVD	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
88	84846115	2/27/2020 15:06	S	W HICKPOCHEE AVE	26.76126	-81.44799	0		LASHLEY ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
89	84846175	5/14/2020 0:00	L	WEST HICKPOOCHE AVE	26.76137	-81.44742	85	East	LASHLEY	Dry	Hendry County Sheriff's Office	Rear End	NIGHT	1	0
90	88215192	1/25/2020 19:28	L	STATE ROAD 80	26.76155	-81.4444	121	East	BELMONT STREET	Dry	Florida Highway Patrol	Pedestrian	NIGHT	1	0
91	88200059	8/18/2020 13:34	L	SR-80 (WEST HICKPOCHEE AVEE)	26.76154213	-81.44583826	30	East	HARDEE ST	Dry	Florida Highway Patrol	Angle	DAY	2	0
92	84846006	1/26/2020 15:39	S	W. HICKPOOCHEE AVE	26.76134532	-81.44559349	0		SR-80	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
93	87135186	11/16/2020 12:36	L	STATE ROAD 80	26.76154026	-81.44477903	0		FLORIDA STREET	Dry	Florida Highway Patrol	Sideswipe	DAY	4	0
94	84846358	11/2/2020 10:25	L	W SR 80	26.76157	-81.44442	35	East	MARTIN ST	Dry	Hendry County Sheriff's Office	Right Turn	DAY	0	0
95	88153133	4/23/2020 13:50	L	SR-80	26.76156	-81.4437	0		MARTIN ST	Dry	Florida Highway Patrol	Left Turn	DAY	2	0
96	84846342	10/30/2020 14:53	S	SR-80	26.76153316	-81.44361276	20	East	MARTIN ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
97	84846141	3/23/2020 14:59	L	W SR 80	26.76159	-81.44318	41	West	HENDRY ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	2	0
98	87121050	8/10/2020 11:04	L	STATE ROAD 80	26.76157951	-81.44267001	63	West	HENDRY STREET	Dry	Florida Highway Patrol	Rear End	DAY	1	0
99	24076585	10/17/2020 17:19	L	W HICKPOCHEE AVE	26.76161	-81.44215	0		CAMPBELL ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	1	0
100	88215202	4/22/2020 13:20	L	STATE ROAD 80	26.76166	-81.4399	95	East	HALL ST	Dry	Florida Highway Patrol	Off Road	DAY	0	0
101	84303931	12/25/2020 11:50	L	W HICKPOOCHEE AVE	26.76162025	-81.43991081	0		S HALL ST	Dry	Hendry County Sheriff's Office	Other	DAY	0	0
102	88215203	4/8/2020 16:40	L	STATE ROAD 80	26.76166	-81.4399	4	East	HALL ST	Dry	Florida Highway Patrol	Left Turn	DAY	0	0
103	88165614	6/12/2020 6:40	L	STAE ROAD-80	26.76165971	-81.43990032	0		HALL SREET NORTH	Dry	Florida Highway Patrol	Rollover	NIGHT	1	0
104	84846114	2/21/2020 12:32	S	W HICKPOCHEE AVE	26.76223	-81.43737	0		N HALL ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
105	88352376	12/21/2020 19:35	L	SR-80 (W HICKPOOCHEE AVE)	26.76172	-81.43923	69	West	COLLEGE STREET	Dry	Florida Highway Patrol	Pedestrian	NIGHT	0	1
106	88134698	3/22/2020 7:59	L	SR-80	26.76179	-81.43737	0		SR-29	Dry	Florida Highway Patrol	Sideswipe	DAY	0	0
107	24076563	8/10/2020 16:57	L	W. SR 80	26.7618	-81.43737	0		S. SR 29	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
108	84845932	1/6/2020 10:17	L	STATE ROAD 80	26.76163	-81.44072	27	East	MAIN ST.	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
109	84846492	11/20/2020 18:37	L	SR-29	26.76179443	-81.43743823	0		SR-80	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
110	84845959	8/8/2020 18:37	L	SR 80	26.76178	-81.43842	0		MAIN ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
111	84845986	3/11/2020 4:00	L	W HICKPOCHEE AVE	26.76177	-81.43841	0		N MAIN ST	Dry	Hendry County Sheriff's Office	Angle	NIGHT	1	0
112	88179744	6/22/2020 16:15	L	STATE ROAD-29 (SOUTH MAIN STREET)	26.76177275	-81.43841018	1	East	STATE ROAD-80 (WEST HICKPOCHEE AVE)	Dry	Florida Highway Patrol	Rear End	DAY	1	0
113	84846106	9/4/2020 16:29	S	SR-80	26.76164079	-81.43919365	49	East	MAIN ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
114	88190537	6/26/2020 14:10	L	SR 80 (E HICKPOCHEE AVE)	26.76177743	-81.43796478	106	West	S BRIDGE STREET	Dry	Florida Highway Patrol	Rear End	DAY	2	0
115	88153136	5/17/2020 15:19	L	STATE ROAD-80 (WEST HICKPOCHEE AVENUE)	26.76173007	-81.43746464	0		STATE ROAD-29 (NORTH BRIDGE STREET)	Dry	Florida Highway Patrol	Left Turn	DAY	3	0
116	88043999	3/19/2020 6:18	L	SR 80 (HICKPOCHEE AVE)	26.76176128	-81.43827615	20	East	BRIDGE ST	Dry	Florida Highway Patrol	Sideswipe	NIGHT	0	0
117	88215218	8/22/2020 10:50	L	STATE ROAD 80	26.7617	-81.43611	0		LEE STREET	Dry	Florida Highway Patrol	Left Turn	DAY	2	0
118	84846163	3/26/2020 16:43	L	SR80	26.76171	-81.42967	30	East	S ELM ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
119	88200057	8/17/2020 7:52	L	SR-80 (EAST HICKPOCHEE AVE)	26.76177029	-81.42591044	1	West	CLAY ST	Dry	Florida Highway Patrol	Left Turn	DAY	1	0

SR 80 2021 Crashes

Collision Diagram Number	HSMV Report Number	Crash Date and Time	Form Type	Crash Street	Latitude	Longitude	Offset Distance	Offset Direction	Offset From	Road Surface Condition	Reporting Agency	Crash Type	Day / Night	Injuries	Fatalities
120	84846701	8/3/2021 18:11	L	SR 80	26.75406	-81.4558			JAMES SINGLETON PL	Wet	Hendry County Sheriff's Office	Left Turn	DAY	1	0
121	84846842	11/2/2021 5:49	L	W SR 80	26.76066	-81.44957	0		DR MARTIN LUTHER KING JR BLVD	Dry	Hendry County Sheriff's Office	Left Turn	NIGHT	5	0
122	84846710	8/7/2021 12:20	S	WEST STATE ROAD 80	26.76066	-81.44957			MARTIN LUTHER KING BLVD	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
123	84846859	12/16/2021 19:10	L	W HICKPOOCHEE AVE	26.76102773	-81.44879001			BEN MOORE RD	Dry	Hendry County Sheriff's Office	Other	NIGHT	0	0
124	88505891	5/24/2021 18:49	L	STATE ROAD 80 (WEST HICKPOOCHEE AVENUE)	26.76128	-81.44799	0		LASHLEY STREET	Dry	Florida Highway Patrol	Left Turn	DAY	1	0
125	88337420	2/26/2021 20:30	L	STATE ROAD 80	26.76143358	-81.44740388	157	West	LASHLEY STREET	Dry	Florida Highway Patrol	Left Turn	NIGHT	2	0
126	84846830	10/27/2021 9:17	L	W SR 80	26.76151	-81.44636			HARDEE ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	1	0
127	84846560	1/5/2021 15:57	L	W HICKPOCHEE AVE	26.76151	-81.44636	0		FLORIDA ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	1	0
128	88352806	2/7/2021 19:49	L	STATE ROAD 80 (HICKPOCHEE AVE)	26.76101	-81.44408	104	West	HENDRY STREET	Dry	Florida Highway Patrol	Pedestrian	NIGHT	0	1
129	84303910	3/20/2021 12:48	S	W HICKPOCHEE AVE	26.76161	-81.44215	0		CAMPBELL ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
130	84846502	8/6/2021 14:40	S	SR 80 & HALL ST	26.76168	-81.43994				Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
131	87192898	10/19/2021 16:29	L	STATE ROAD 80	26.76166092	-81.43989554			HALL STREET	Dry	Florida Highway Patrol	Rollover	DAY	1	0
132	84303934	1/13/2021 10:45	S	SR-80	26.76163567	-81.43990394	10	East	HALL ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
133	84846932	12/20/2021 12:58	S	SR80	26.76168	-81.43994	0		N HALL ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
134	84846606	5/6/2021 17:40	S	HALL ST	26.76047	-81.43992			SR 80	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
135	84846676	8/6/2021 12:39	S	SR-80	26.76184053	-81.43829201			MAIN ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
136	88337411	1/19/2021 13:10	S	STATE ROAD 80	26.76178038	-81.43795838	75	West	STATE ROAD 29	Dry	Florida Highway Patrol	Rear End	DAY	0	0
137	88575008	10/12/2021 11:35	L	STATE ROAD 80 (HICKPOCHEE AVE)	26.76179	-81.43737	98	West	SOUTH BRIDGE STREET	Dry	Florida Highway Patrol	Rear End	DAY	0	0
138	84846419	6/29/2021 11:11	S	E HICKPOOCHEE AVE	26.76176	-81.4271	0		ELM ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
139	84846912	12/8/2021 18:25	L	SR-80	26.76178252	-81.42603868	0		CLAY ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0

SR 80 2022 Crashes

Collision Diagram Number	HSMV Report Number	Crash Date and Time	Form Type	Crash Street	Latitude	Longitude	Offset Distance	Offset Direction	Offset From	Road Surface Condition	Reporting Agency	Crash Type	Day / Night	Injuries	Fatalities
140	25726096	12/12/2022 15:34	L	SR 80 AND JAMES SINGLETON	26.7541	-81.45582	0		CAPT. HENDRY DR/ SR 80	Dry	Hendry County Sheriff's Office	Head On	DAY	0	0
141	25441876	9/27/2022 9:32	S	W SR 80	26.76026	-81.45046	0		SHADY OAKS LN	Wet	Hendry County Sheriff's Office	Rear End	DAY	0	0
142	25441744	8/7/2022 12:27	L	SR 80	26.76137	-81.44742	253	North	DR MARTIN LUTHER KING BLVD	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
143	24676287	2/18/2022 23:05	L	W SR 80	26.76137	-81.44742			LASHLEY ST	Dry	Hendry County Sheriff's Office	Sideswipe	NIGHT	0	0
144	84305393	7/16/2022 23:25	L	W SR 80	26.74257611	-81.36629903	0		HARDEE ST	Dry	Hendry County Sheriff's Office	Angle	NIGHT	0	0
145	25019440	9/27/2022 14:30	L	SR 80 (HICKPOCHEE AVE)	26.76154	-81.44478	0		FLORIDA ST	Wet	Florida Highway Patrol	Sideswipe	DAY	0	0
146	84304848	6/22/2022 15:35	L	W SR 80	26.74537825	-81.46220407	0		BELMONT ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	1	0
147	84847080	4/13/2022 5:55	L	SR 80	26.76134501	-81.44516659	0		BELMONT ST	Dry	Hendry County Sheriff's Office	Sideswipe	NIGHT	0	0
148	25441667	7/27/2022 6:15	S	W SR 80	26.76066	-81.44957	0		HARDEE ST	Dry	Hendry County Sheriff's Office	Sideswipe	NIGHT	0	0
149	84847168	5/18/2022 15:25	L	W SR 80	26.76161	-81.44215	59	East	CAMPBELL ST	Dry	Hendry County Sheriff's Office	Head On	DAY	1	0
150	25441870	12/22/2022 16:25	L	EAST ON SR 80	26.76182833	-81.440705	0		BELMONT AVENUE	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
151	84846970	2/11/2022 17:22	L	E SR 80	26.76165	-81.44033			HULL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
152	25441841	9/27/2022 9:20	L	SR80 & HALL ST	26.76168	-81.43994	0		HALL ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
153	84847066	3/25/2022 17:56	S	SR 80	26.76201756	-81.4390623	0		N HALL ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
154	24676285	1/25/2022 12:13	L	SR 80	26.76168	-81.43994			HULL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
155	84847156	5/21/2022 10:36	S	HALL ST	26.76154674	-81.43962995	0		SR 80	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
156	84847046	3/19/2022 11:47	S	W SR 80	26.76173	-81.43923	0		HALL ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
157	25726107	12/23/2022 17:38	S	W HICKPOOCHEE AVE	26.76215	-81.43994	0		N HALL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
158	84847056	3/22/2022 7:48	L	SR 80	26.75984834	-81.43677	0		HALL ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	1	0
159	25441932	11/1/2022 14:00	S	SR 80	26.76209285	-81.40975221	0		COLLINGSWOOD	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
160	25441795	10/16/2022 4:16	S	SR80	26.76133888	-81.43966638	0		HALL ST	Dry	Hendry County Sheriff's Office	Rear End	NIGHT	0	0
161	84845925	7/18/2022 0:00	S	SR 80	26.76178	-81.43842	0		MAIN ST	Dry	Hendry County Sheriff's Office	Right Turn	NIGHT	0	0
162	25441828	10/22/2022 12:21	S	W HICKPOCHEE	26.76223	-81.43737	0		MAIN ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
163	25441908	11/29/2022 6:00	L	SR 80	26.76178	-81.43842	0		MAIN ST	Dry	Hendry County Sheriff's Office	Left Turn	NIGHT	0	0
164	25441777	8/29/2022 9:36	L	W HICKPOOCHEE AVE	26.76178	-81.43842	0		MAIN ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
165	84305365	8/9/2022 15:53	S	SR 80	26.76173	-81.43923	0		MAIN ST.	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
166	24945552	12/22/2022 15:38	L	STATE ROAD 80	26.76188694	-81.4383795	0		MAIN STREET	Dry	Florida Highway Patrol	Left Turn	DAY	1	0
167	25441736	10/29/2022 16:23	L	SR 80	26.76178	-81.43842	0		MAIN ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	0	0
168	25441891	10/31/2022 10:40	L	SR 80	26.76178	-81.43842	0		MAIN ST	Dry	Hendry County Sheriff's Office	Angle	DAY	2	0
169	25441956	12/26/2022 17:15	L	E HICKPOCHEE AVE	26.76178	-81.43842	0		N MAIN ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
170	82713924	7/9/2022 11:50	S	SR 80	26.76606	-81.4374	0		N BRIDGE ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
171	89586568	3/5/2022 2:15	L	STATE ROAD 80 (HICKPOCHEE AVE)	26.76171688	-81.43796833	164	West	STATE ROAD 29 (MAIN STREET)	Dry	Florida Highway Patrol	Rear End	NIGHT	2	0
172	84846963	1/10/2022 5:59	S	SR-80	26.76177909	-81.43782078				Dry	Hendry County Sheriff's Office	Sideswipe	NIGHT	0	0
173	84847149	5/12/2022 14:39	S	SR 80	26.7618	-81.43737	30	West	BRIDGE ST.	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
174	84847188	5/31/2022 17:16	L	SR 80	26.7618	-81.43737	20	West	BRIDGE ST.	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
175	25441907	11/5/2022 23:36	S	SR 80	26.76147591	-81.43729845	0		BRIDGE ST	Dry	Hendry County Sheriff's Office	Out of Control	NIGHT	0	0
176	84847085	5/24/2022 0:58	L	E SR 80	26.7618	-81.43737	26	West	BRIDGE ST	Dry	Hendry County Sheriff's Office	Rear End	NIGHT	0	0
177	84845948	9/2/2022 14:33	S	SR 80	26.76223	-81.43737	0		LEE ST	Dry	Hendry County Sheriff's Office	Rear End	DAY	0	0
178	24945548	10/26/2022 12:37	L	STATE ROAD 80	26.76179143	-81.43602196	0		LEE STREET	Dry	Florida Highway Patrol	Left Turn	DAY	1	0
179	24887351	3/3/2022 20:45	L	HICKPOCHEE AVENUE	26.76169997	-81.4361342	46	East	LEE STREET	Dry	Florida Highway Patrol	Pedestrian	NIGHT	1	0
180	84303807	6/18/2022 13:21	L	SR 80	26.76218	-81.43353	46	East	LEE ST.	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
181	88134695	3/7/2022 14:27	L	STATE ROAD 80	26.7617013	-81.43610577	180	East	LEE STREET	Dry	Florida Highway Patrol	Rear End	DAY	2	0
182	84847008	2/28/2022 15:11	L	E HICKPOCHEE AVE	26.7616459	-81.43493162	30	West	N MISSOURI ST	Dry	Hendry County Sheriff's Office	Left Turn	DAY	1	0
183	25649148	11/18/2022 16:56	L	SR 80	26.76161	-81.43353	0		MISSOURI ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
184	25441692	7/19/2022 17:48	L	SR. 80	26.76174667	-81.43469833	0		MISSOURI ST	Dry	Hendry County Sheriff's Office	Angle	DAY	1	0
185	25726125	12/26/2022 14:01	S	SR-80	26.74657	-81.4177	0		HICKORY ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0
186	88073796	3/2/2022 16:42	L	STATE ROAD 80	26.76164145	-81.42967518	0		SOUTH ELM STREET	Dry	Florida Highway Patrol	Left Turn	DAY	2	0
187	84847113	4/20/2022 15:14	L	SR 80	26.76164197	-81.42983905	0		N ELM ST	Dry	Hendry County Sheriff's Office	Angle	DAY	0	0
188	25441753	10/19/2022 20:06	L	SR 80	26.76156509	-81.42456963	0		DAVIS	Dry	Hendry County Sheriff's Office	Pedestrian	NIGHT	0	0
189	82714140	3/24/2022 16:55	S	SR 80	26.76187	-81.42337	0		CLARK ST	Dry	Hendry County Sheriff's Office	Sideswipe	DAY	0	0

APPENDIX G

Collision Diagrams



MATCH LINE A, SHEET 2

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 1

11/8/2023 10:32:52 AM AlexPatton
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MATCH LINE A, SHEET 1

MATCH LINE B, SHEET 3

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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- ANIMAL COLLISION

COMPANY INFORMATION

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6914 W LINEBAUGH AVE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 2

11/8/2023 10:32:54 AM AlexPatton
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MATCH LINE B, SHEET 2



MATCH LINE C, SHEET 4

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
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COLLISION DIAGRAM (2018)

SHEET NO. 3

11/8/2023 10:32:55 AM AlexPatton
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MATCH LINE C, SHEET 3

MATCH LINE D, SHEET 5

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

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STATE OF FLORIDA
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COLLISION DIAGRAM (2018)

SHEET NO. 4

11/8/2023 10:32:57 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2018)

SHEET NO. 5

11/8/2023 10:32:58 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

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COLLISION DIAGRAM (2018)

SHEET NO. 6

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES ✗	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2018)

SHEET NO. 7

11/8/2023 10:33:00 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 8

11/8/2023 10:33:01 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 9

11/8/2023 10:33:03 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2018)

SHEET NO. 10

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MATCH LINE J, SHEET 10

MATCH LINE K, SHEET 12

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	9
TOTAL PROPERTY DAMAGE ONLY ◯	6
TOTAL INJURIES ◯	2
TOTAL FATALITIES (X)	1

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 11

11/8/2023 10:33:06 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	4
TOTAL PROPERTY DAMAGE ONLY ◯	3
TOTAL INJURIES ◯	1
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

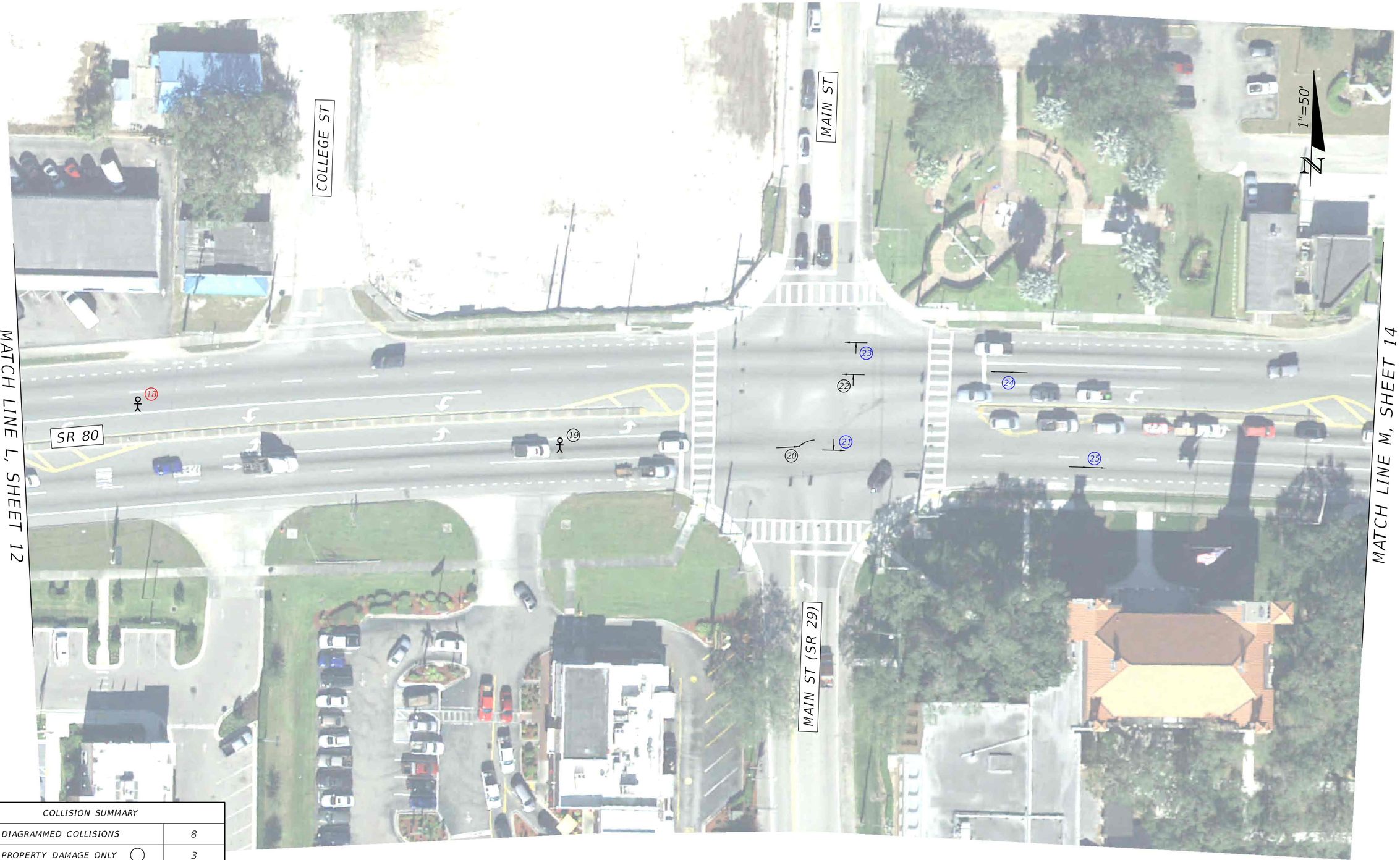
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 12

11/8/2023 10:33:07 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	8
TOTAL PROPERTY DAMAGE ONLY ◯	3
TOTAL INJURIES ◯	4
TOTAL FATALITIES (X)	1

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 13

11/8/2023 10:33:08 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	12
TOTAL PROPERTY DAMAGE ONLY ◯	9
TOTAL INJURIES ◯	3
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 14

11/8/2023 10:33:09 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

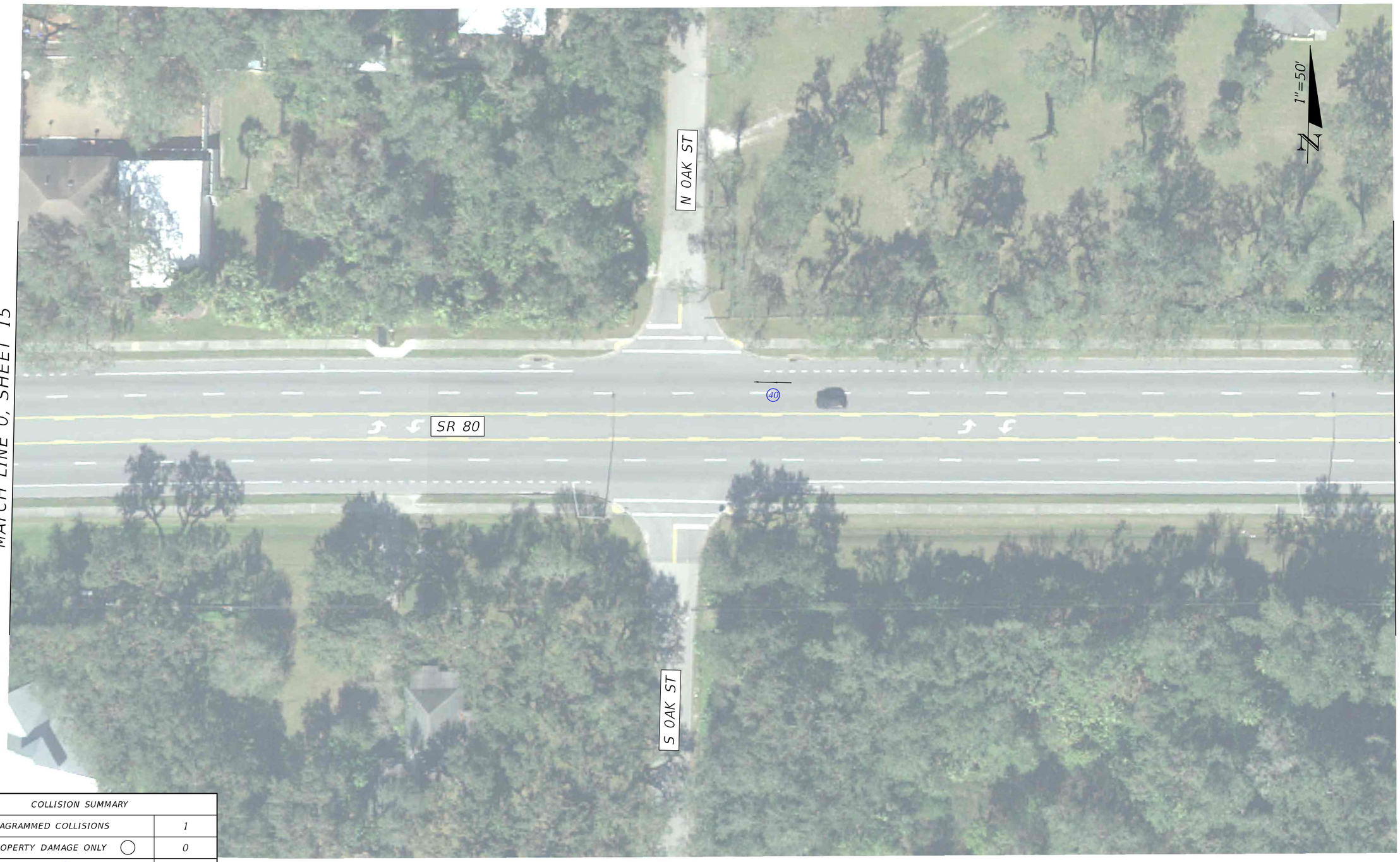
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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 15

11/8/2023 10:33:11 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

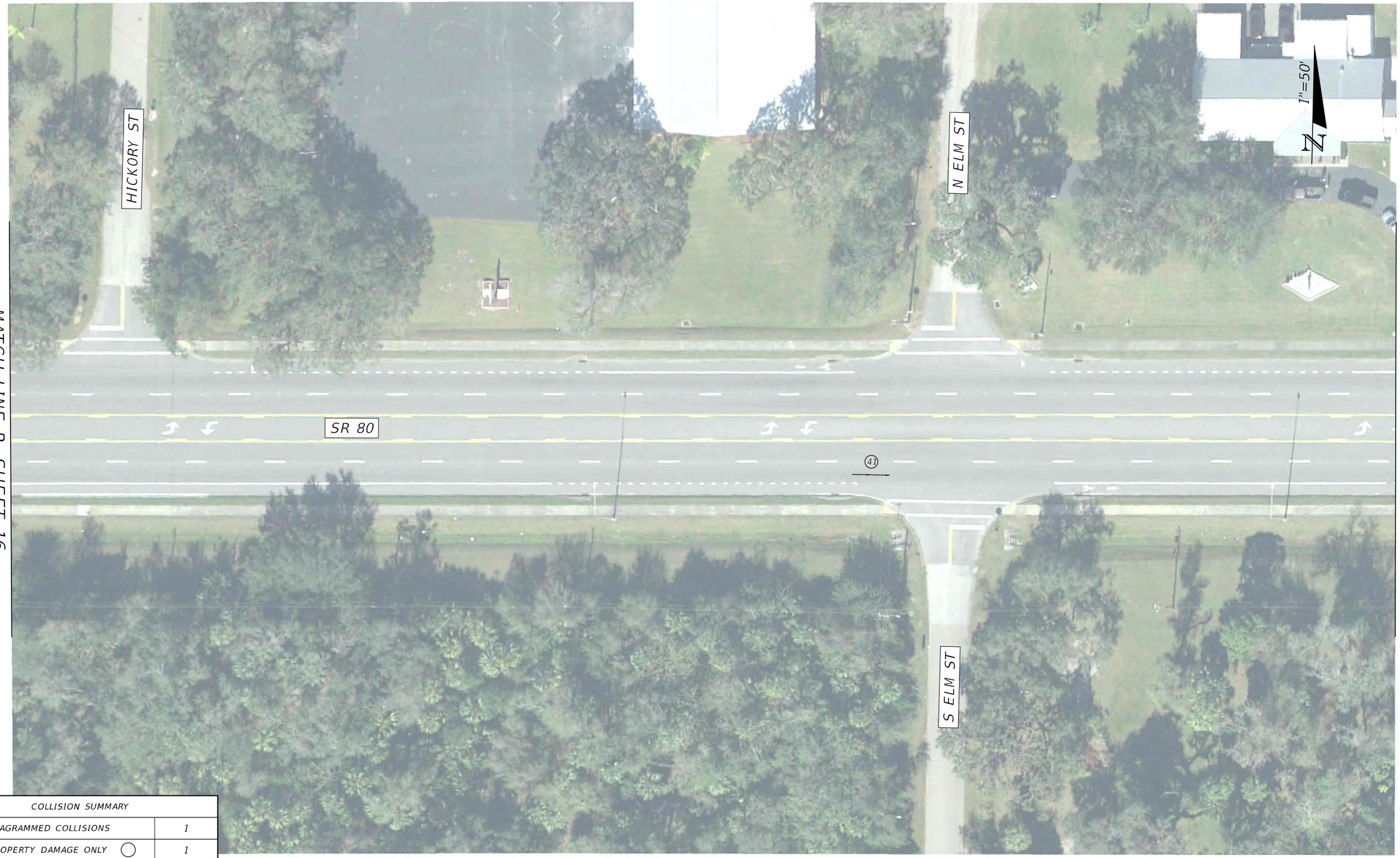
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 16

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 17

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 18

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2018)

SHEET NO. 19

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
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COMPANY INFORMATION

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6914 W LINEBAUGH AVE
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2018)

SHEET NO. 20

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MATCH LINE TO SHEET 20

MATCH LINE TO SHEET 22

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

VIBE
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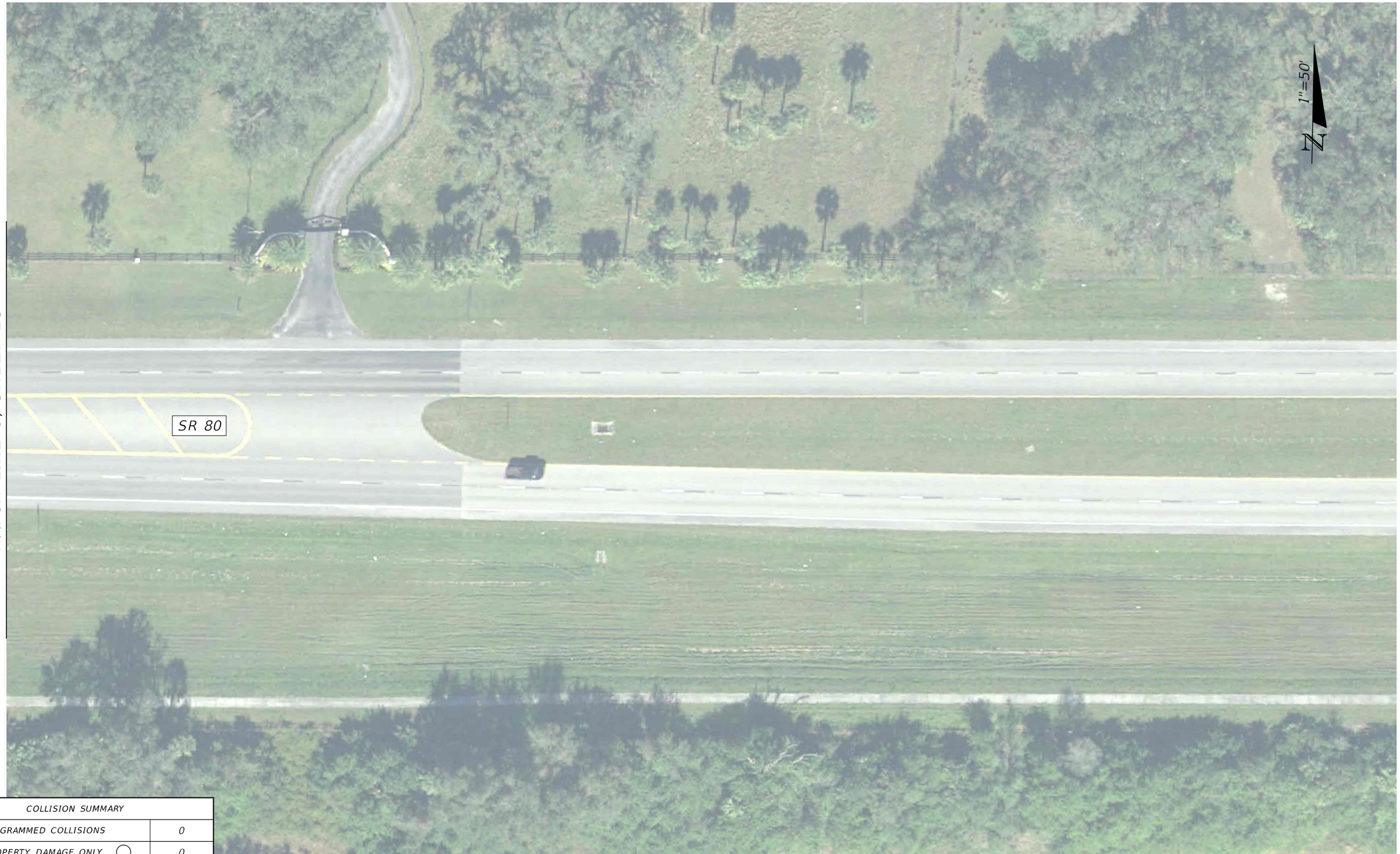
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2018)

SHEET NO. 21

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MATCH LINE U, SHEET 21

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2018)

SHEET NO. 22

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MATCH LINE A, SHEET 2

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
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COMPANY INFORMATION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

SHEET NO. 1

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MATCH LINE A, SHEET 1



MATCH LINE B, SHEET 3

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

SHEET NO. 2

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MATCH LINE B, SHEET 2



MATCH LINE C, SHEET 4

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

SHEET NO. 3

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MATCH LINE C, SHEET 3

MATCH LINE D, SHEET 5

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

SHEET NO. 4

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

SHEET NO. 5

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 6

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES ✕	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 7

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 8

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 9

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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TAMPA, FL 33625

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 10

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MATCH LINE J, SHEET 10

MATCH LINE K, SHEET 12

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 11

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	5
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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- ANIMAL COLLISION

COMPANY INFORMATION

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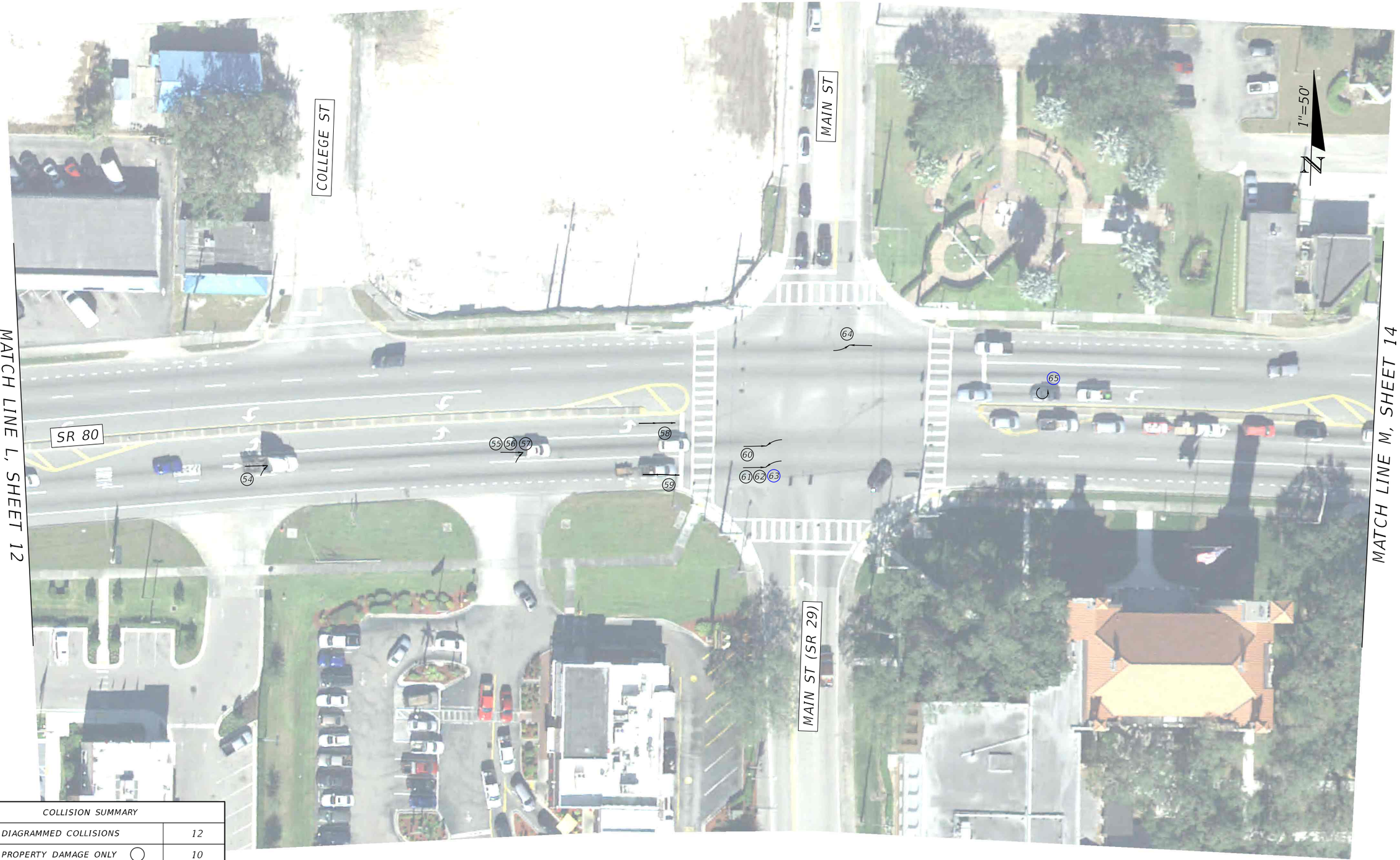
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

SHEET NO. 12

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	12
TOTAL PROPERTY DAMAGE ONLY ◯	10
TOTAL INJURIES ◯	2
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

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COLLISION DIAGRAM (2019)

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	11
TOTAL PROPERTY DAMAGE ONLY ◯	6
TOTAL INJURIES ◯	5
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2019)

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	4
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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- BYCICLE
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- ANIMAL COLLISION

COMPANY INFORMATION

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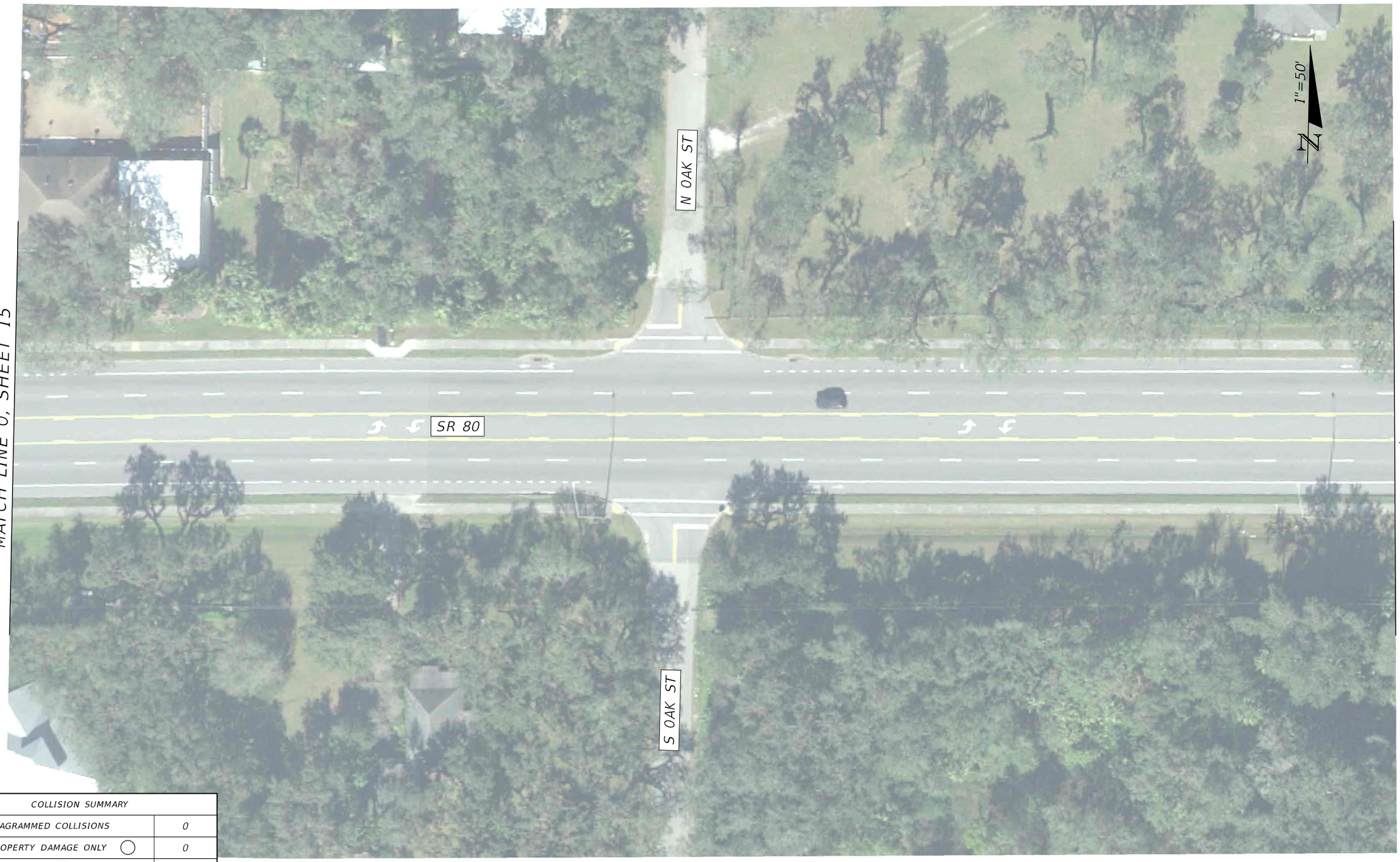
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COLLISION DIAGRAM (2019)

SHEET NO. 15

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

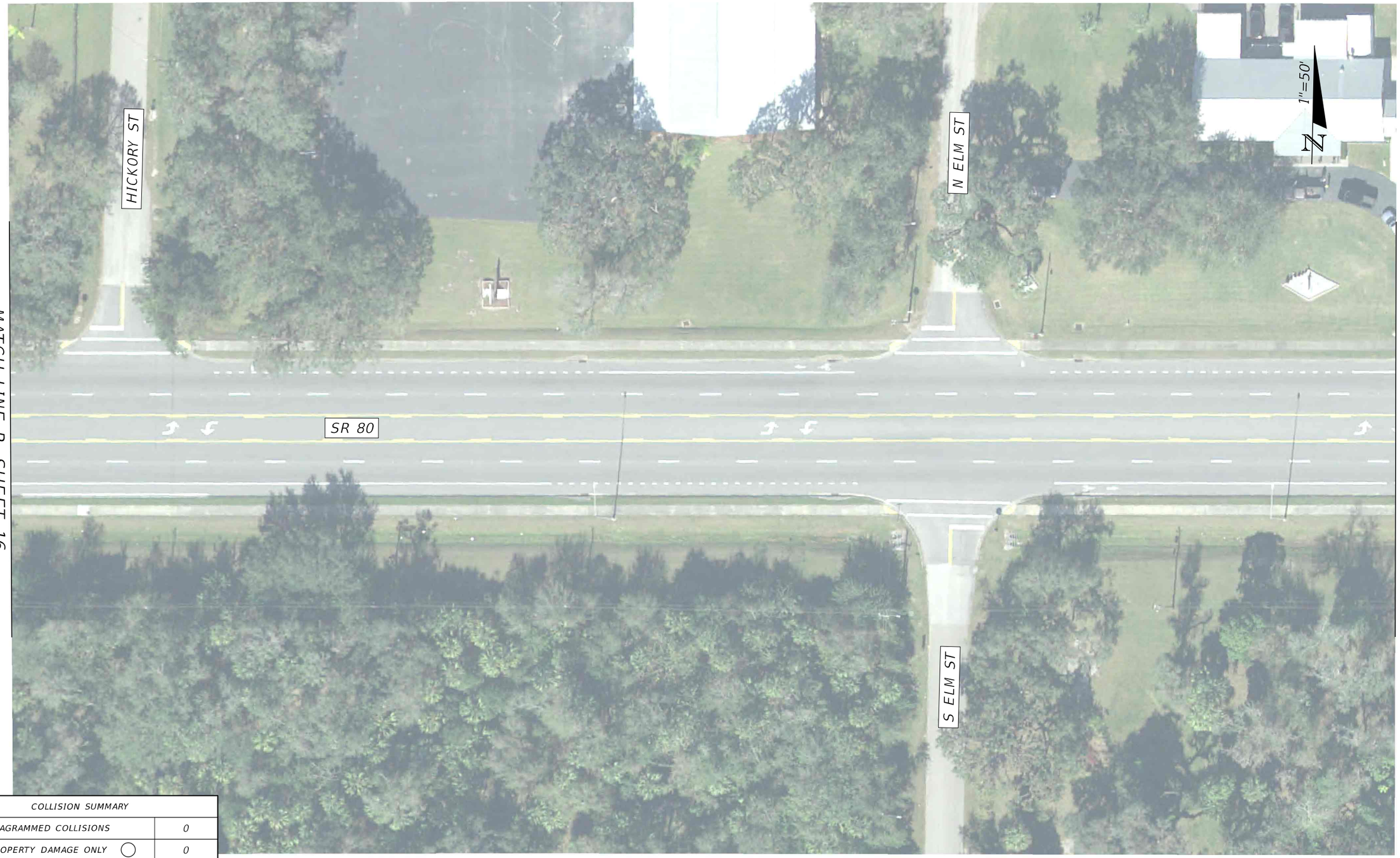
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 16

11/8/2023 10:33:29 AM AlexPatton
C:\Projects\FDOT - Worksets\FDOT\447878152O1\Concepts\PLANSG02 - 2019.dgn



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 17

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 18

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MATCH LINE R, SHEET 18

MATCH LINE S, SHEET 20

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 19

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 20

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MATCH LINE T, SHEET 20

MATCH LINE U, SHEET 22

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

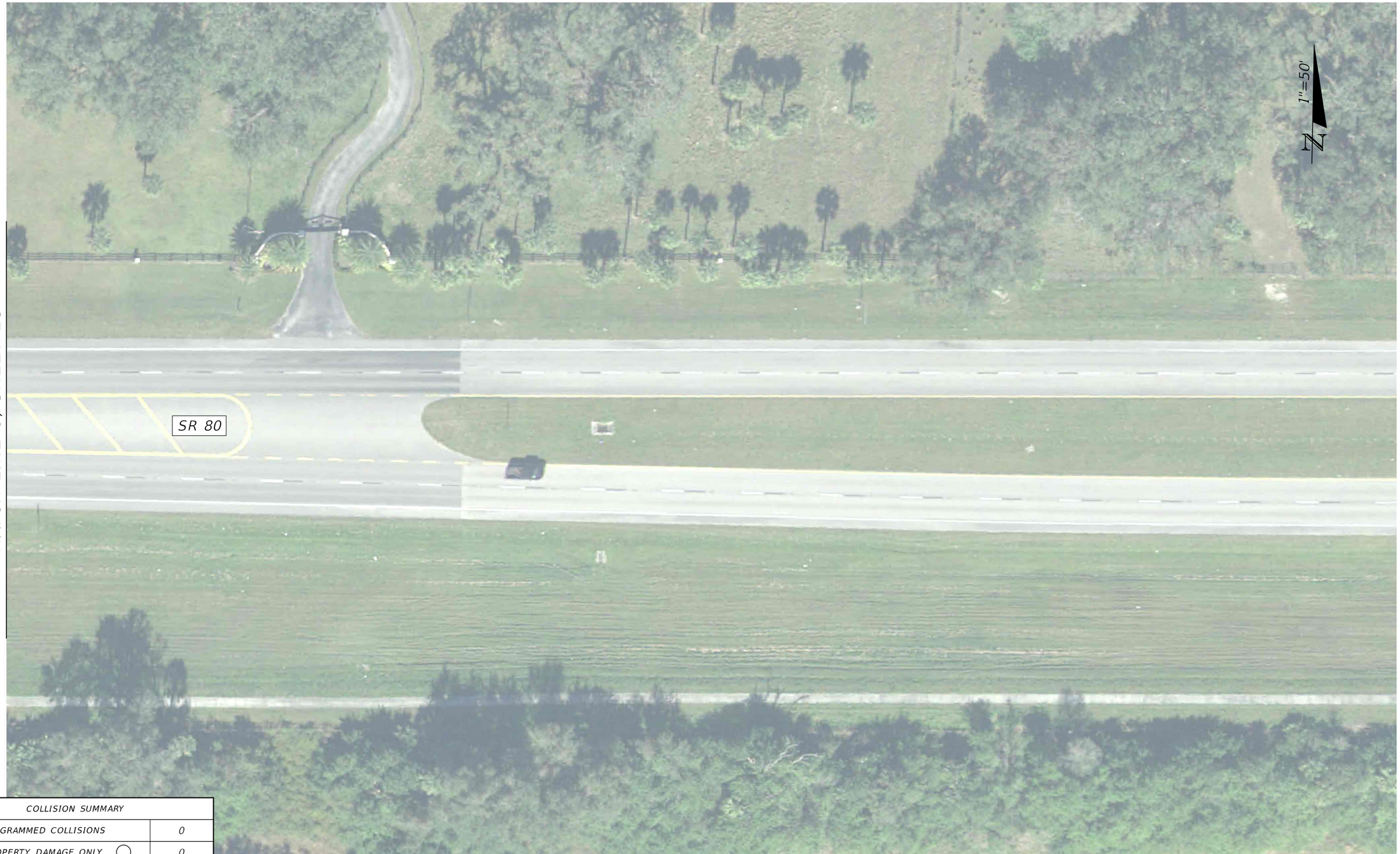
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 21

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MATCH LINE U, SHEET 21

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2019)

SHEET NO. 22

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MATCH LINE A, SHEET 2

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 1

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MATCH LINE A, SHEET 1



MATCH LINE B, SHEET 3

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 2

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MATCH LINE B, SHEET 2



MATCH LINE C, SHEET 4

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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COMPANY INFORMATION

VIBE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2020)

SHEET NO. 3

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MATCH LINE C, SHEET 3

MATCH LINE D, SHEET 5

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

VIBE
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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 4

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2020)

SHEET NO. 5

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 6

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES ✕	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 7

11/8/2023 10:33:36 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 8

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	2
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 9

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	2
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

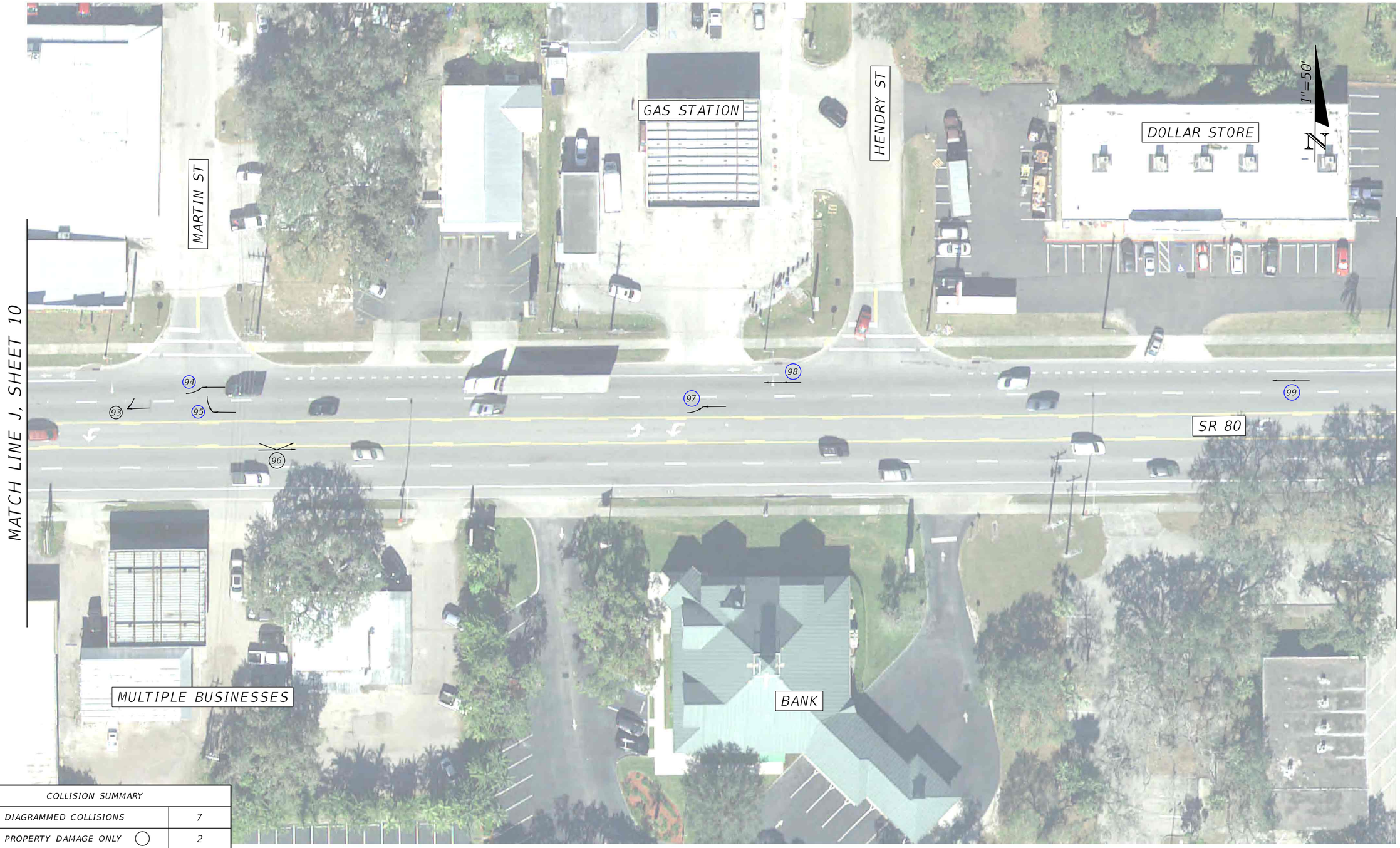
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 10

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MATCH LINE J, SHEET 10

MATCH LINE K, SHEET 12

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	7
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	5
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

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SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 11

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	5
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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COMPANY INFORMATION

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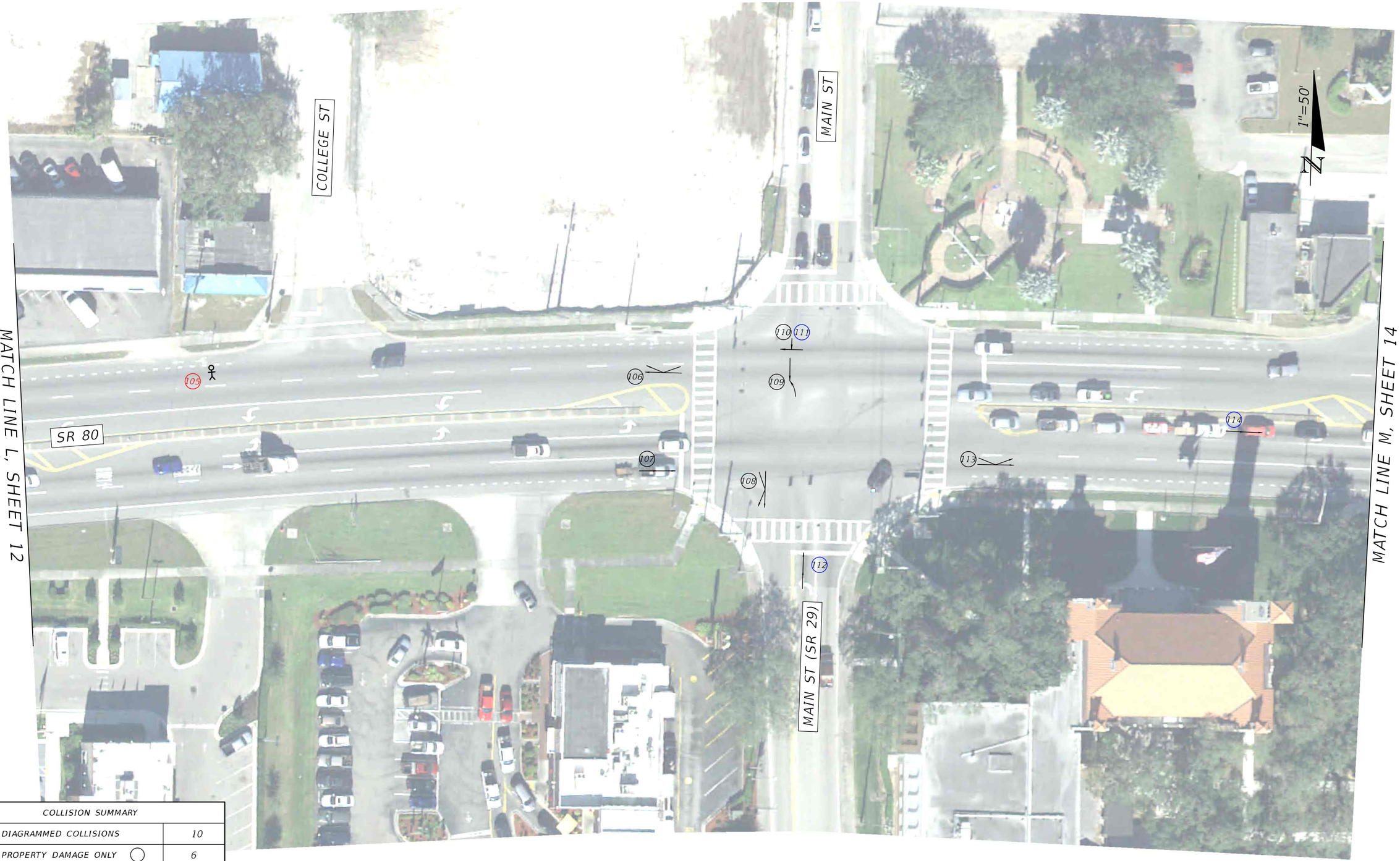
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 12

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	10
TOTAL PROPERTY DAMAGE ONLY ◯	6
TOTAL INJURIES ◯	3
TOTAL FATALITIES Ⓧ	1

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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COMPANY INFORMATION

VIBE
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COLLISION DIAGRAM (2020)

SHEET NO. 13

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	2
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
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COLLISION DIAGRAM (2020)

SHEET NO. 14

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

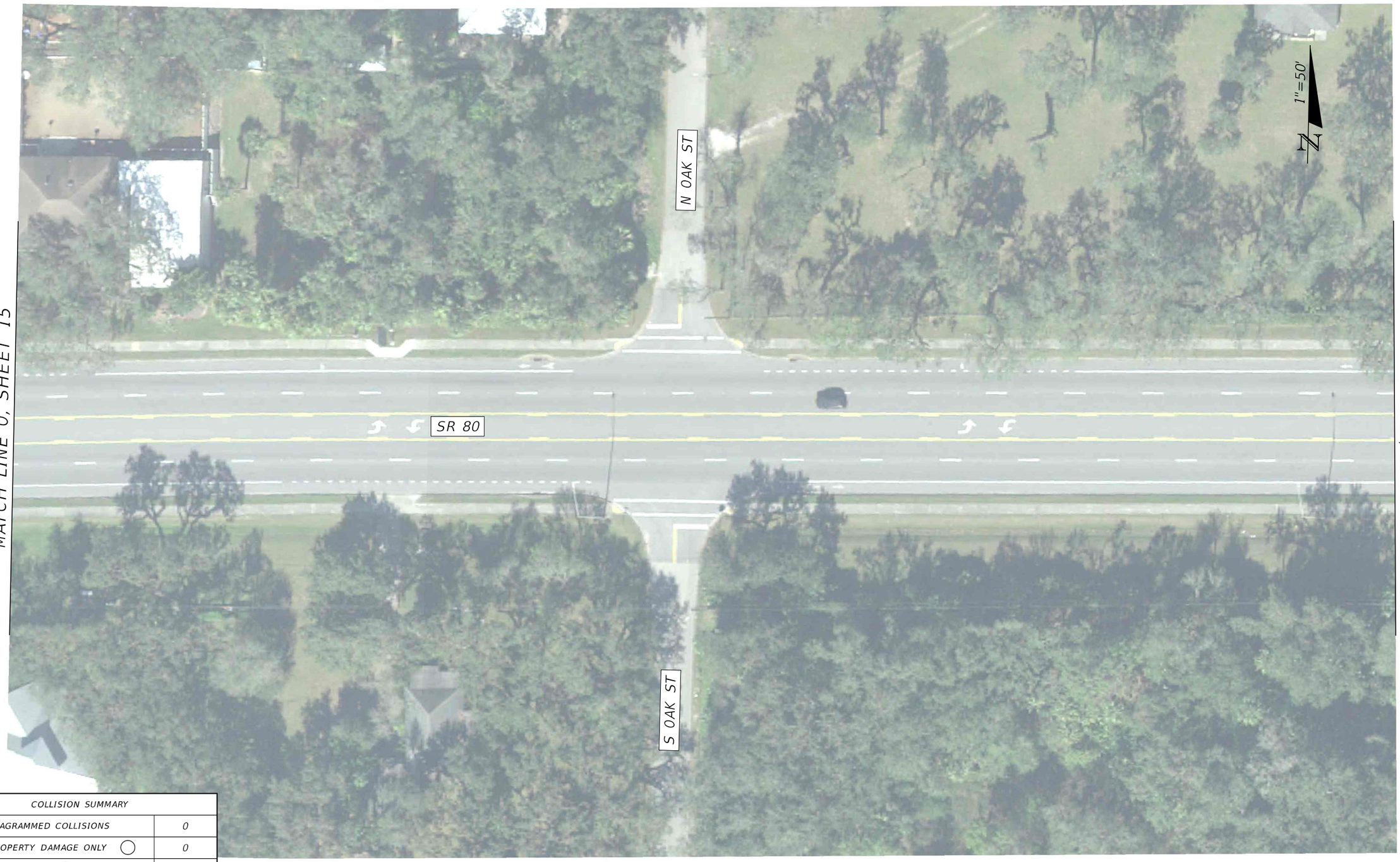
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 15

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 16

11/8/2023 10:33:40 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 17

11/8/2023 10:33:41 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 18

11/8/2023 10:33:42 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 19

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MATCH LINE S, SHEET 19

MATCH LINE T, SHEET 21

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

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6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 20

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MATCH LINE TO SHEET 20

MATCH LINE TO SHEET 22

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
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- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

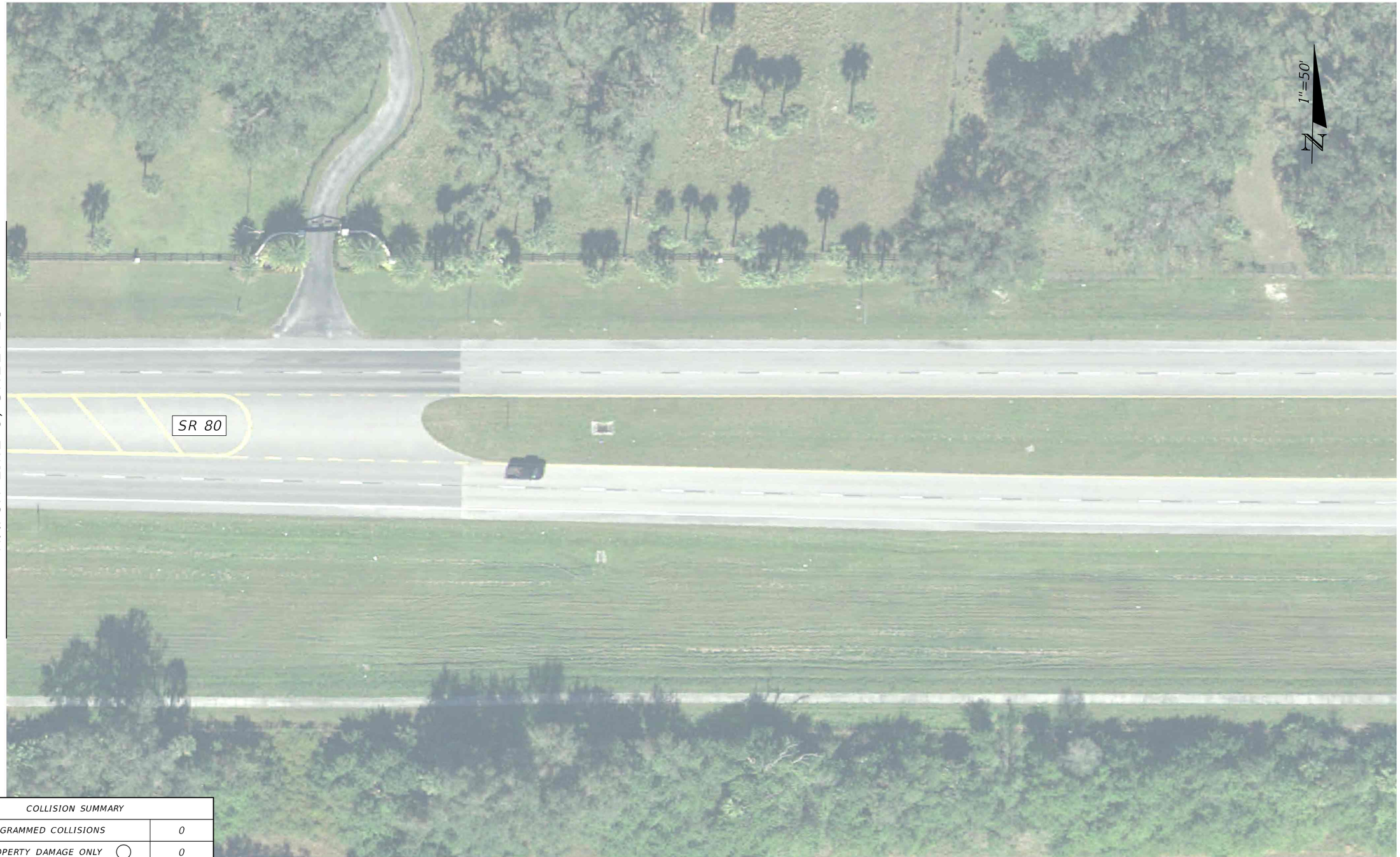
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 21

11/8/2023 10:33:43 AM AlexPatton
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MATCH LINE U, SHEET 21



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2020)

SHEET NO. 22

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MATCH LINE A, SHEET 2

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 1

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MATCH LINE A, SHEET 1



MATCH LINE B, SHEET 3

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES ✗	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 2

11/8/2023 10:33:45 AM AlexPatton
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MATCH LINE B, SHEET 2



MATCH LINE C, SHEET 4

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 3

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MATCH LINE C, SHEET 3

MATCH LINE D, SHEET 5

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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COMPANY INFORMATION

VIBE
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TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 4

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 5

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES ✗	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

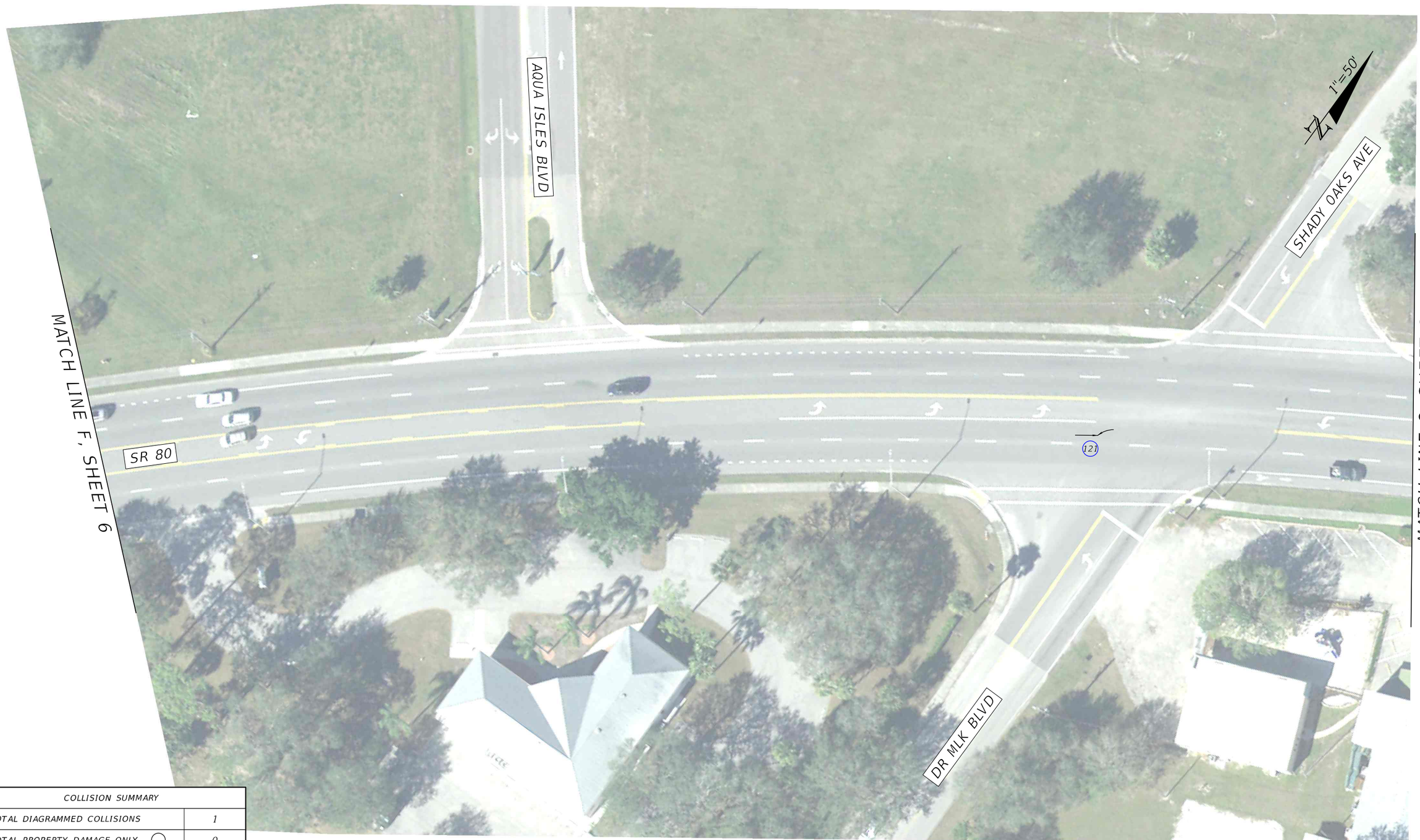
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 6

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES ✕	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 7

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY	2
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 8

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	3
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 9

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

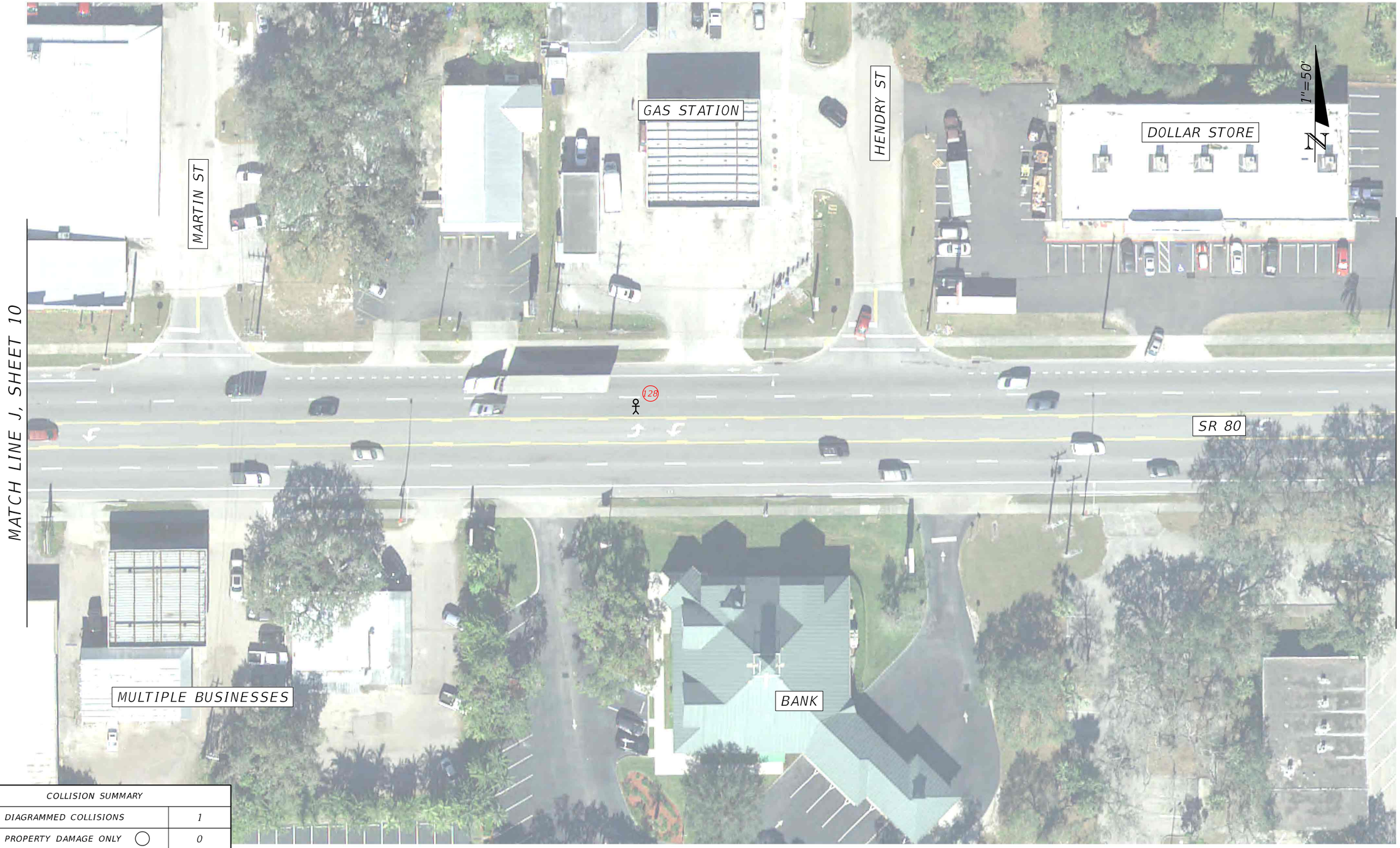
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 10

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	1

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
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- ANIMAL COLLISION

COMPANY INFORMATION

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SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 11

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	5
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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COMPANY INFORMATION

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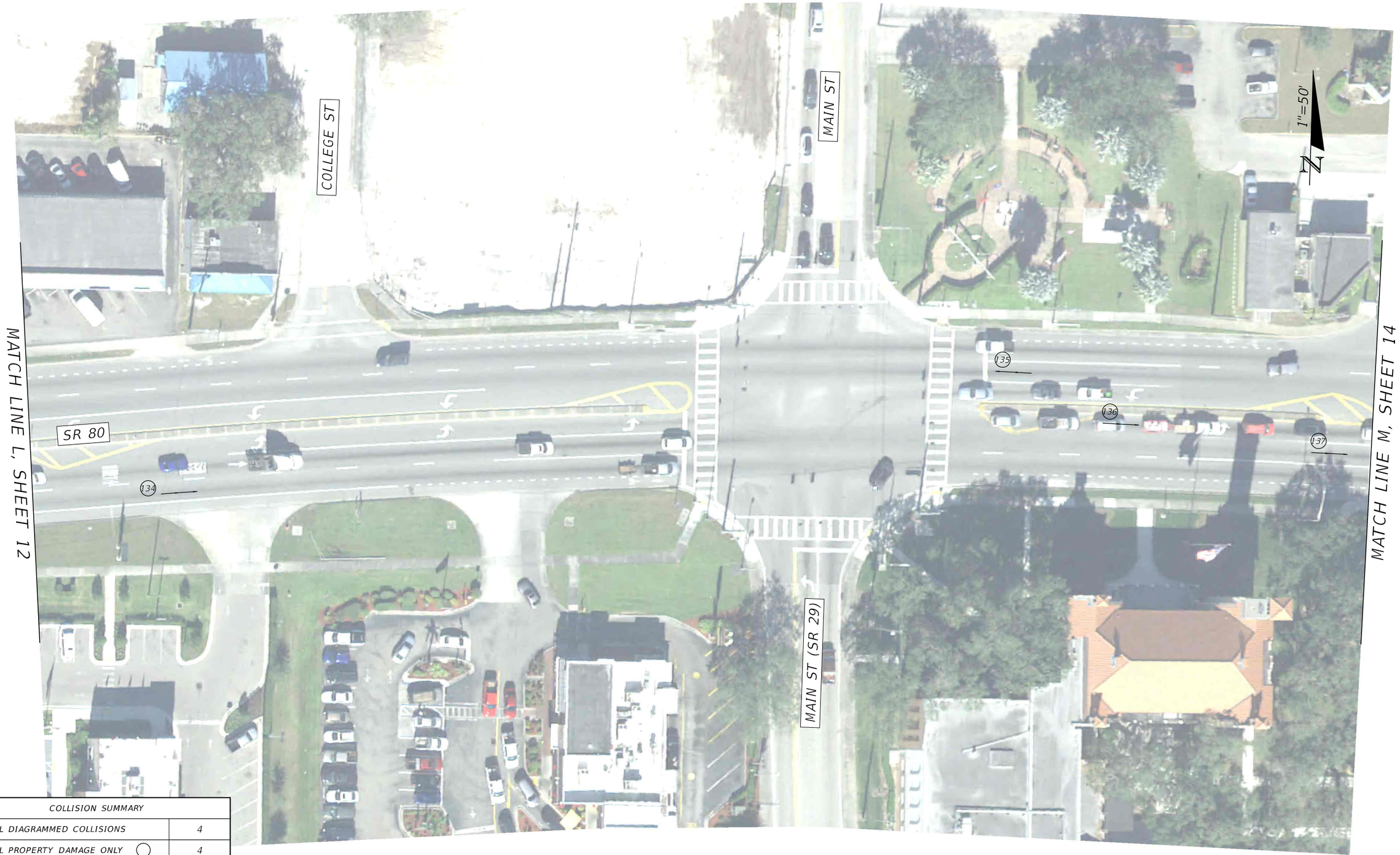
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DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 12

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	4
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COLLISION DIAGRAM (2021)

SHEET NO. 13

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES X	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

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SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 14

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES X	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
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COMPANY INFORMATION

VIBE
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TAMPA, FL 33625

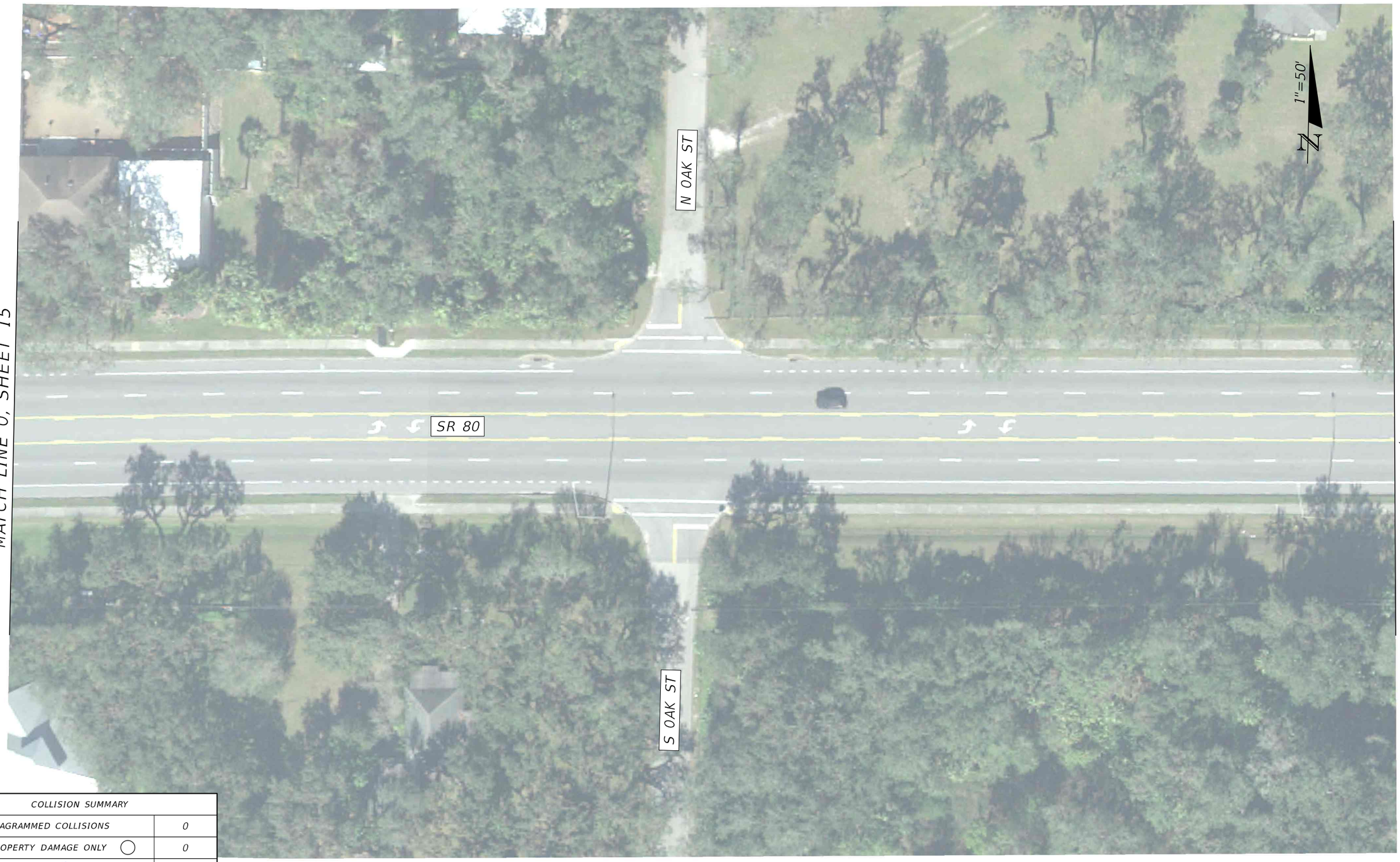
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 15

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
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6914 W LINEBAUGH AVE
TAMPA, FL 33625

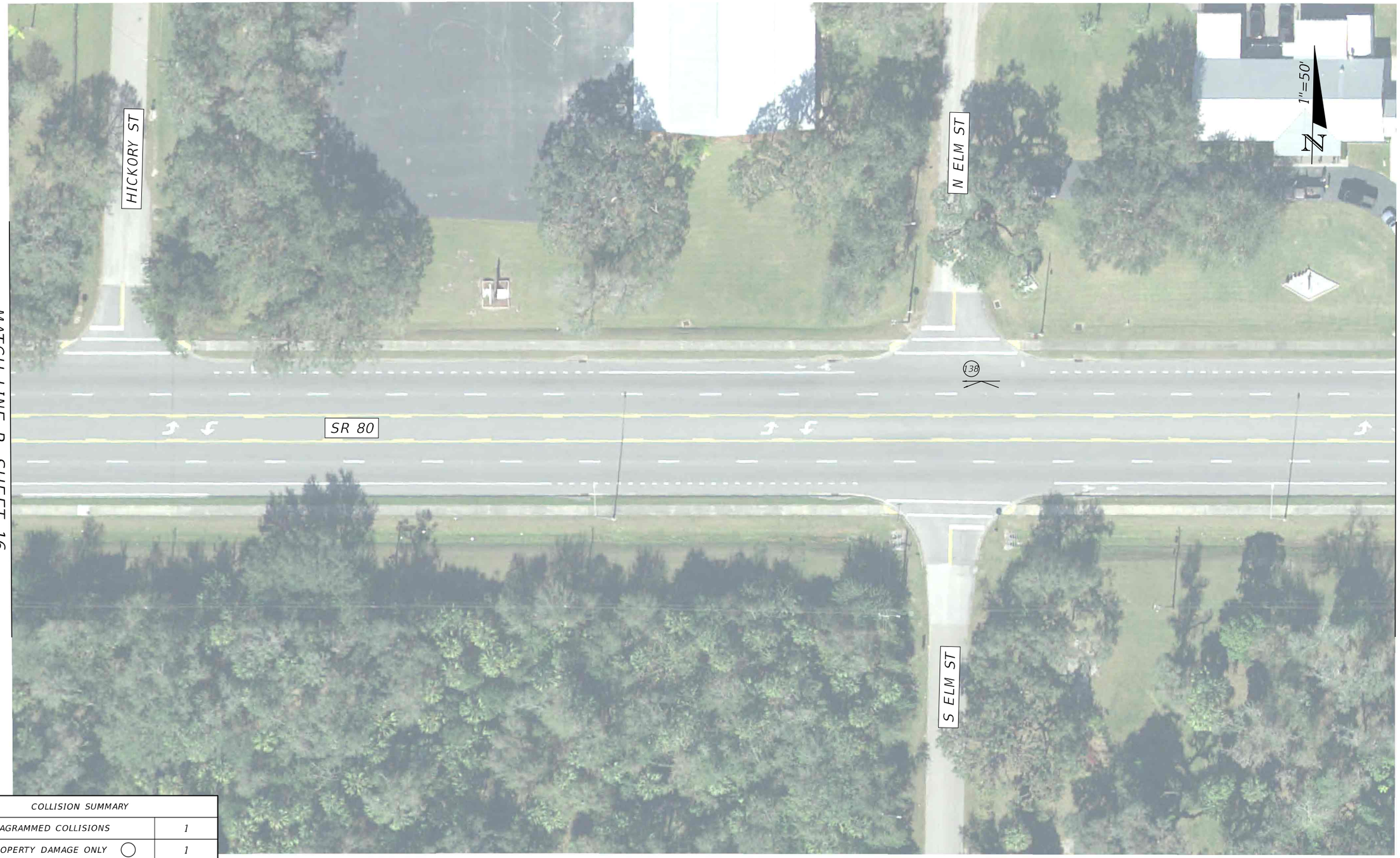
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 16

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 17

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 18

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 19

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MATCH LINE S, SHEET 19

MATCH LINE T, SHEET 21

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 20

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MATCH LINE TO SHEET 20

MATCH LINE TO SHEET 22

SR 80

FORREY DR

1"=50'

N

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

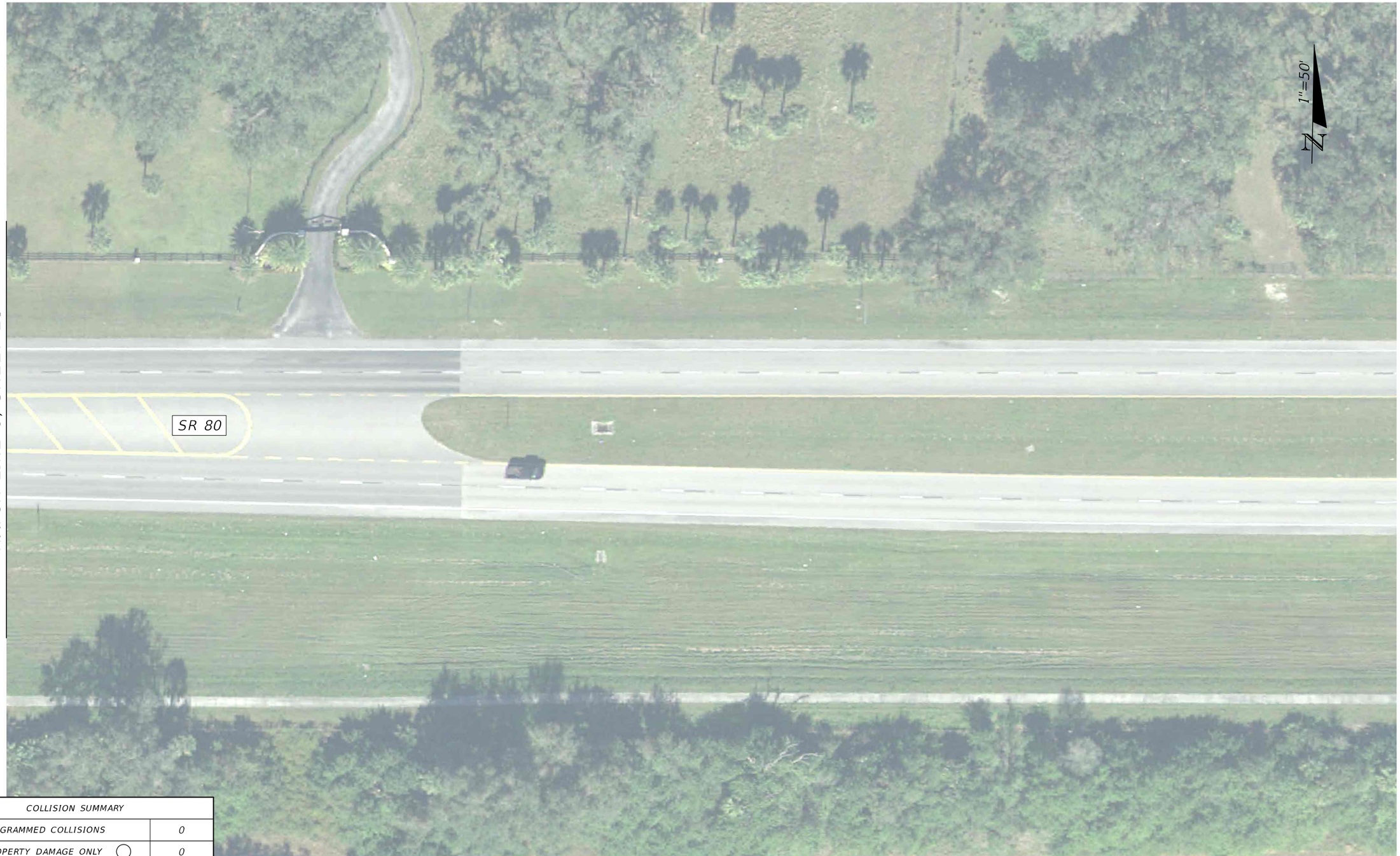
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 21

11/8/2023 10:33:54 AM AlexPatton
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MATCH LINE U, SHEET 21

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2021)

SHEET NO. 22

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MATCH LINE A, SHEET 1

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 1

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MATCH LINE A, SHEET 1

MATCH LINE B, SHEET 3

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 2

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MATCH LINE B, SHEET 2



MATCH LINE C, SHEET 4

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 3

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MATCH LINE C, SHEET 3



MATCH LINE D, SHEET 5

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 4

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 5

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES ✗	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 6

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	0
TOTAL FATALITIES ✗	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 7

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 8

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 9

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	5
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 10

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	1
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 11

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	11
TOTAL PROPERTY DAMAGE ONLY ◯	10
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
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- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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TAMPA, FL 33625

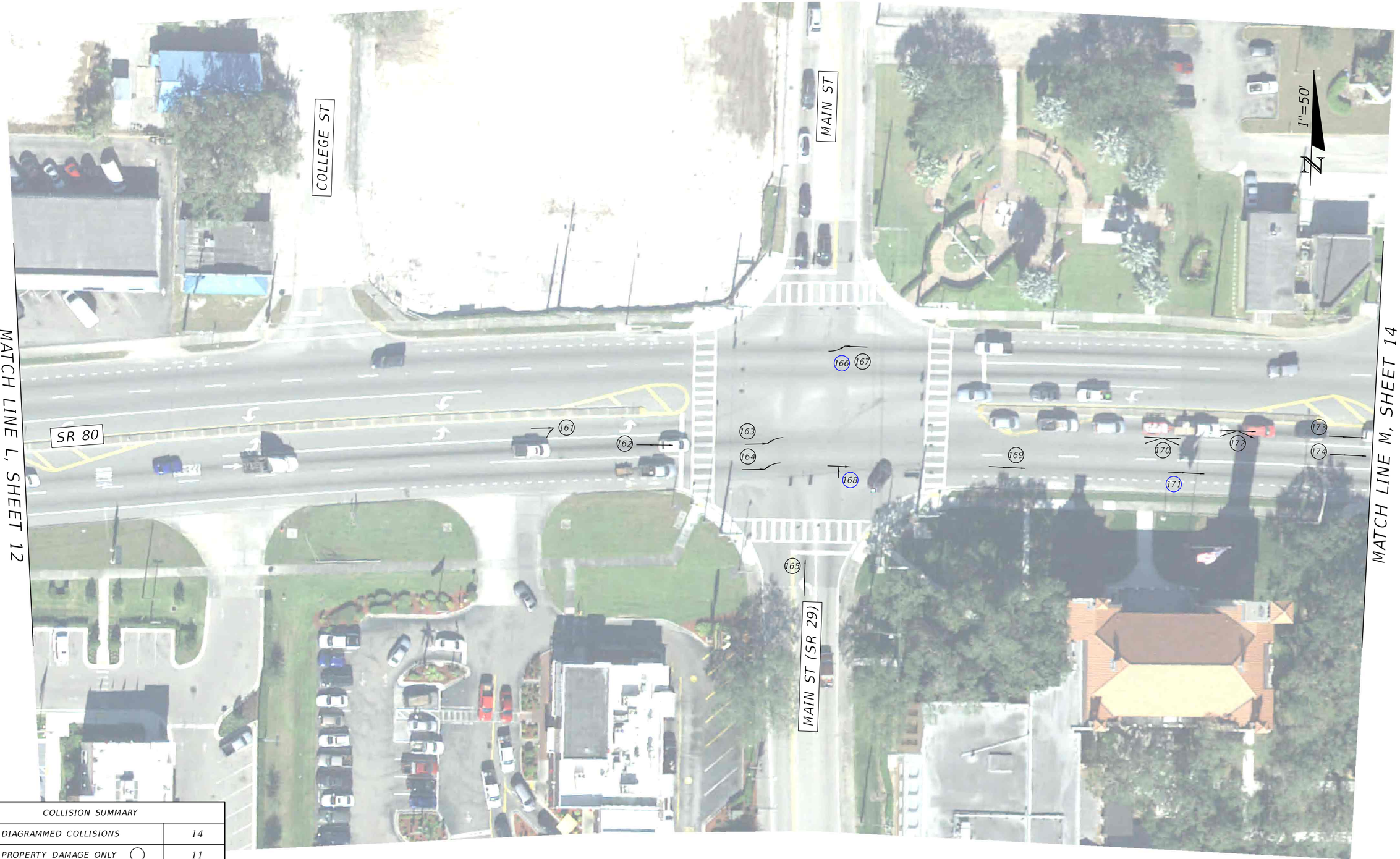
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 12

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	14
TOTAL PROPERTY DAMAGE ONLY ◯	11
TOTAL INJURIES ◯	3
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 13

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	7
TOTAL PROPERTY DAMAGE ONLY ◯	4
TOTAL INJURIES ◯	3
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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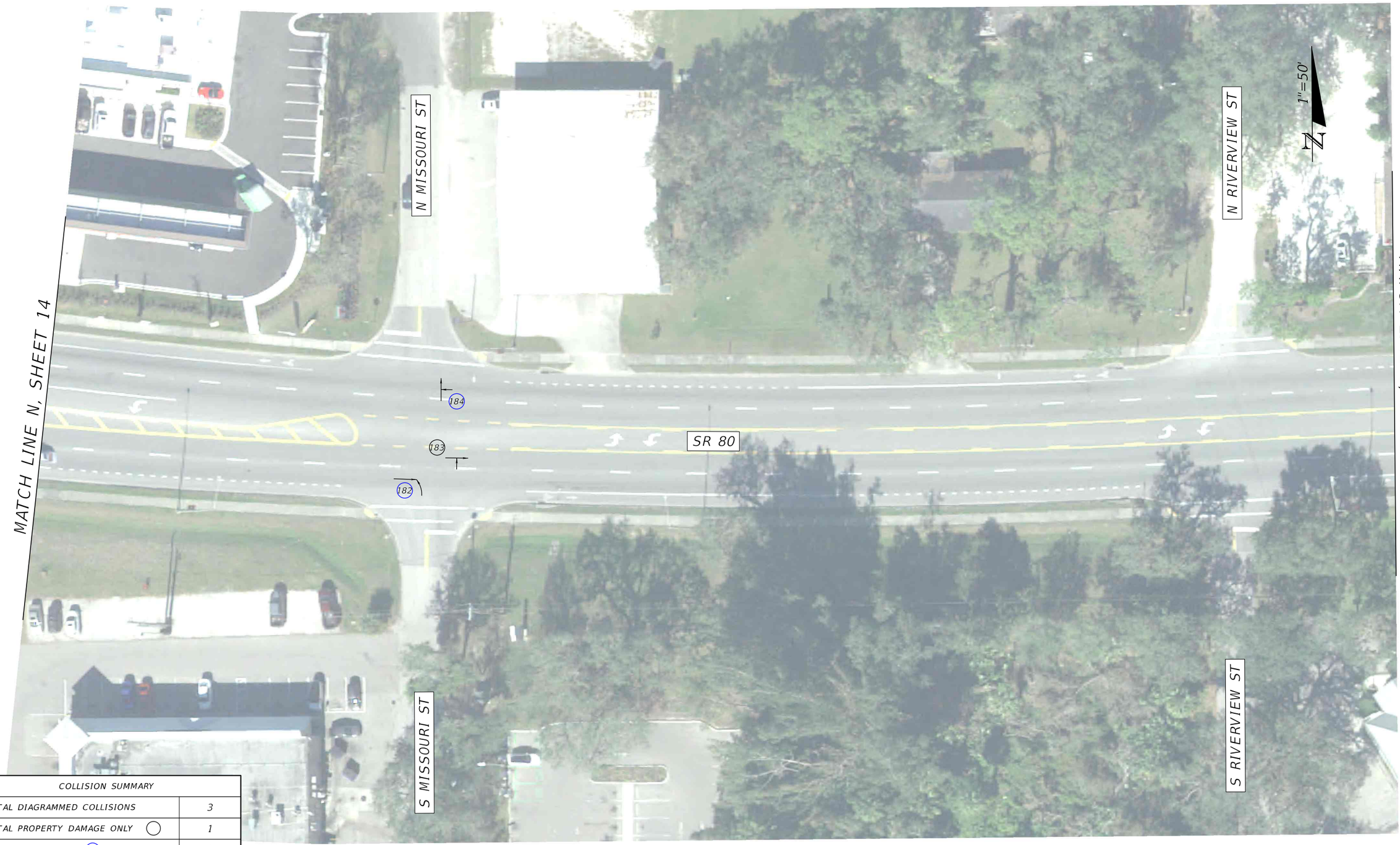
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 14

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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	1
TOTAL INJURIES ◯	2
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
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TAMPA, FL 33625

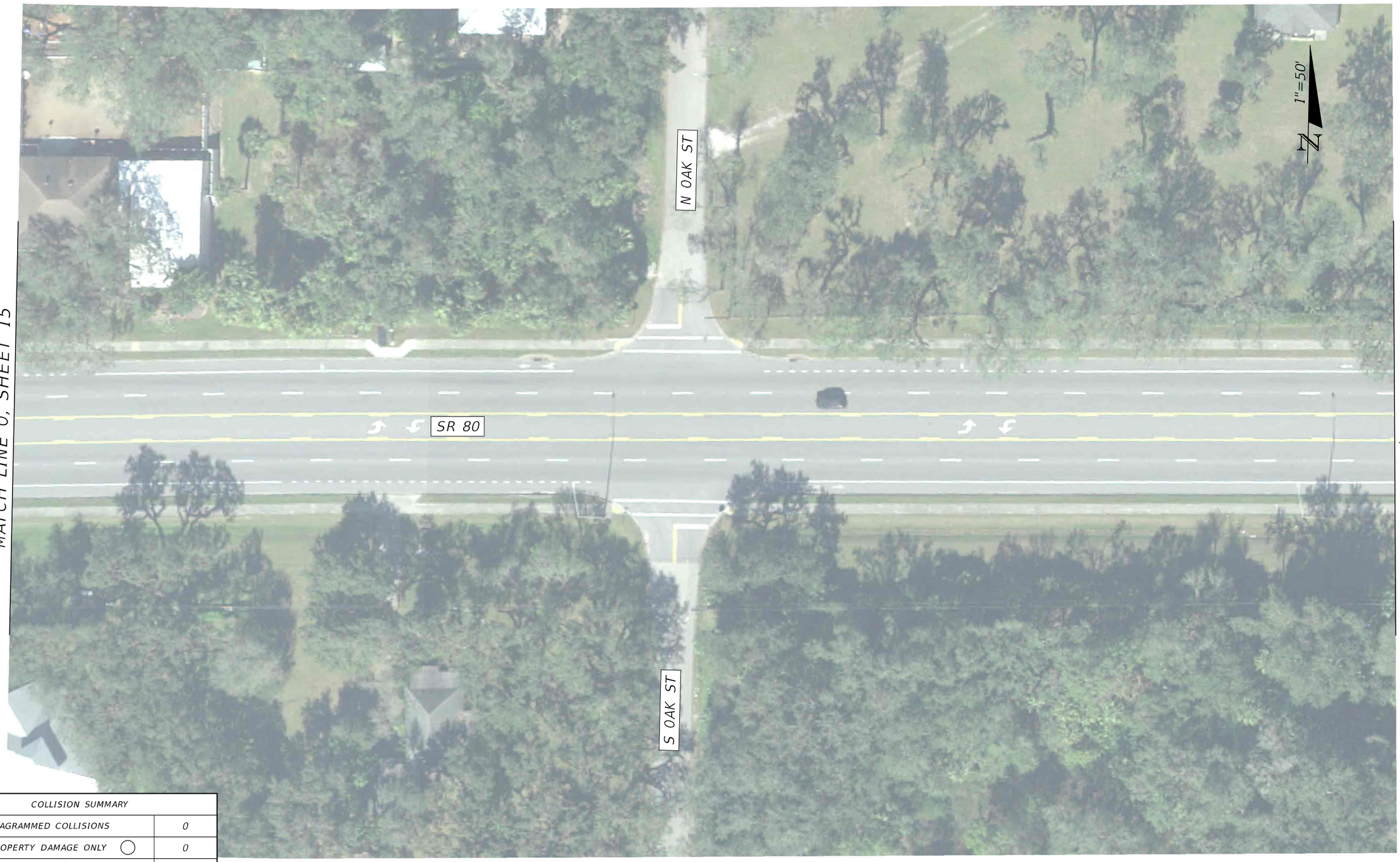
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ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 15

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MATCH LINE O, SHEET 15

MATCH LINE P, SHEET 17

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
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- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 16

11/8/2023 10:34:27 AM AlexPatton
C:\Projects\FDOT - Worksets\FDOT\447878152O1\Concepts\PLANSG02 - 2022.dgn



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	3
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	1
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 17

11/8/2023 10:34:28 AM AlexPatton
C:\Projects\FDOT - Worksets\FDOT\447878152O1\Concepts\PLANSG02 - 2022.dgn



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 18

11/8/2023 10:34:29 AM AlexPatton
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COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY ◯	0
TOTAL INJURIES ◯	0
TOTAL FATALITIES Ⓧ	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 19

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MATCH LINE S, SHEET 19

MATCH LINE T, SHEET 21

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	2
TOTAL PROPERTY DAMAGE ONLY ◯	2
TOTAL INJURIES ◯	0
TOTAL FATALITIES (X)	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 20

11/8/2023 10:34:31 AM AlexPatton
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MATCH LINE TO SHEET 20

MATCH LINE TO SHEET 22

COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

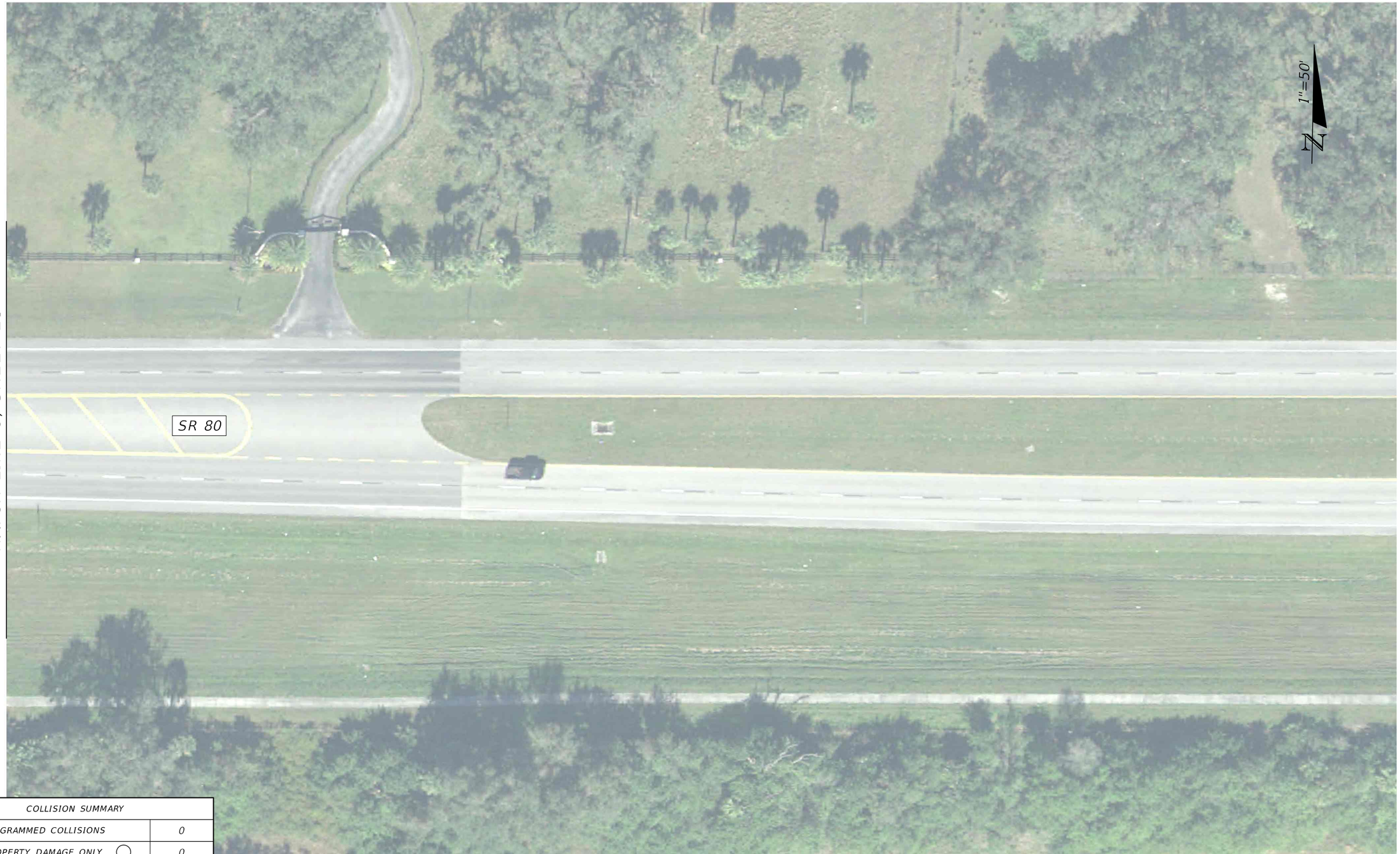
ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 21

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MATCH LINE U, SHEET 21



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	0
TOTAL PROPERTY DAMAGE ONLY	0
TOTAL INJURIES	0
TOTAL FATALITIES	0

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM (2022)

SHEET NO. 22

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APPENDIX H

Proposed Typical Section

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

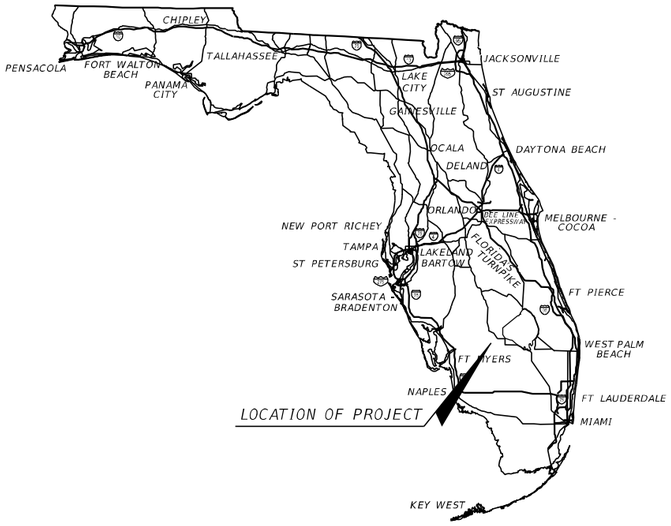
TYPICAL SECTION PACKAGE

FINANCIAL PROJECT ID 447878-1-52-01
(FEDERAL FUNDS)

HENDRY COUNTY (07010)

STATE ROAD NO. 80

FROM N OF CAPTAIN HENDRY DR. TO W OF FORREY DRIVE



PROJECT LOCATION URL:	https://tinyurl.com/2tbna7s7
PROJECT LIMITS:	BEGIN MP 8.273 - END MP 10.390
EXCEPTIONS:	NONE
BRIDGE LIMITS:	BR#07-0059 MP 8.236 - MP 8.241
RAILROAD CROSSING:	NONE

FDOT DISTRICT DESIGN ENGINEER



Kevin Ingle
2023.08.08
08:15:26-04'00'

CONCURRING WITH:
TYPICAL SECTION ELEMENTS
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT TRAFFIC OPERATIONS ENGINEER

Digitally signed by:
Steven A Davis Jr
Date: 2023.08.07
09:59:32 -04'00'

CONCURRING WITH:
TARGET SPEED
DESIGN & POSTED SPEEDS

FDOT DISTRICT INTERMODAL SYSTEMS DEVELOPMENT MANAGER

DN: CN = Nicole E Mills
C = US O = FLORIDA
DEPARTMENT OF
TRANSPORTATION
Date: 2023.08.07 17:01:
09 -04'00'

CONCURRING WITH:
CONTEXT CLASSIFICATION
TARGET SPEED

FDOT DISTRICT STRUCTURES DESIGN ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

FHWA TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

LOCAL TRANSPORTATION ENGINEER

CONCURRING WITH:
TYPICAL SECTION ELEMENTS

NOT USED

CONCURRING WITH:

NOT USED

CONCURRING WITH:

APPROVED BY:

KRIS KARANXHA
LICENSE
No 92368
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY:

Kris Karanxha
Date: 2023.07.27 10:50:20 -04'00'

ON THE DATE ADJACENT TO THE SEAL.

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

FLORIDA TRANSPORTATION ENGINEERING, INC.
11458 N. 53RD STREET
TAMPA, FL 33617
KRIS KARANXHA, P.E. NO. 92368

THE ABOVE NAMED PROFESSIONAL ENGINEER SHALL BE RESPONSIBLE FOR THE FOLLOWING SHEETS IN ACCORDANCE WITH RULE 61G15-23.004, F.A.C.

INDEX OF SHEETS

SHEET NO	SHEET DESCRIPTION
1	COVER SHEET
2	TYPICAL SECTION NO. 1
3	TYPICAL SECTION NO. 2

SHEET NO.
1

7/27/2023 10:39:58 AM BenjaminKelk
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( ) C1 : NATURAL
( ) C2 : RURAL
(X) C2T : RURAL TOWN (MP 8.531 TO 10.390)
( ) C3R : SUBURBAN RES.
( ) N/A : L.A. FACILITY
(X) C3C : SUBURBAN COMM (MP 8.273 TO 8.531)
( ) C4 : URBAN GENERAL
( ) C5 : URBAN CENTER
( ) C6 : URBAN CORE

FUNCTIONAL CLASSIFICATION

( ) INTERSTATE
( ) FREEWAY/EXPWY.
(X) PRINCIPAL ARTERIAL
( ) MINOR ARTERIAL
( ) MAJOR COLLECTOR
( ) MINOR COLLECTOR
( ) LOCAL

HIGHWAY SYSTEM

( ) NATIONAL HIGHWAY SYSTEM
(X) STRATEGIC INTERMODAL SYSTEM
( ) STATE HIGHWAY SYSTEM
( ) OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( ) 1 - FREEWAY
( ) 2 - RESTRICTIVE w/Service Roads
(X) 3 - RESTRICTIVE w/660 ft. Connection Spacing **(Proposed)**
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( ) 5 - RESTRICTIVE w/440 ft. Connection Spacing
(X) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing **(Existing)**
( ) 7 - BOTH MEDIAN TYPES

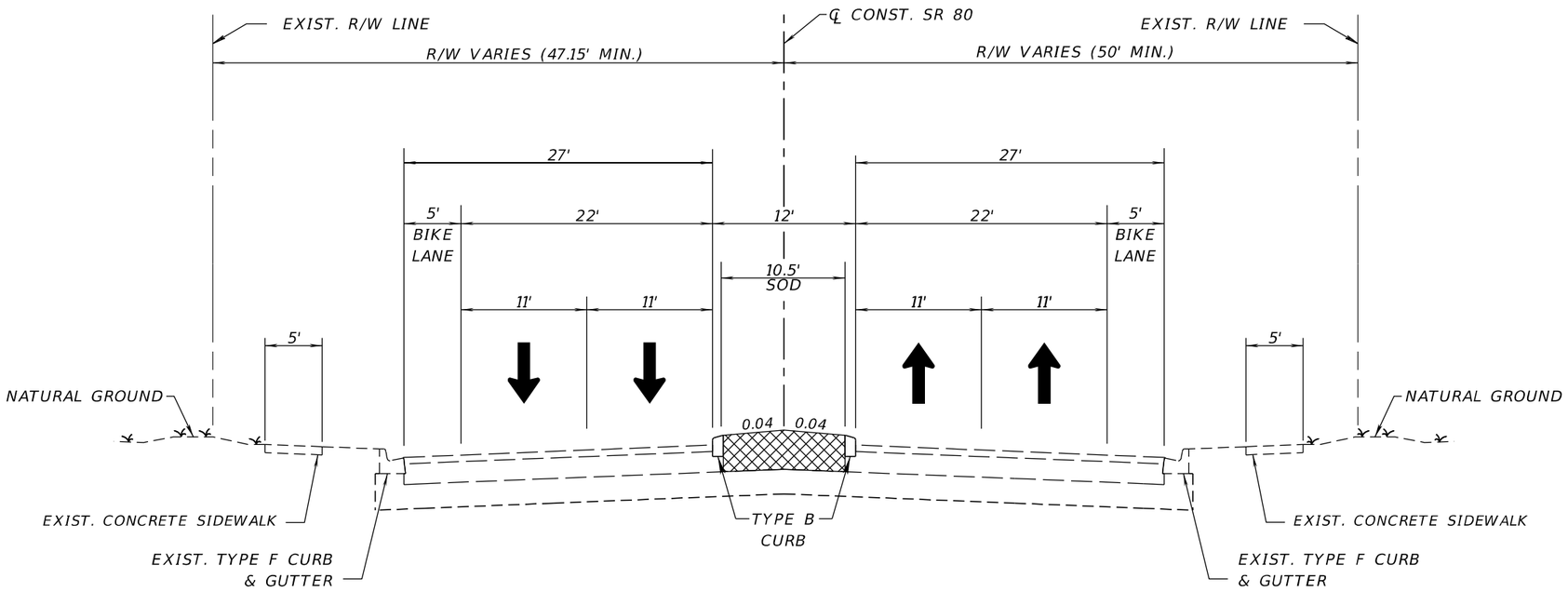
CRITERIA

( ) NEW CONSTRUCTION / RECONSTRUCTION
( ) RESURFACING (LA FACILITIES)
(X) RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

MEDIAN WIDTH

TYPICAL SECTION No. 1



TYPICAL SECTION
SR 80

MP 8.273 TO MP 8.538
MP 8.657 TO MP 8.760
MP 8.803 TO MP 8.859
MP 8.897 TO MP 9.000
MP 9.043 TO MP 9.062
MP 9.157 TO MP 9.195
MP 9.235 TO MP 9.280
MP 9.567 TO MP 9.614
MP 9.796 TO MP 9.840
MP 9.955 TO MP 10.069
MP 10.115 TO MP 10.154
MP 10.270 TO MP 10.390

NOT TO SCALE

TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 24000
ESTIMATED OPENING YEAR = 2025 AADT = 26000
ESTIMATED DESIGN YEAR = 2025 AADT = 26000
K = 9% D = 55.8% T = 8.1% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = MP 8.273 TO MP 9.000 = 45 MPH
MP 9.000 TO MP 9.650 = 35 MPH
MP 9.650 TO MP 10.390 = 45 MPH
DESIGN SPEED = MP 8.273 TO MP 9.000 = 45 MPH
MP 9.000 TO MP 9.650 = 35 MPH
MP 9.650 TO MP 10.390 = 45 MPH
POSTED SPEED = MP 8.273 TO MP 9.000 = 40 MPH
MP 9.000 TO MP 9.650 = 35 MPH
MP 9.650 TO MP 10.038 = 40 MPH
MP 10.038 TO MP 10.390 = 45 MPH

FINANCIAL PROJECT ID	SHEET NO.
447878-1-52-01	2

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7/27/2023 10:39:58 AM BenjaminKelk
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PROJECT CONTROLS

CONTEXT CLASSIFICATION

( )	C1 : NATURAL	(X)	C3C : SUBURBAN COMM (MP 8.273 TO 8.531)
( )	C2 : RURAL	( )	C4 : URBAN GENERAL
(X)	C2T : RURAL TOWN (MP 8.531 TO 10.390)	( )	C5 : URBAN CENTER
( )	C3R : SUBURBAN RES.	( )	C6 : URBAN CORE
( )	N/A : L.A. FACILITY		

FUNCTIONAL CLASSIFICATION

( )	INTERSTATE	( )	MAJOR COLLECTOR
( )	FREEWAY/EXPWY.	( )	MINOR COLLECTOR
(X)	PRINCIPAL ARTERIAL	( )	LOCAL
( )	MINOR ARTERIAL		

HIGHWAY SYSTEM

( )	NATIONAL HIGHWAY SYSTEM
(X)	STRATEGIC INTERMODAL SYSTEM
( )	STATE HIGHWAY SYSTEM
( )	OFF-STATE HIGHWAY SYSTEM

ACCESS CLASSIFICATION

( )	1 - FREEWAY
( )	2 - RESTRICTIVE w/Service Roads
(X)	3 - RESTRICTIVE w/660 ft. Connection Spacing **(Proposed)**
( )	4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing
( )	5 - RESTRICTIVE w/440 ft. Connection Spacing
(X)	6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing **(Existing)**
( )	7 - BOTH MEDIAN TYPES

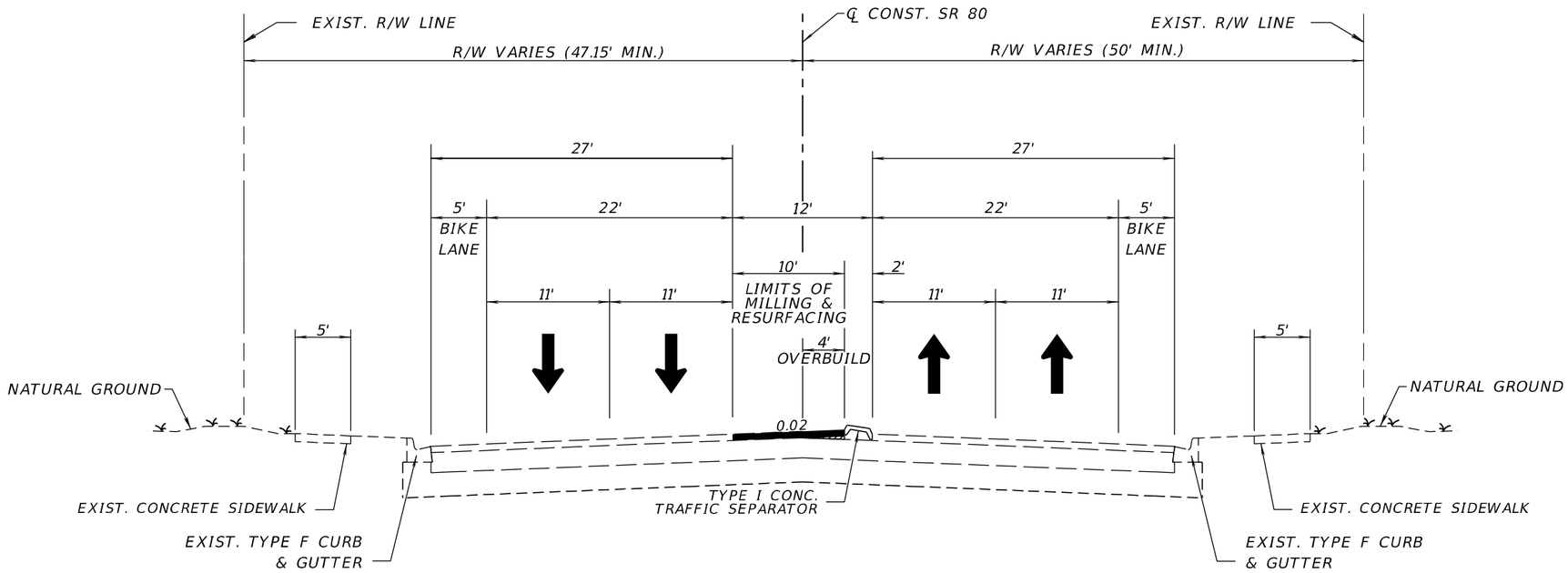
CRITERIA

( )	NEW CONSTRUCTION / RECONSTRUCTION
( )	RESURFACING (LA FACILITIES)
(X)	RRR (ARTERIALS & COLLECTORS)

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

MEDIAN WIDTH

TYPICAL SECTION No. 2



TRAFFIC DATA

CURRENT YEAR = 2023 AADT = 24000
ESTIMATED OPENING YEAR = 2025 AADT = 26000
ESTIMATED DESIGN YEAR = 2025 AADT = 26000
K = 9% D = 55.8% T = 8.1% (24 HOUR)
DESIGN HOUR T = 4.0%
TARGET SPEED = MP 8.273 TO MP 9.000 = 45 MPH
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MP 9.650 TO MP 10.390 = 45 MPH
POSTED SPEED = MP 8.273 TO MP 9.000 = 40 MPH
MP 9.000 TO MP 9.650 = 35 MPH
MP 9.650 TO MP 10.038 = 40 MPH
MP 10.038 TO MP 10.390 = 45 MPH

TYPICAL SECTION
SR 80

MP 8.538 TO MP 8.657
MP 8.760 TO MP 8.803
MP 9.000 TO MP 9.043
MP 9.062 TO MP 9.157
MP 9.195 TO MP 9.235
MP 9.280 TO MP 9.567
MP 9.614 TO MP 9.796
MP 9.840 TO MP 9.955
MP 10.069 TO MP 10.115
MP 10.154 TO MP 10.270

NOT TO SCALE

FINANCIAL PROJECT ID	SHEET NO.
447878-1-52-01	3

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7/27/2023 10:39:59 AM BenjaminKelk
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DocuSign Envelope ID: 1E4F0E3B-C011-4B09-9843-46BCE96131EE

Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Date: July 21, 2023

To: John Kubler, P.E., Interim District Secretary

From: Mark Mathes, P.E., District Traffic Operations Engineer

Copies: Keith Slater, Steven Davis, Walter Breuggeman, Anna Dunn

Subject: Delegation of Authority

Effective May 9, 2023, I will be serving as the Interim Director of Transportation Operations while Keith Slater, P.E., Director of Transportation Operations is on assignment with Central Office. During this period, Steven Davis, P.E., TSM&O Program Engineer will serve as the Interim District Traffic Operations Engineer.

Therefore, I delegate Steven Davis, P.E, Interim District Traffic Operations Engineer, to act on behalf of the District Traffic Operations Engineer and sign all documents. Signature should be made "in your name for the Interim District Traffic Operations Engineer".

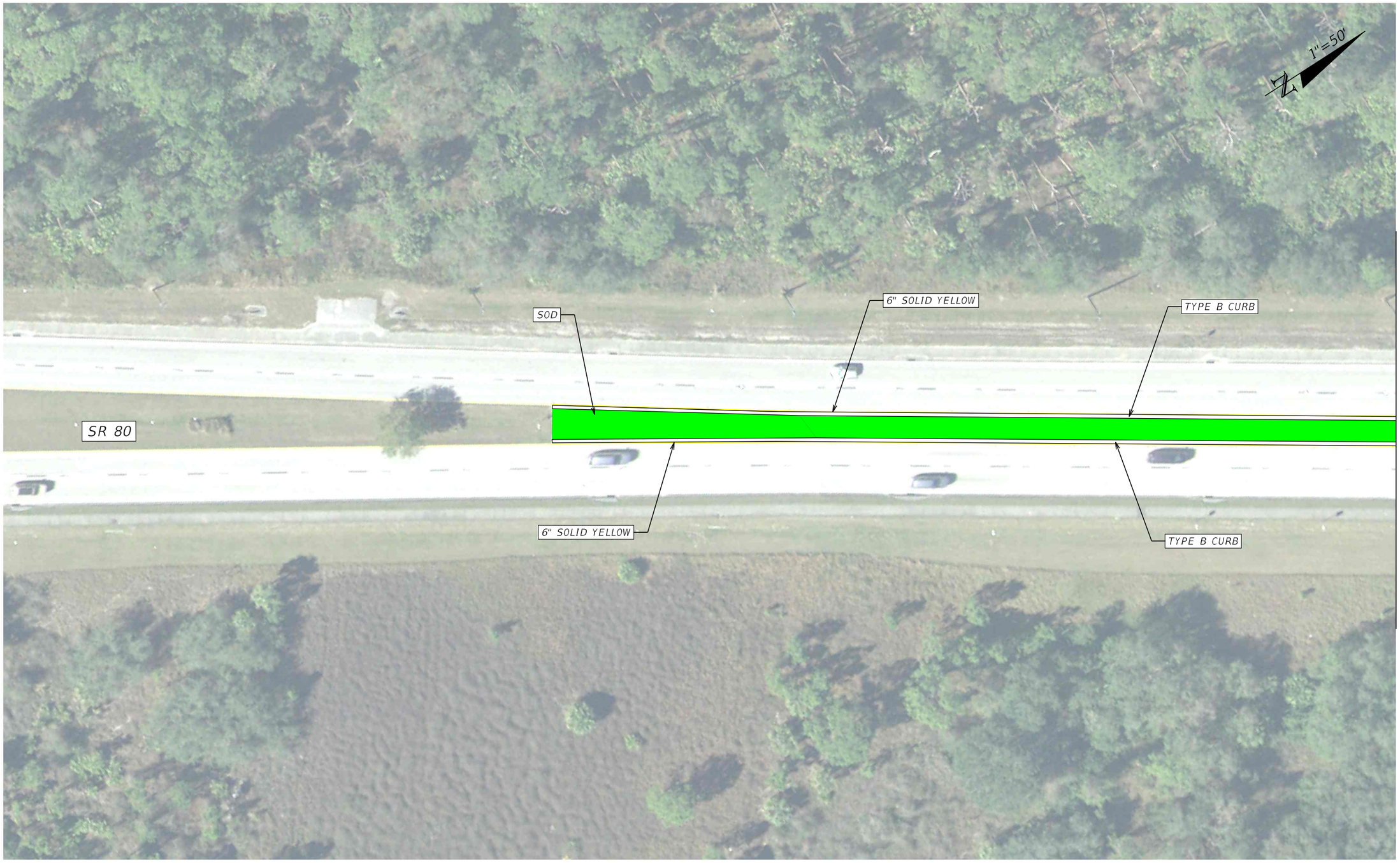
This delegation will remain in effect from May 9, 2023 through September 30, 2023.

DocuSigned by:
Mark Mathes
A3415909DBE546A...

Mark Mathes, P.E.
District Traffic Operations Engineer

APPENDIX I

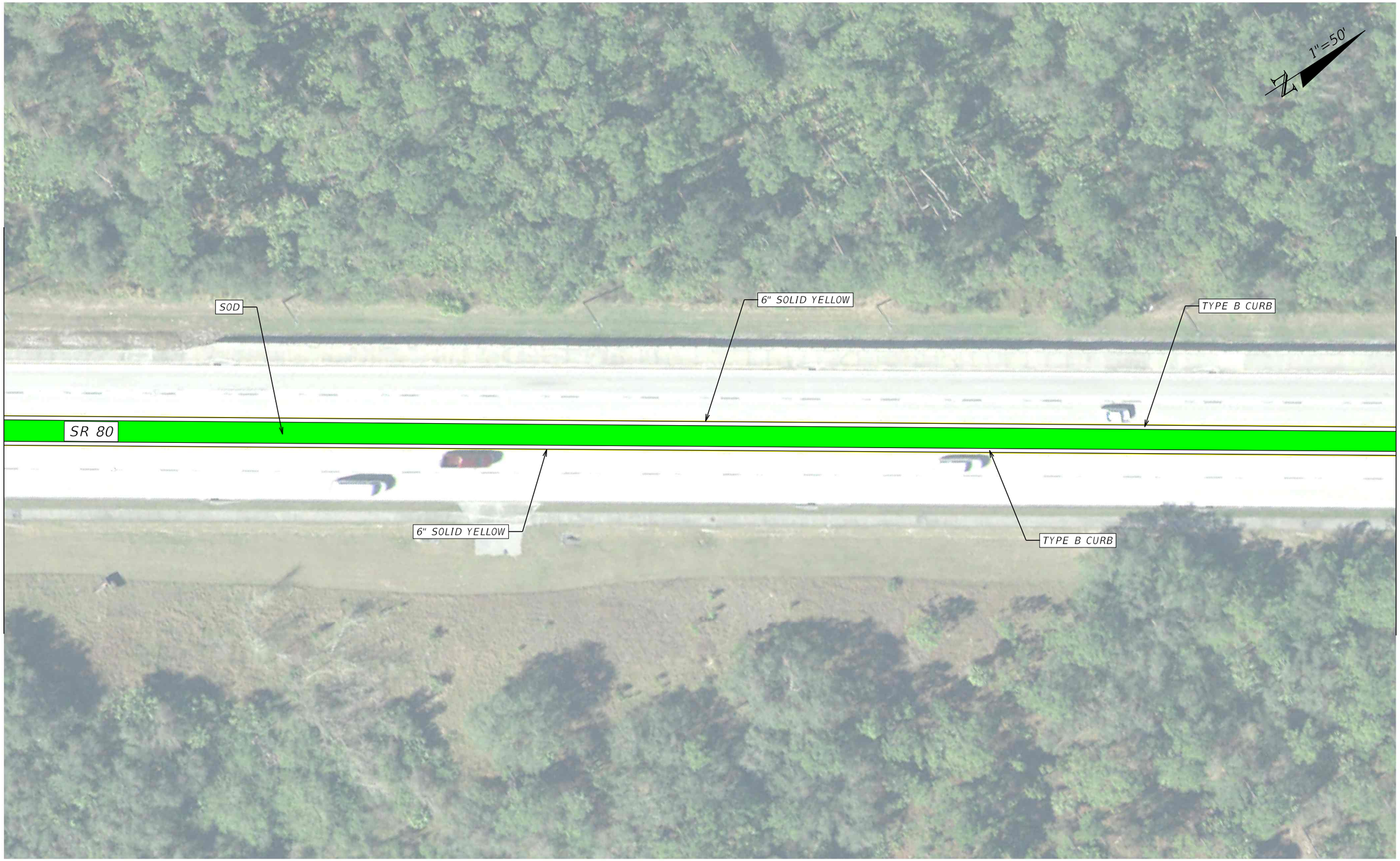
Concept Plans



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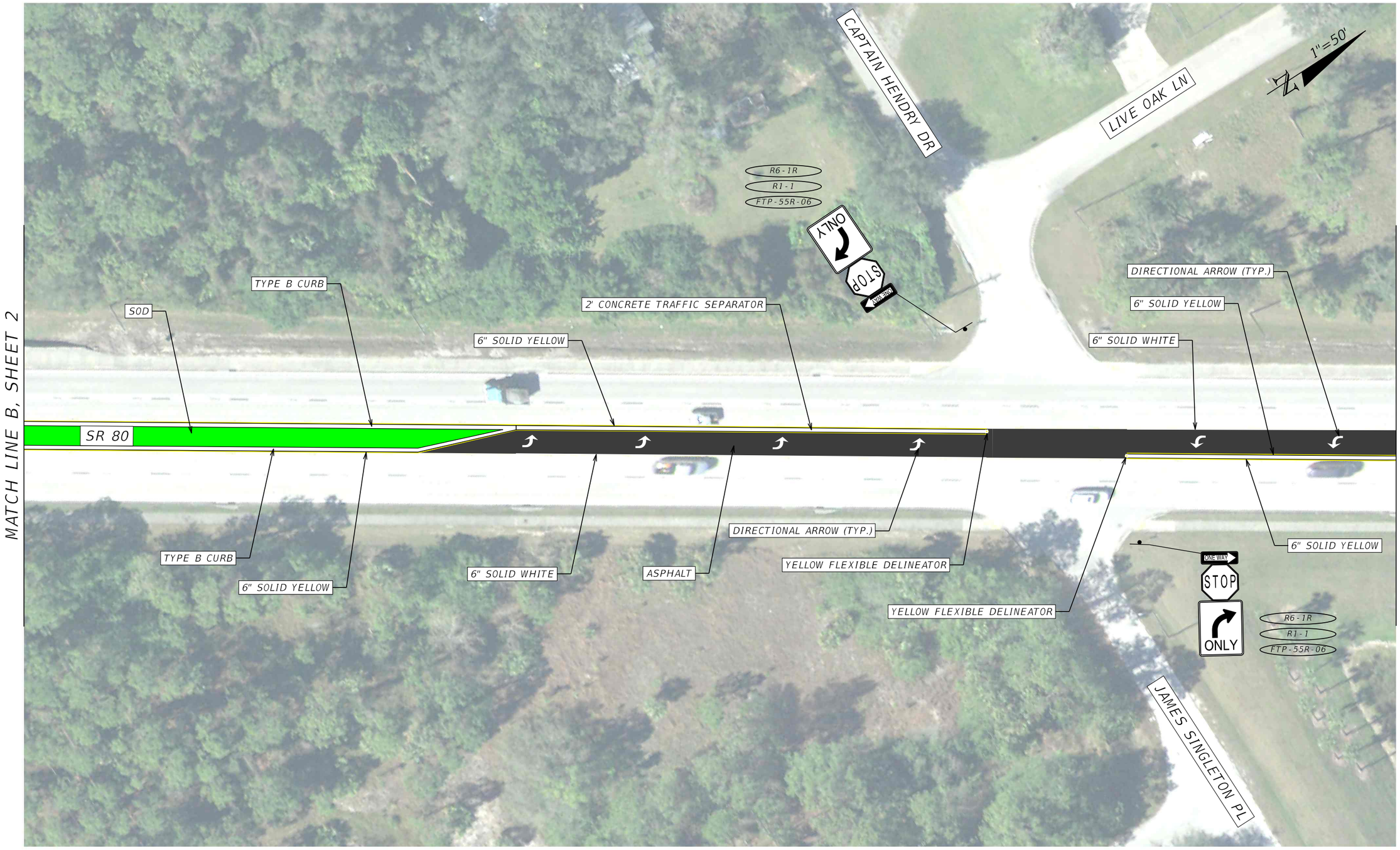
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	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1
		SR 80	HENDRY	447878-1-52-01		

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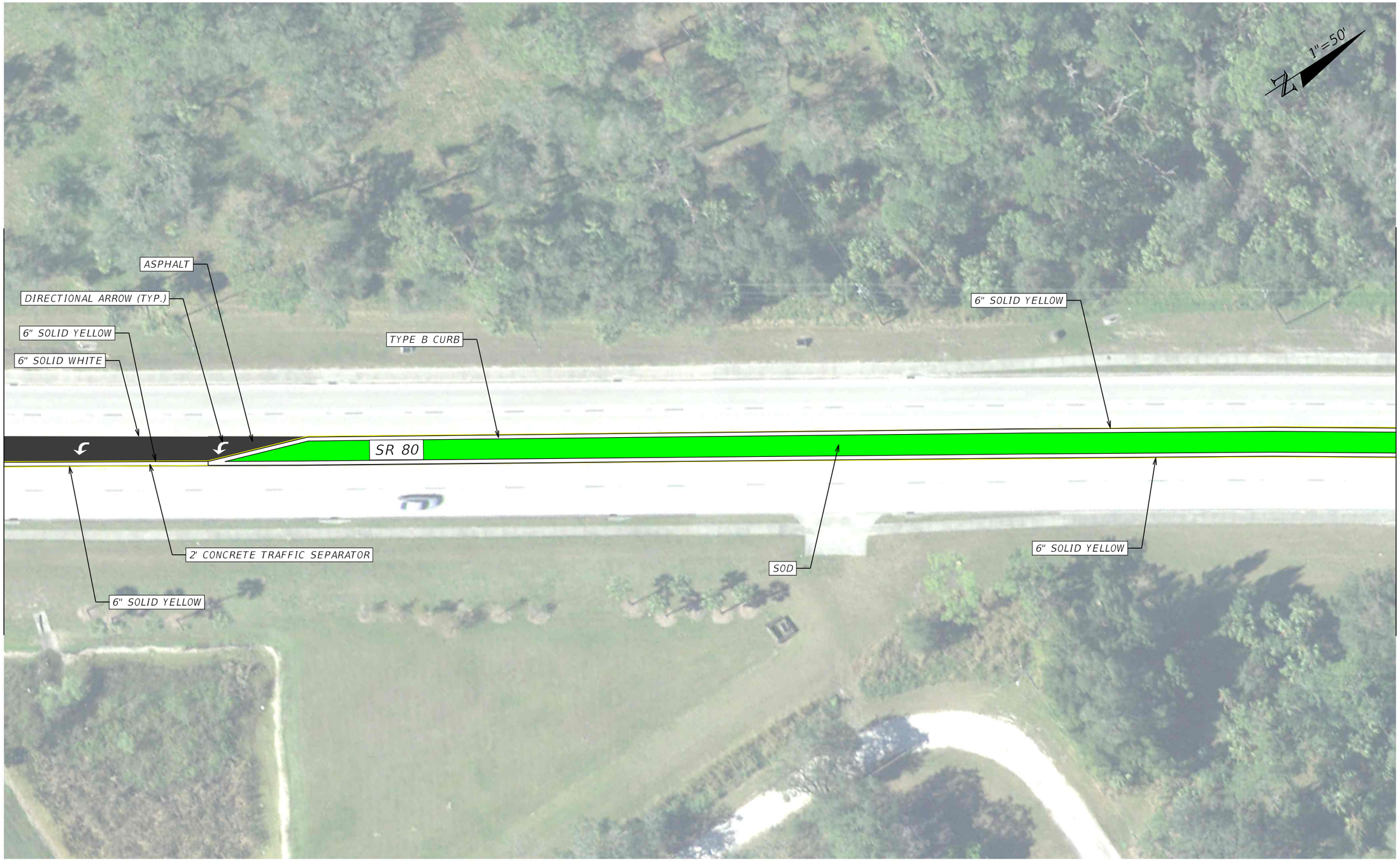
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		SR 80	HENDRY	447878-1-52-01		

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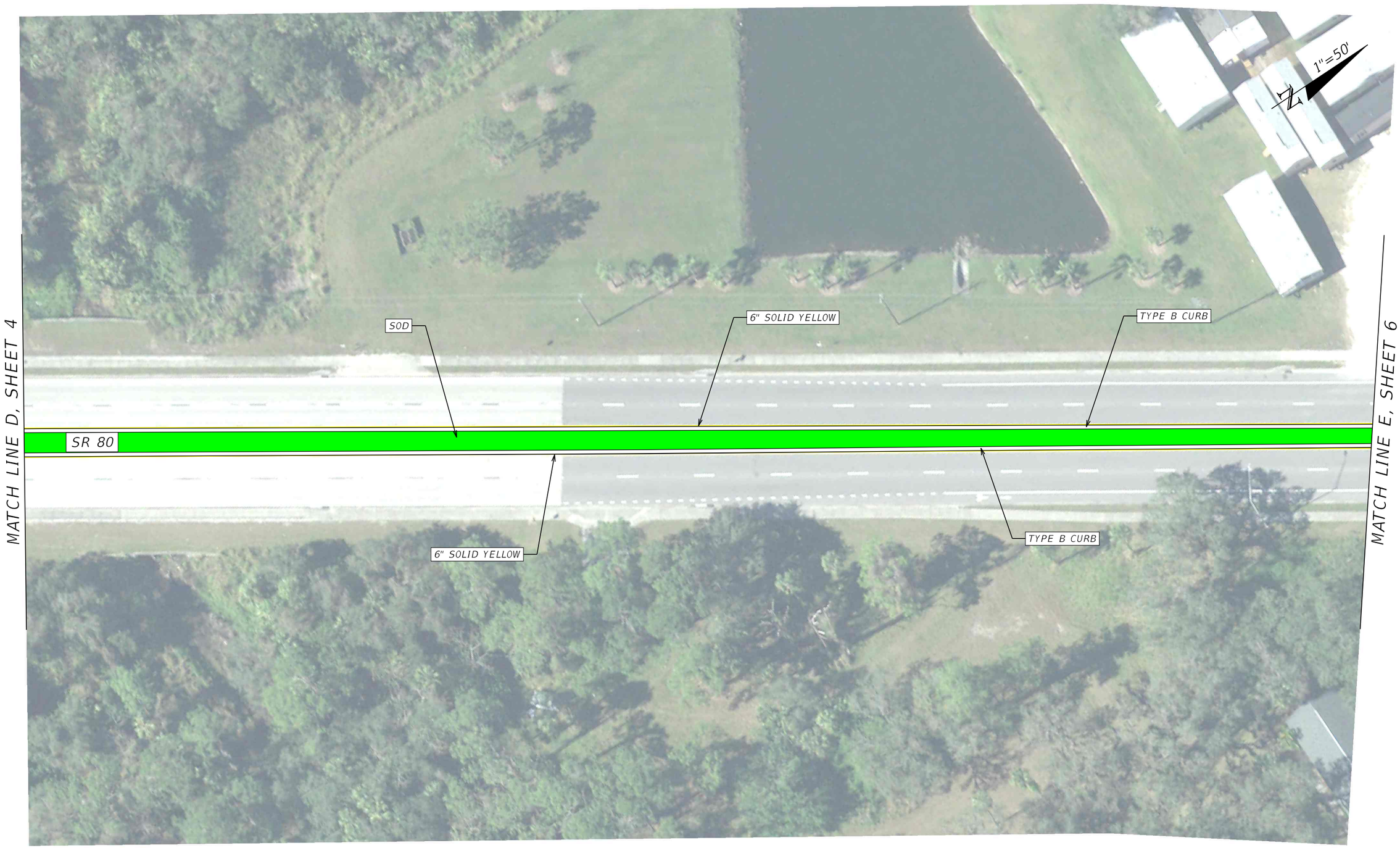
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		SR 80	HENDRY	447878-1-52-01		

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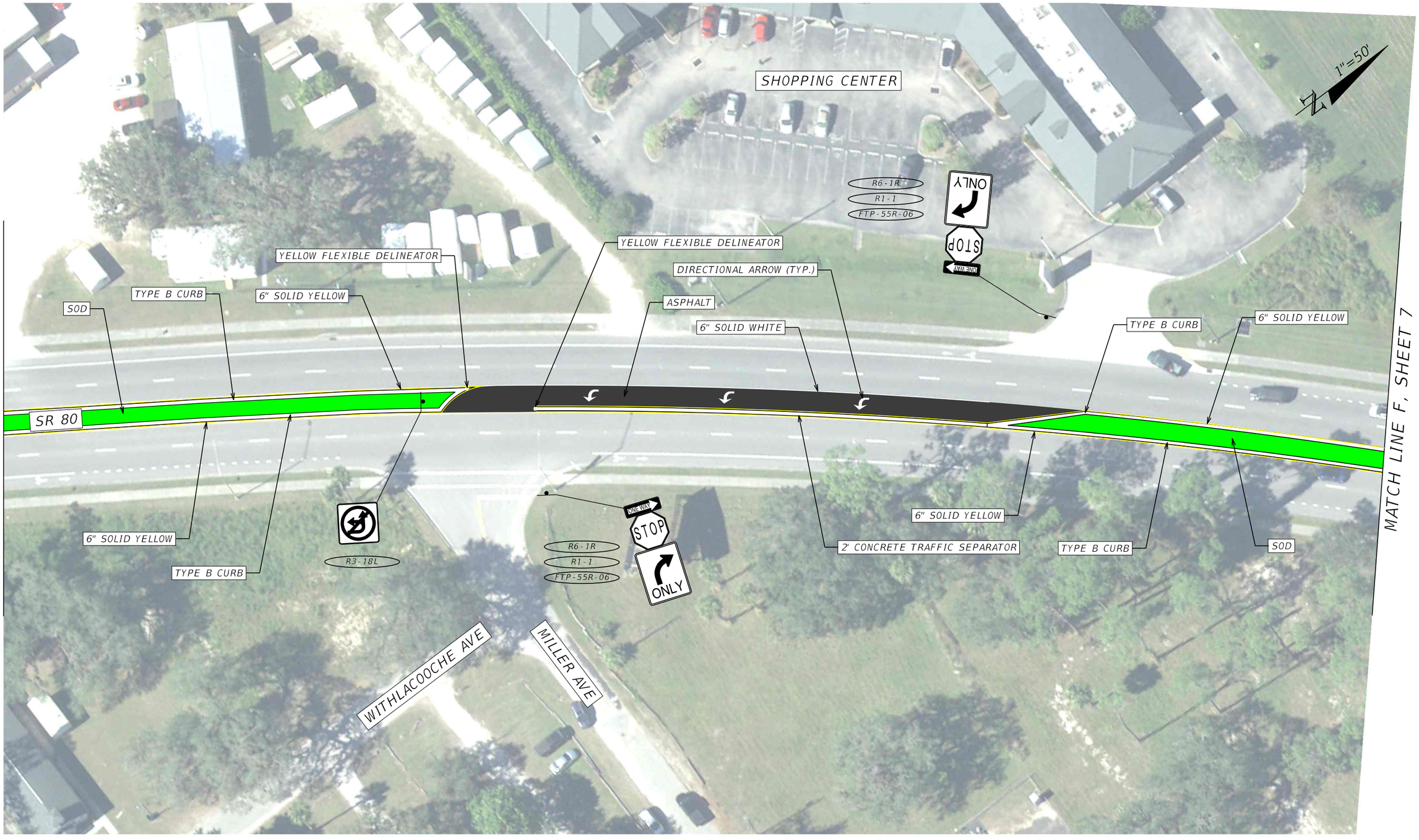
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		SR 80	HENDRY	447878-1-52-01		

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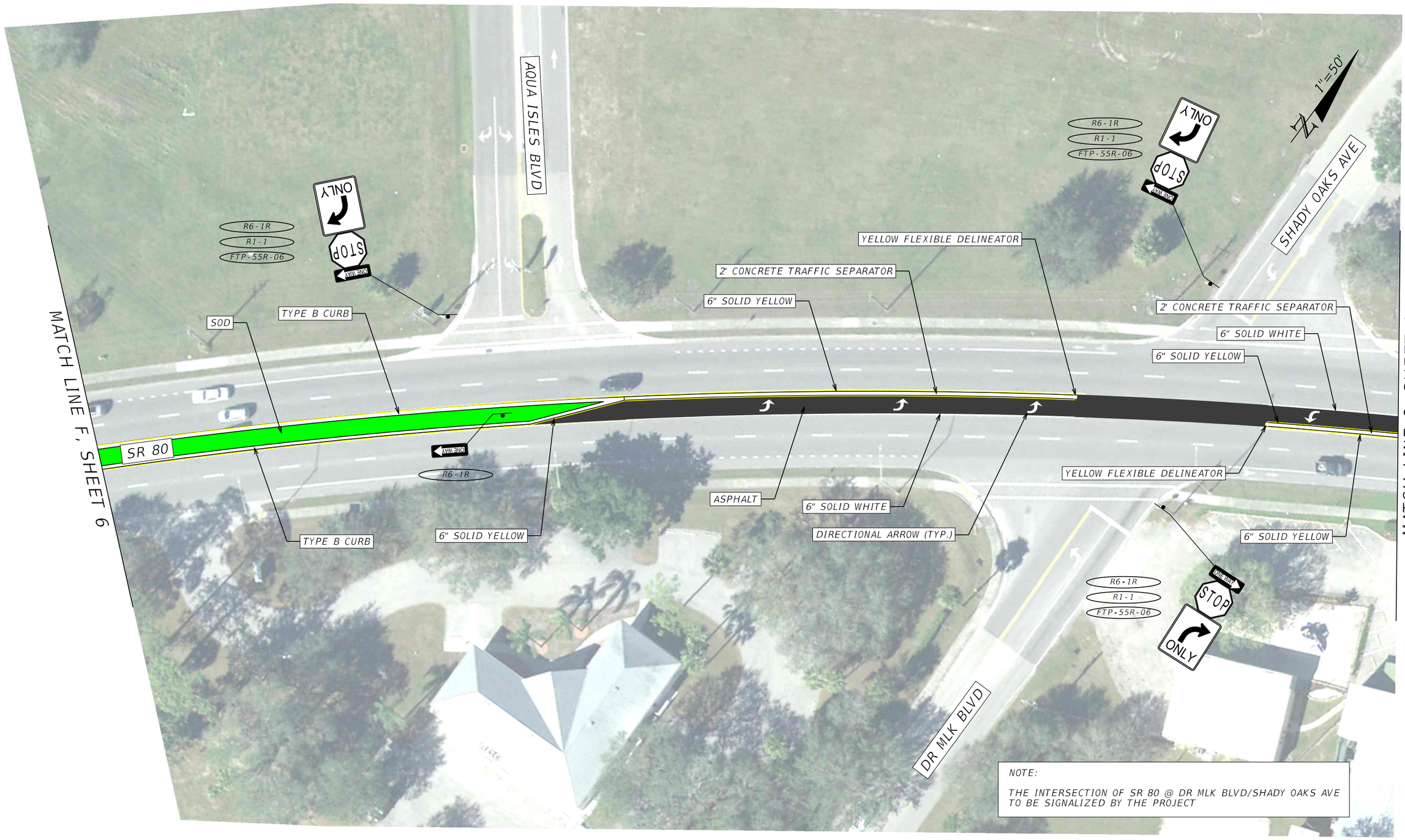
COLLISION DIAGRAM LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLANS	SHEET NO.
	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
		SR 80	HENDRY	447878-1-52-01		

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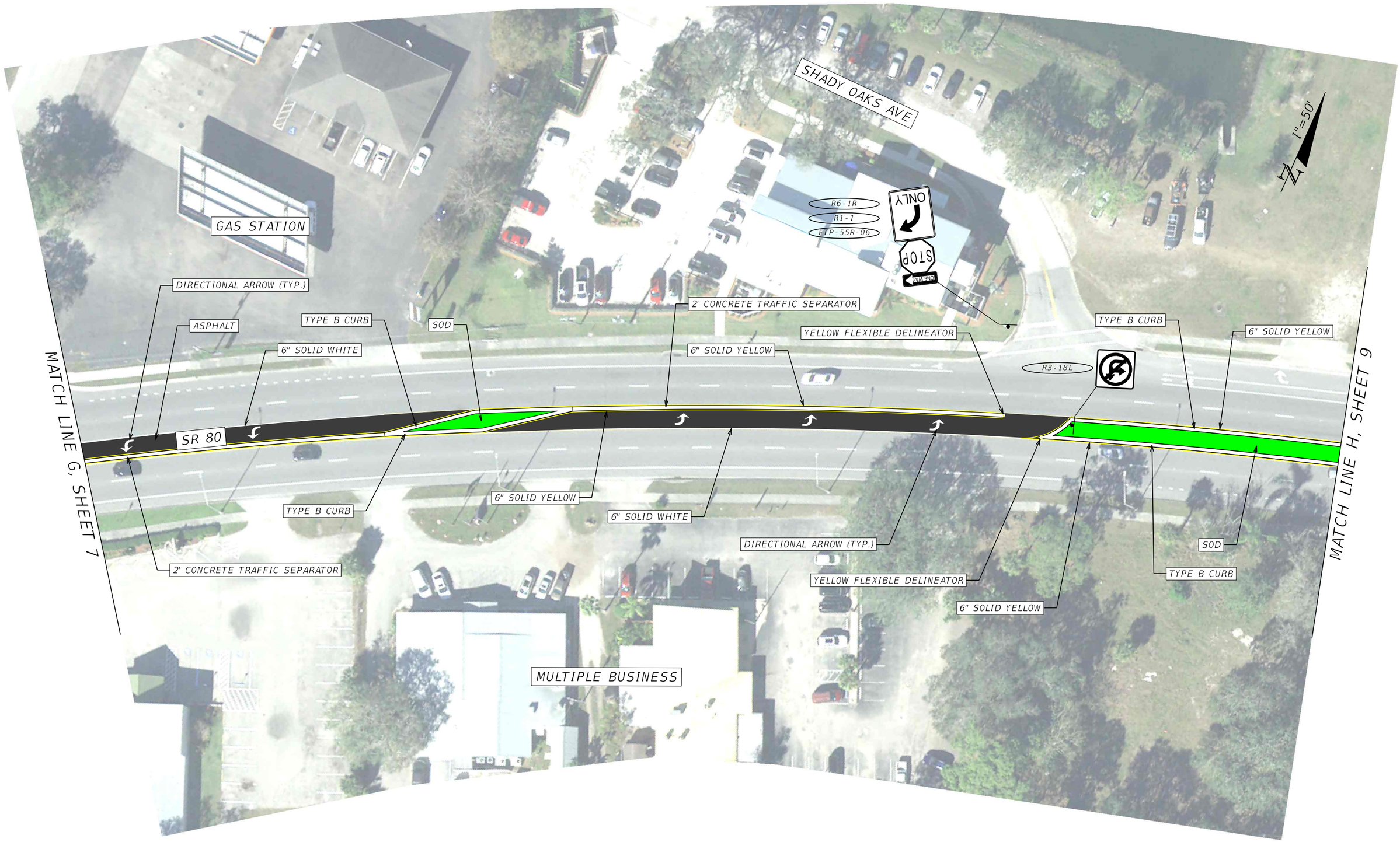
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COLLISION DIAGRAM LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLANS	SHEET NO.
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		SR 80	HENDRY	447878-1-52-01		

11/8/2023 10:46:16 AM AlexPatton
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COLLISION DIAGRAM LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLANS	SHEET NO.
	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		8
		SR 80	HENDRY	447878-1-52-01		

11/8/2023 10:46:17 AM AlexPatton
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FAST FOOD CHAIN

CHURCH

CHEROKEE ST

1"=50'

N

MATCH LINE H, SHEET 8

MATCH LINE I, SHEET 10

6" SOLID YELLOW

TYPE B CURB

SOD

YELLOW FLEXIBLE DELINEATOR

6" SOLID WHITE

ASPHALT

DIRECTIONAL ARROW (TYP.)

SR 80

TYPE B CURB

6" SOLID YELLOW

DIRECTIONAL ARROW (TYP.)

6" SOLID WHITE

2' CONCRETE TRAFFIC SEPARATOR

ASPHALT

R3-18L

YELLOW FLEXIBLE DELINEATOR

2' CONCRETE TRAFFIC SEPARATOR

LASHLEY ST

SHOPPING CENTER

UNNAMED ROADWAY

BUSINESS

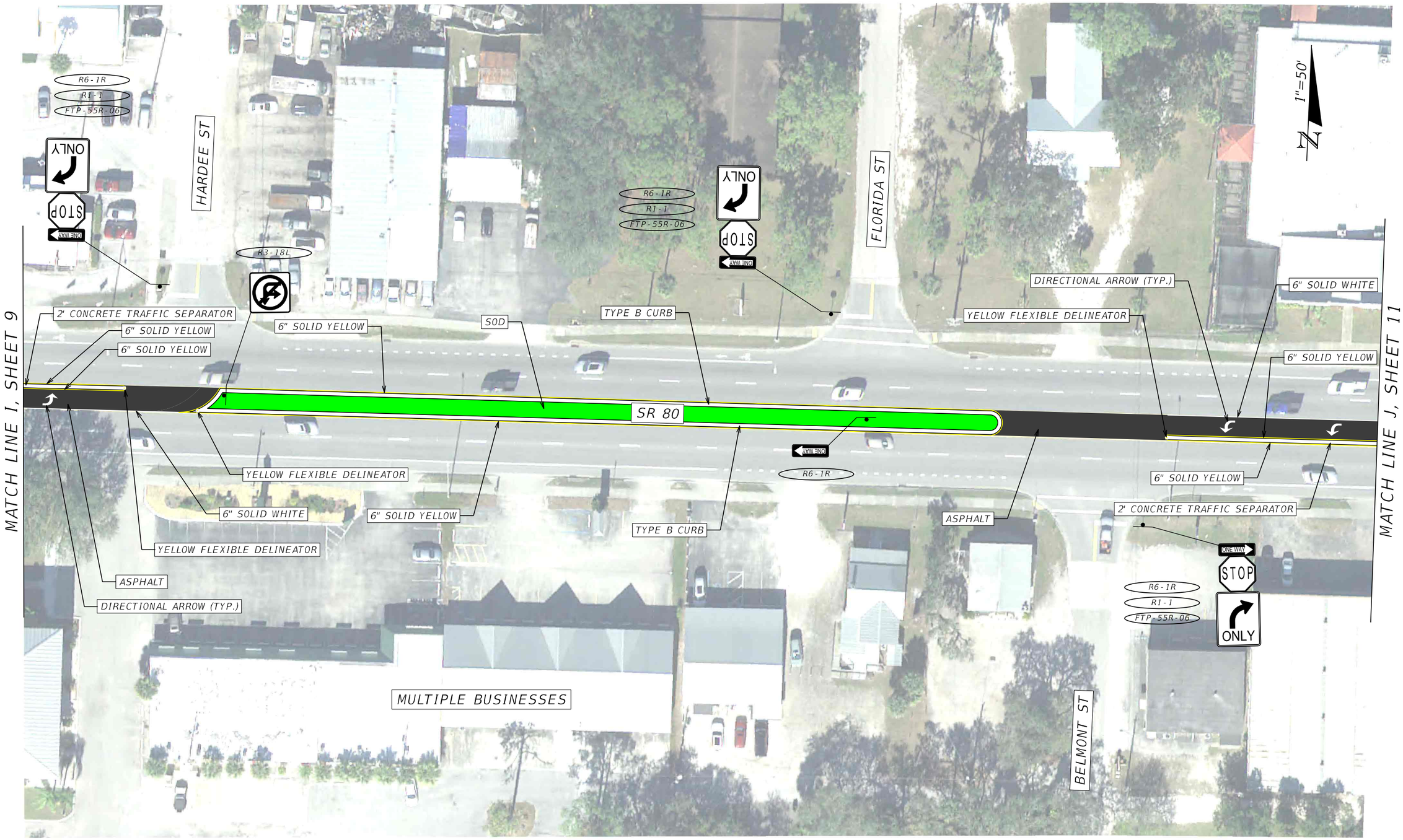
CITY HALL

R6-1R
R1-1
FTP-55R-06

ONLY
STOP
ONE WAY

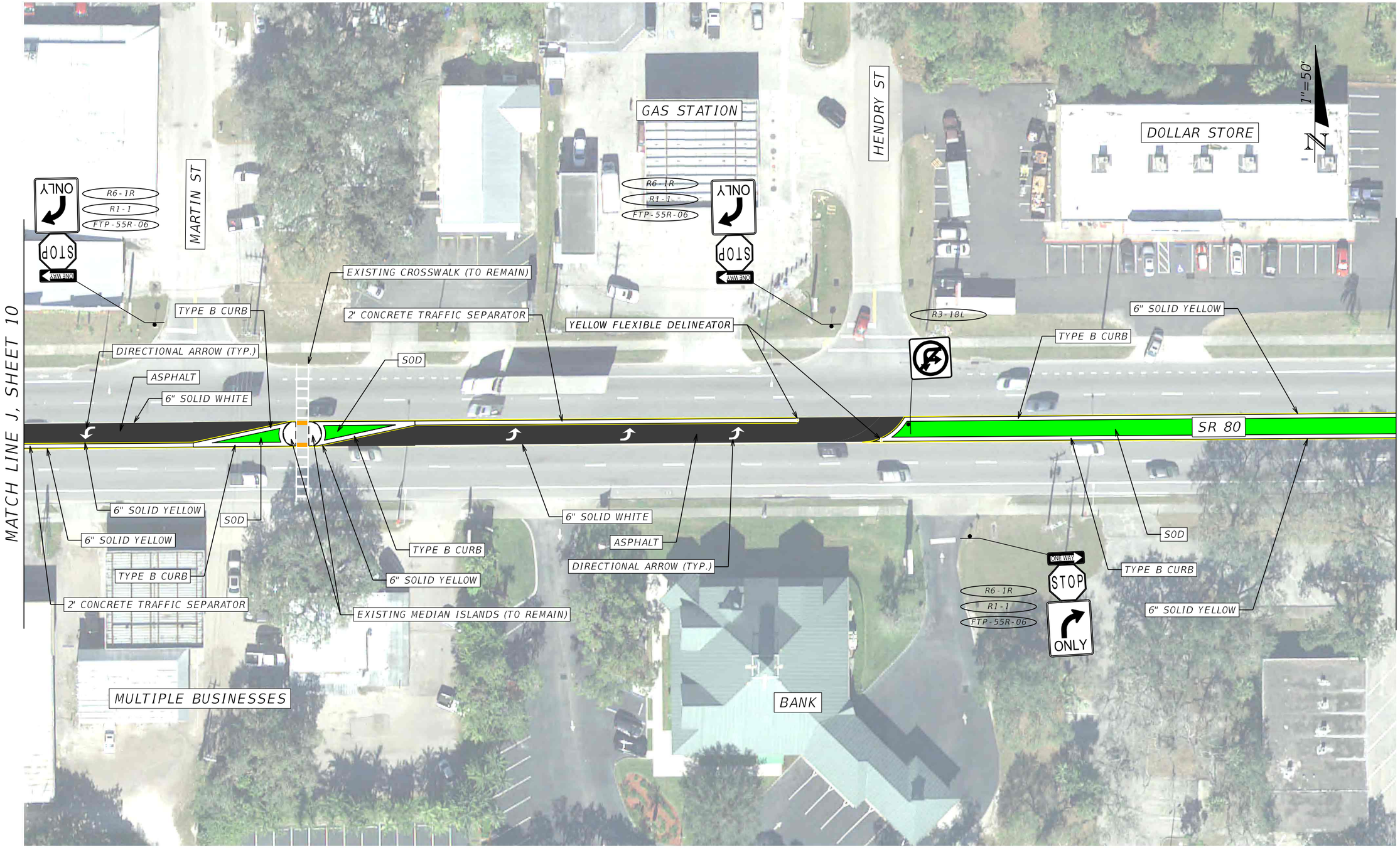
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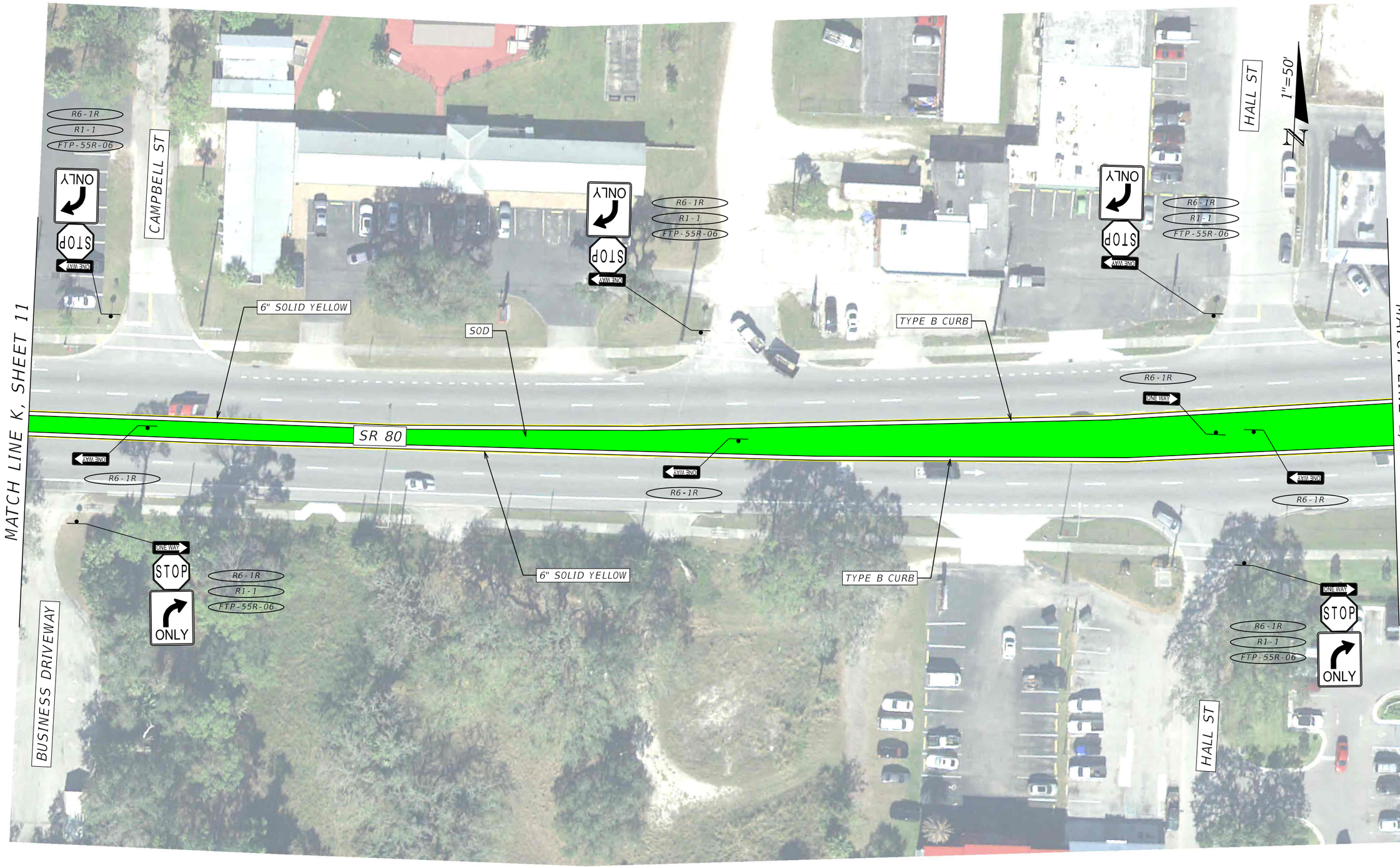
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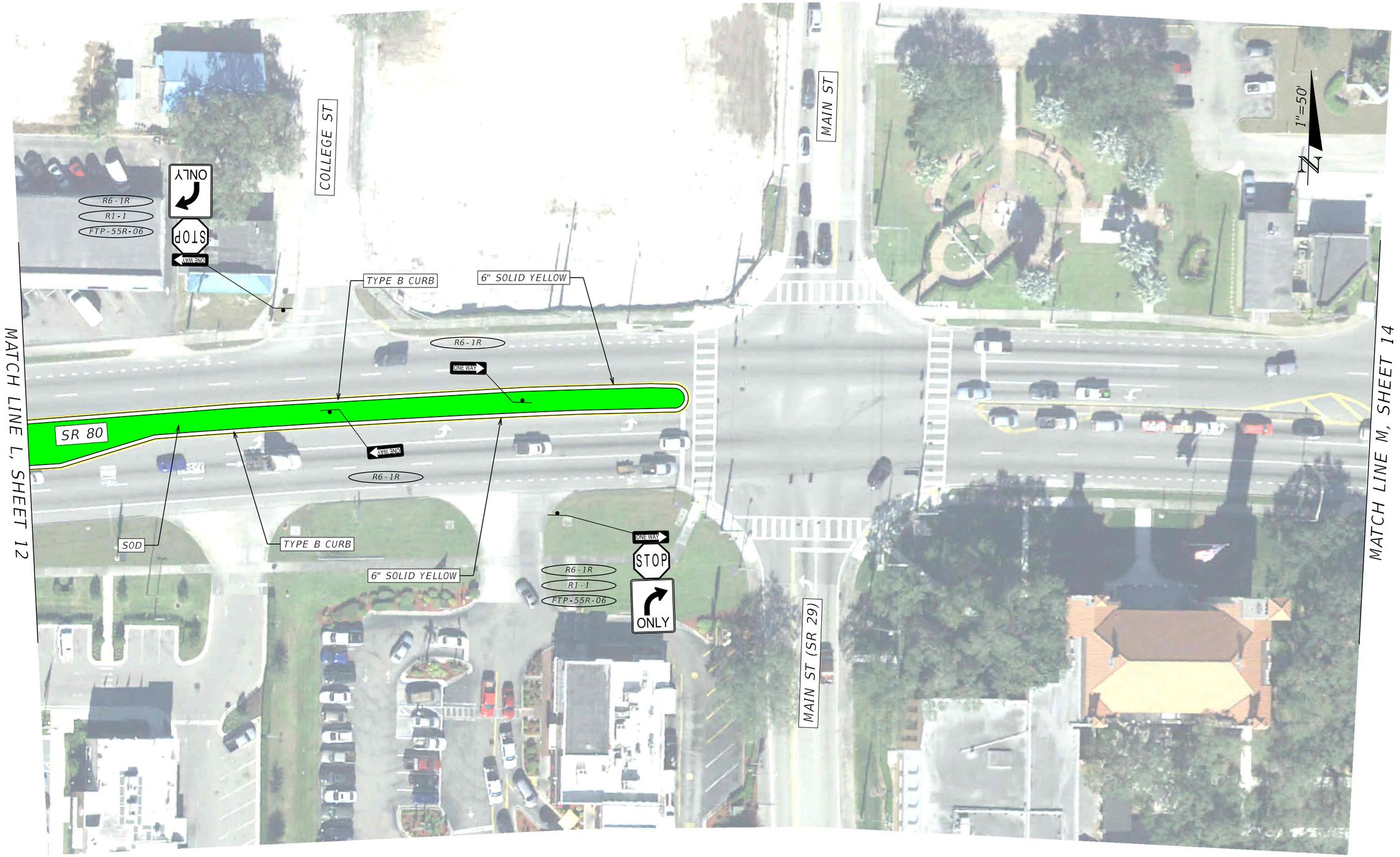
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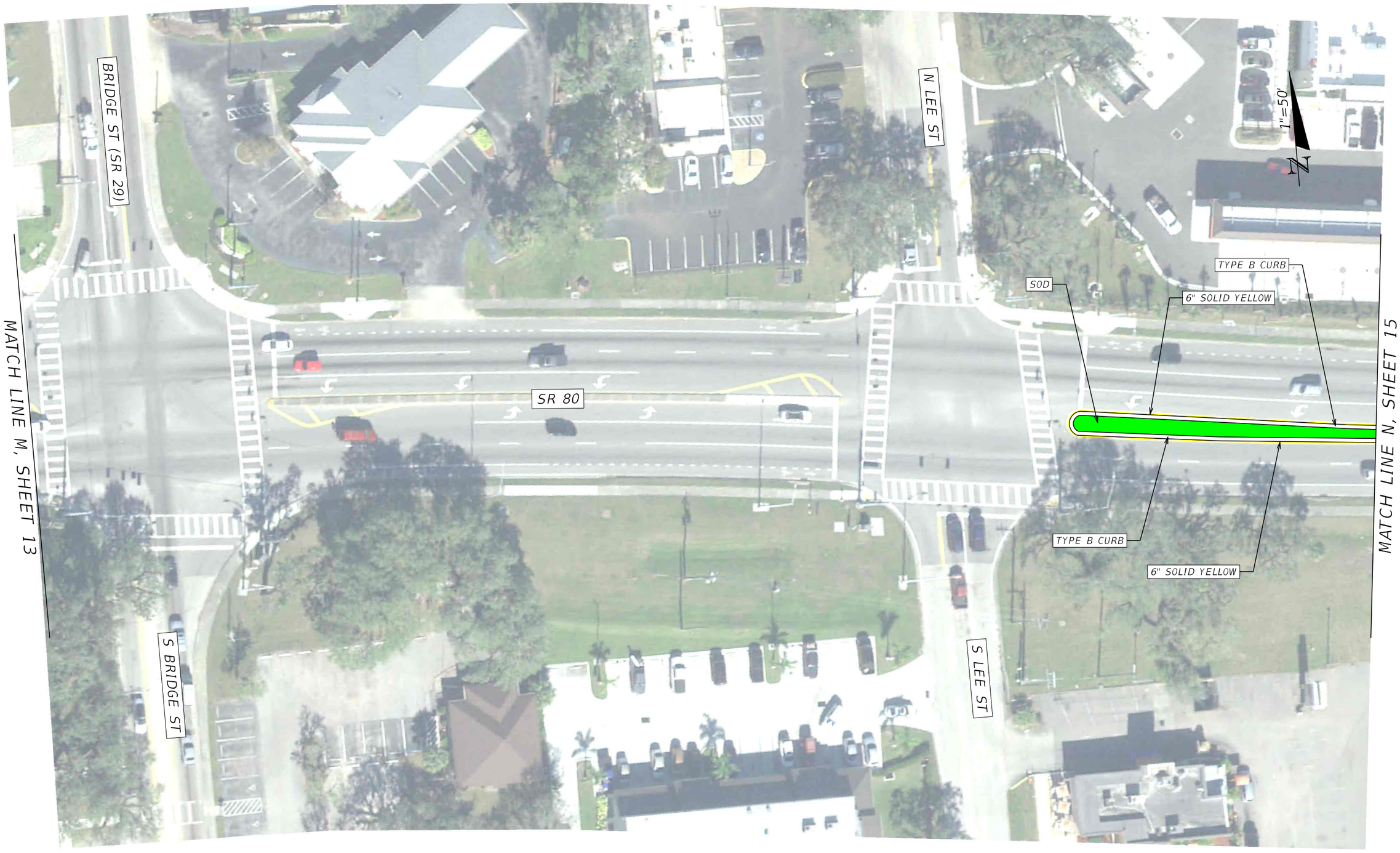
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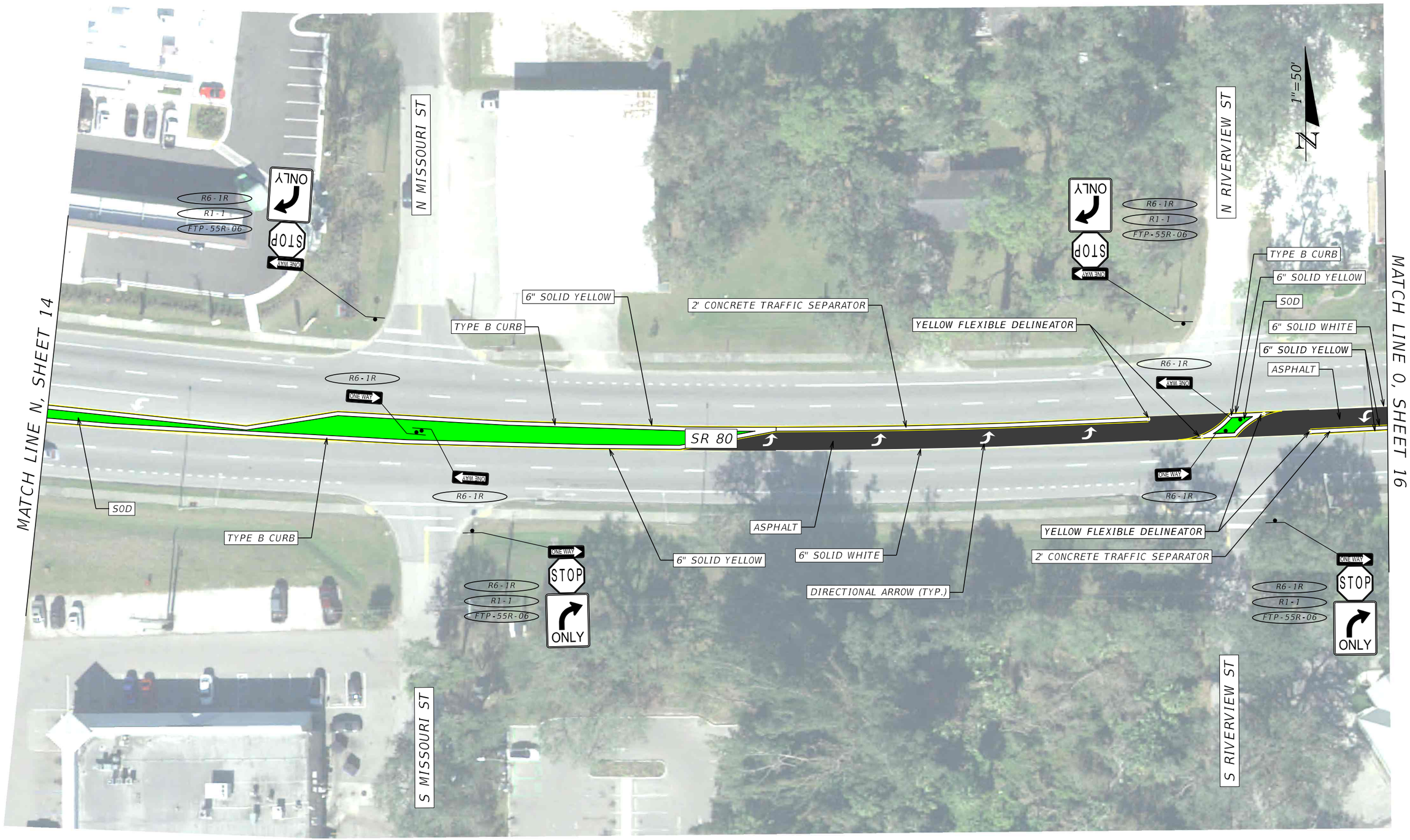
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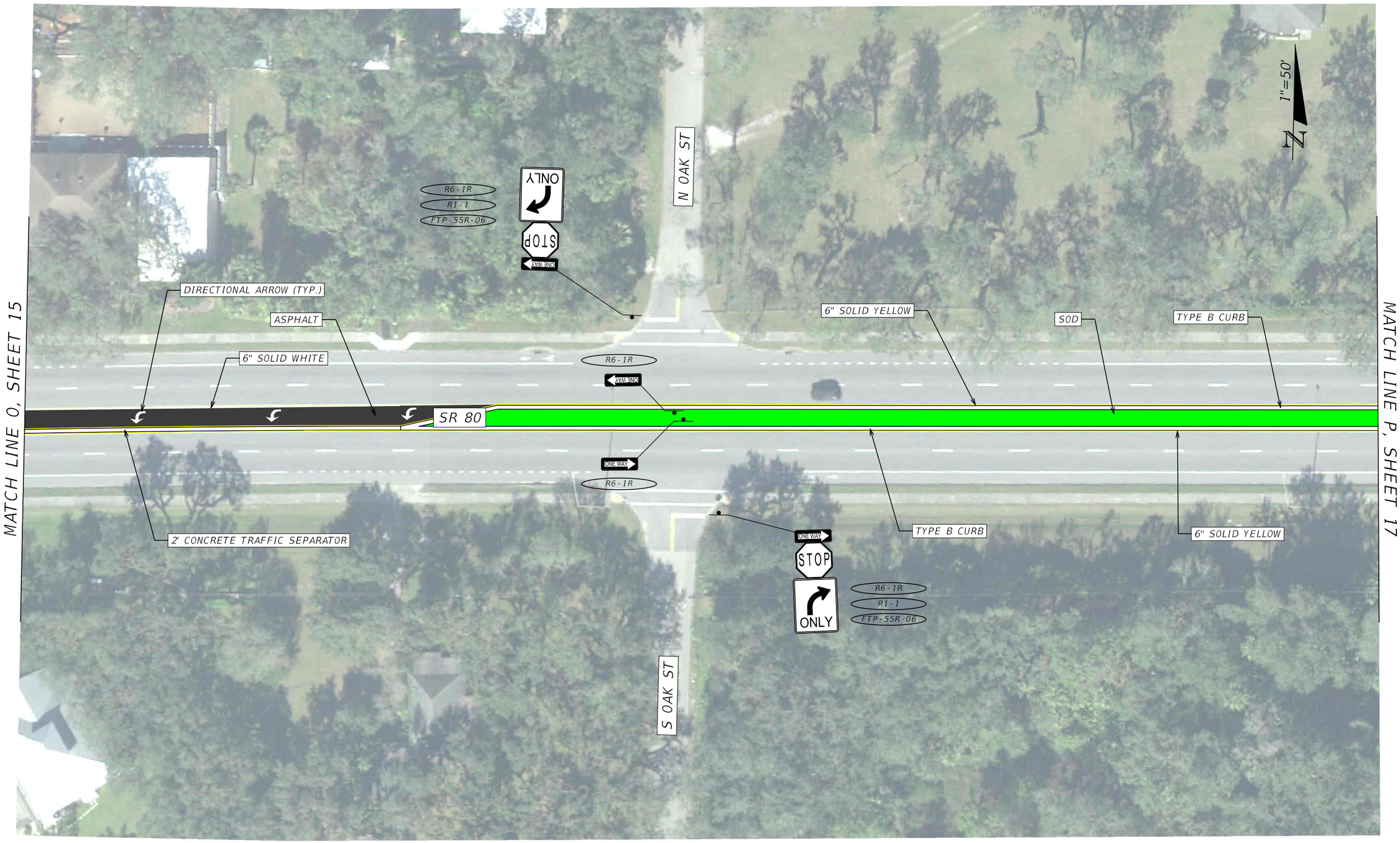
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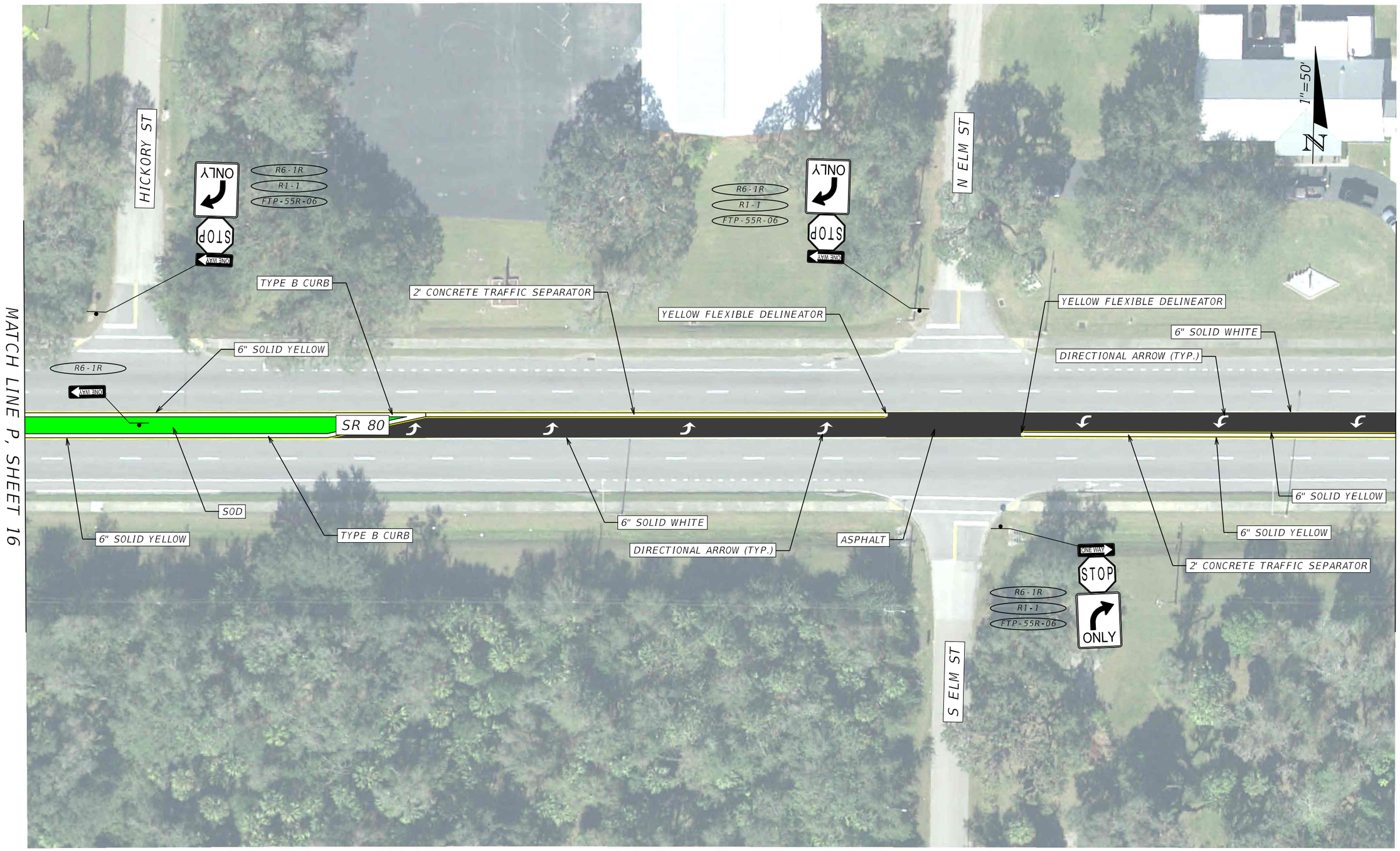
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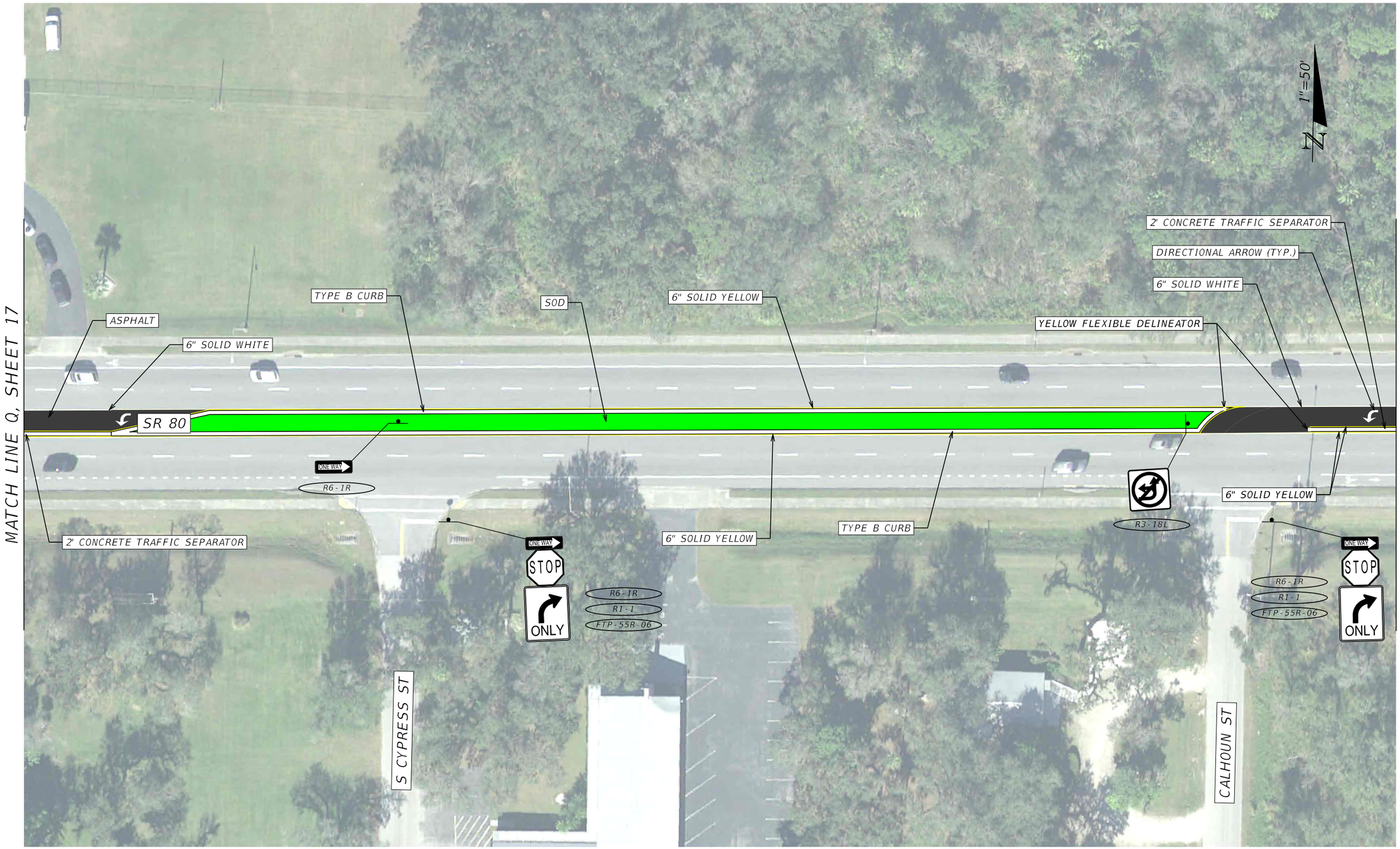
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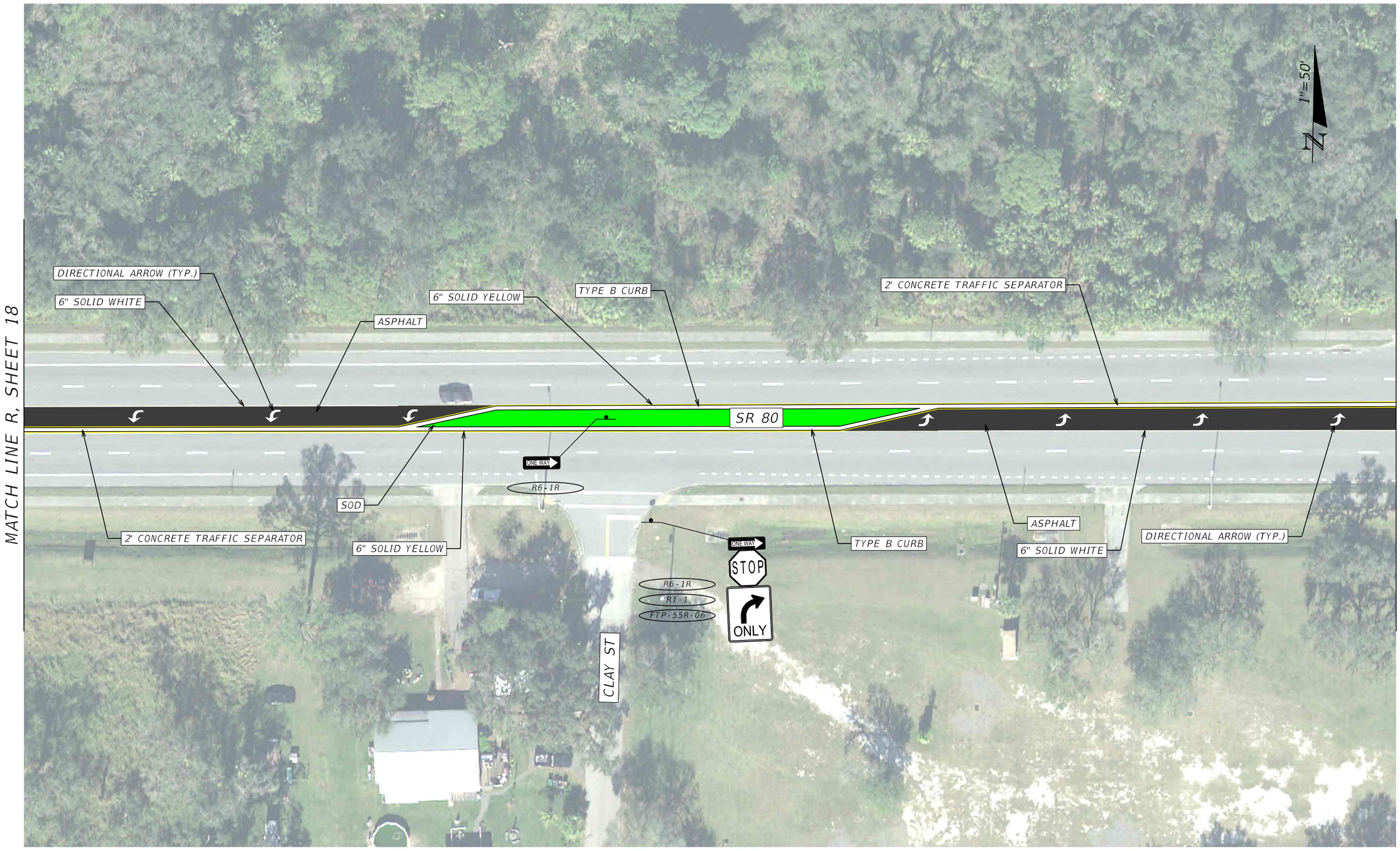
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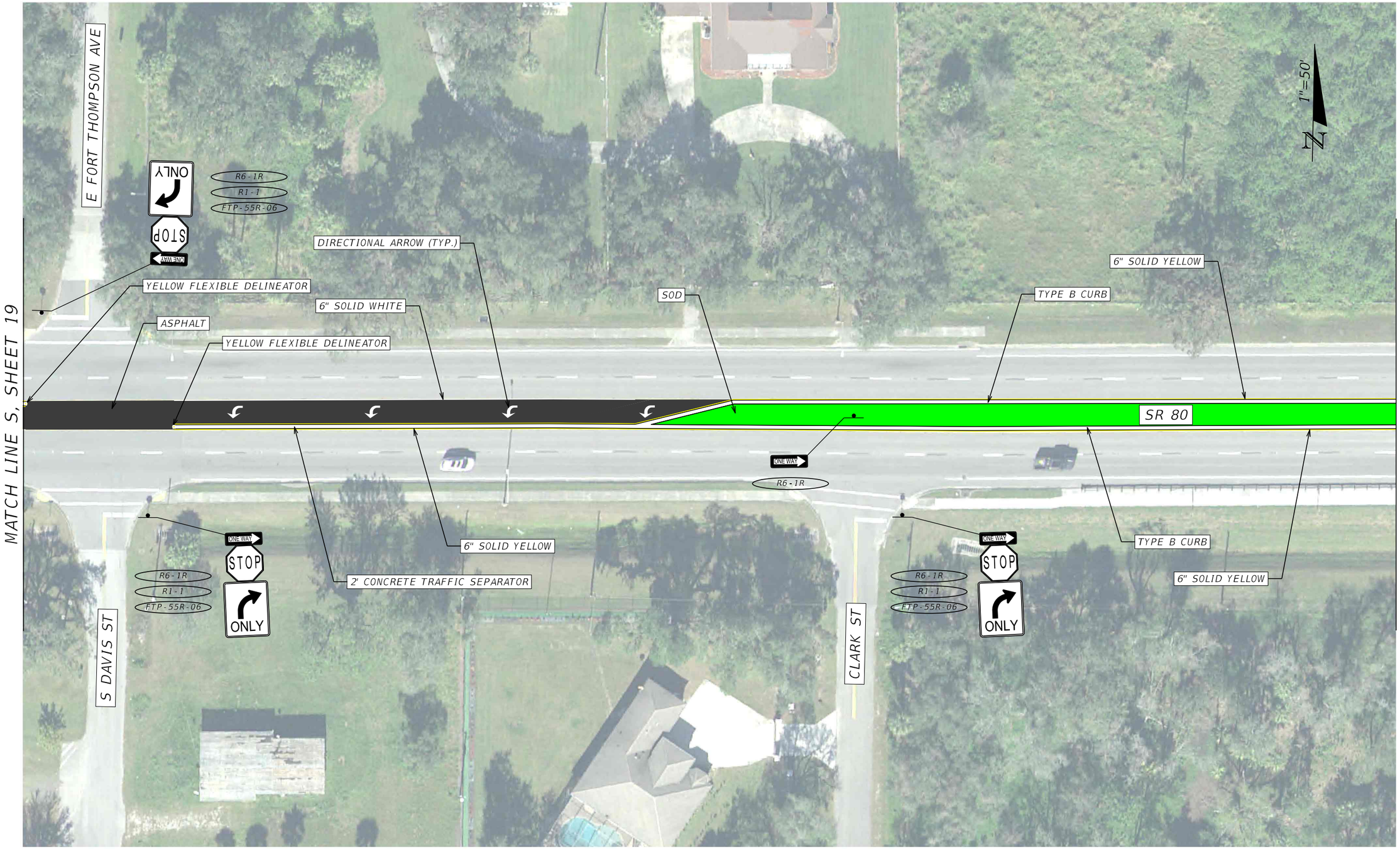
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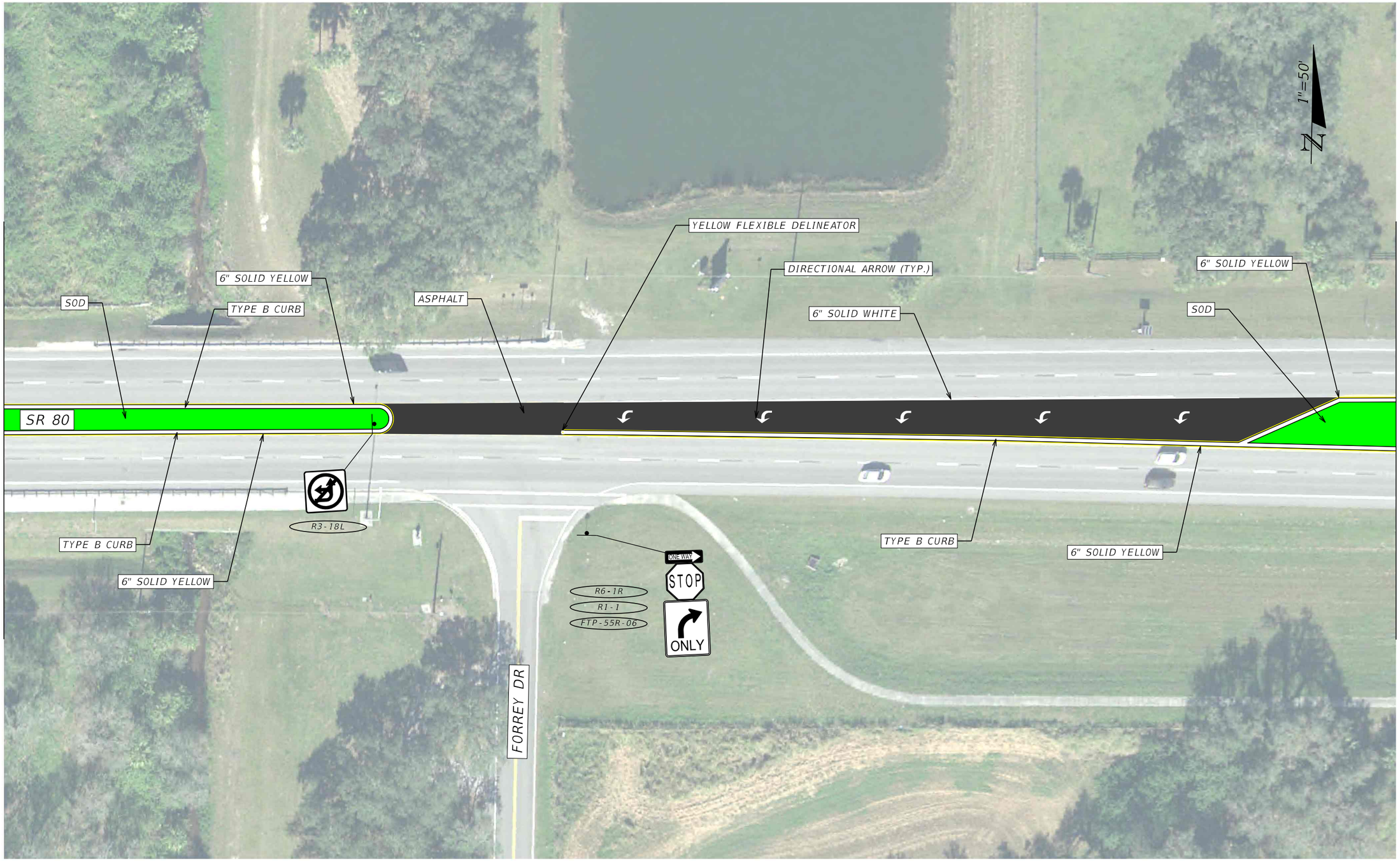
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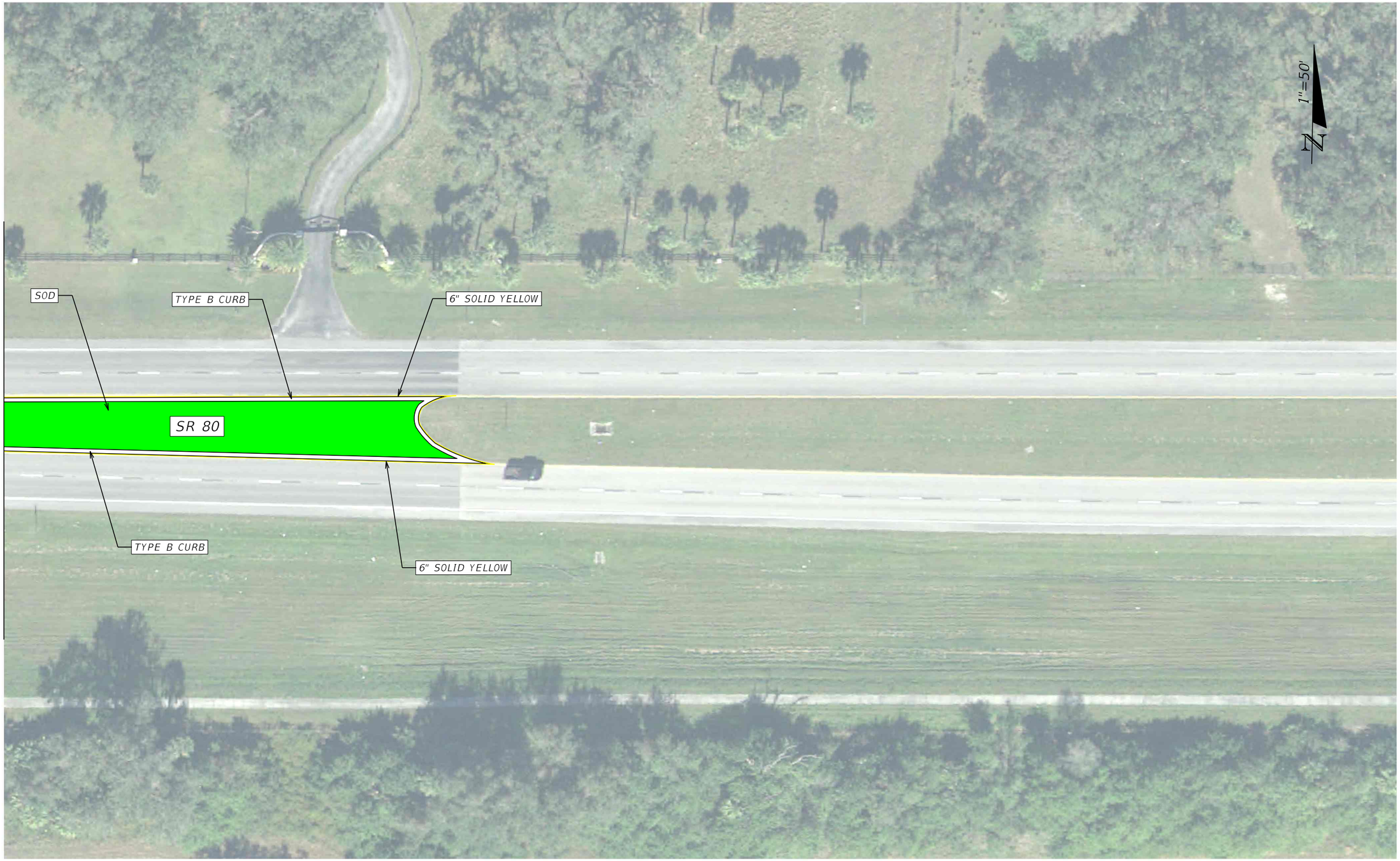
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COLLISION DIAGRAM LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			CONCEPT PLANS	SHEET NO.
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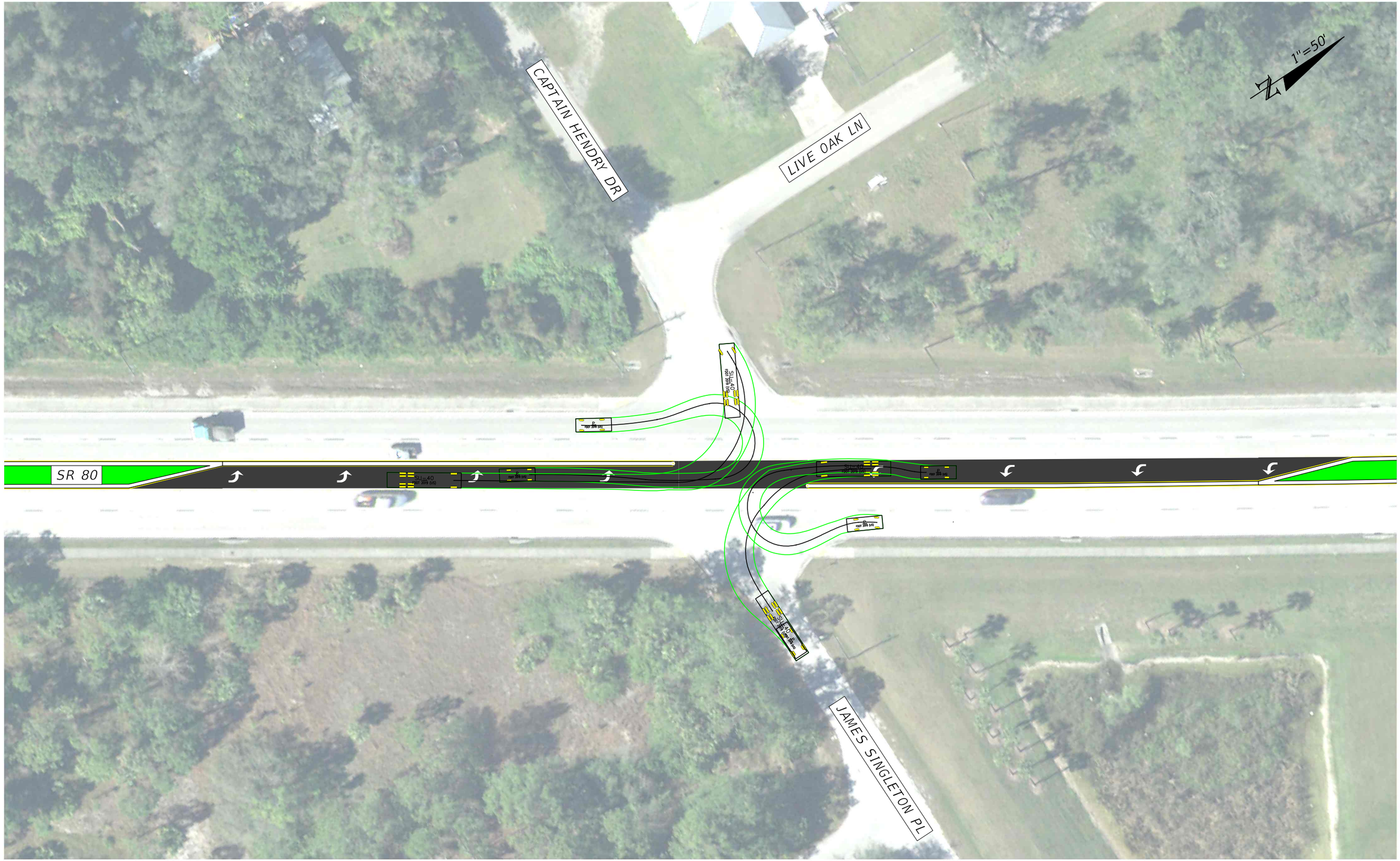


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APPENDIX J

AutoTURN Analysis



REVISIONS				COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			VEHICLE TURNING DIAGRAM	SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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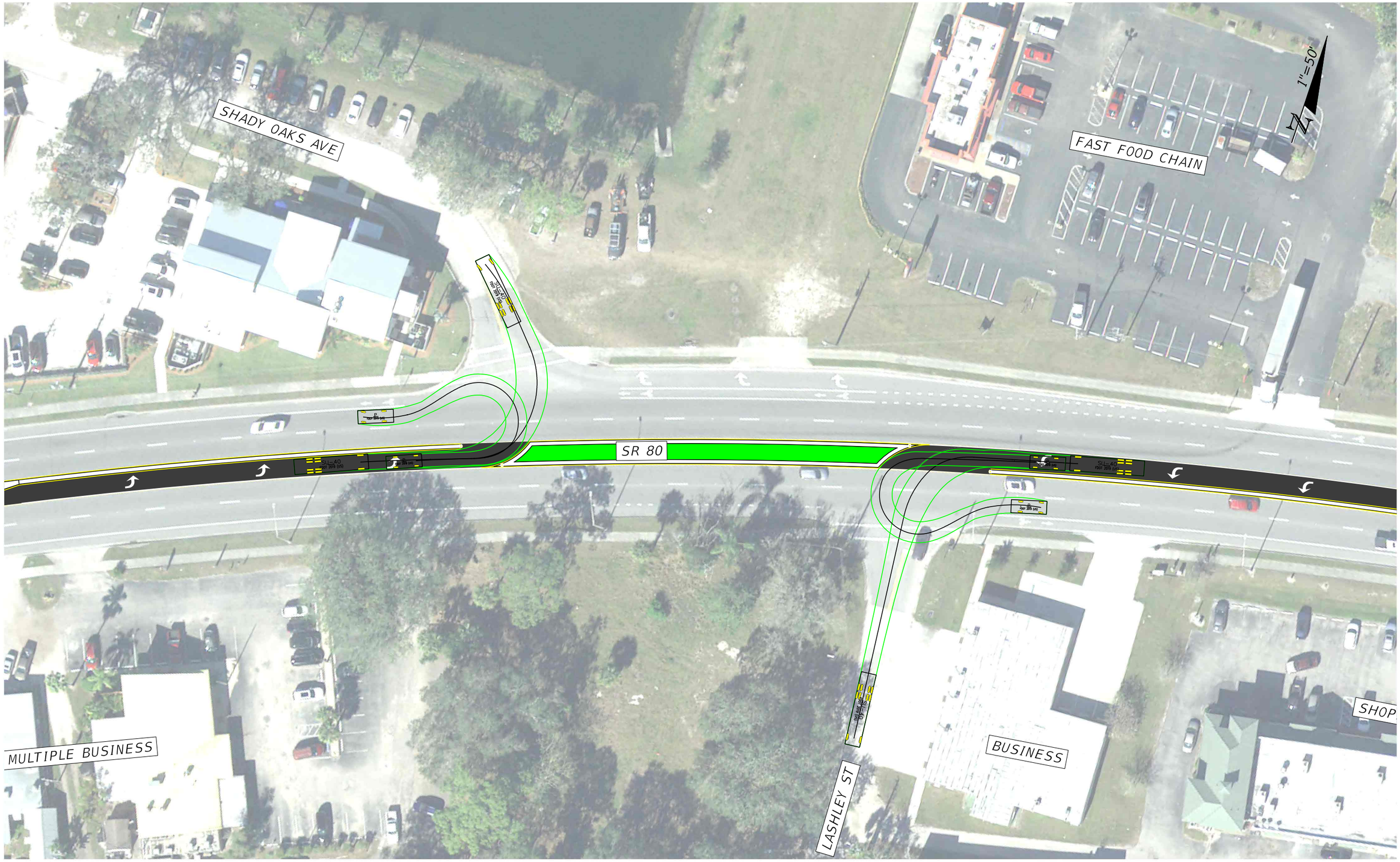
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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DATE	DESCRIPTION	DATE	DESCRIPTION		ROAD NO.	COUNTY	FINANCIAL PROJECT ID		
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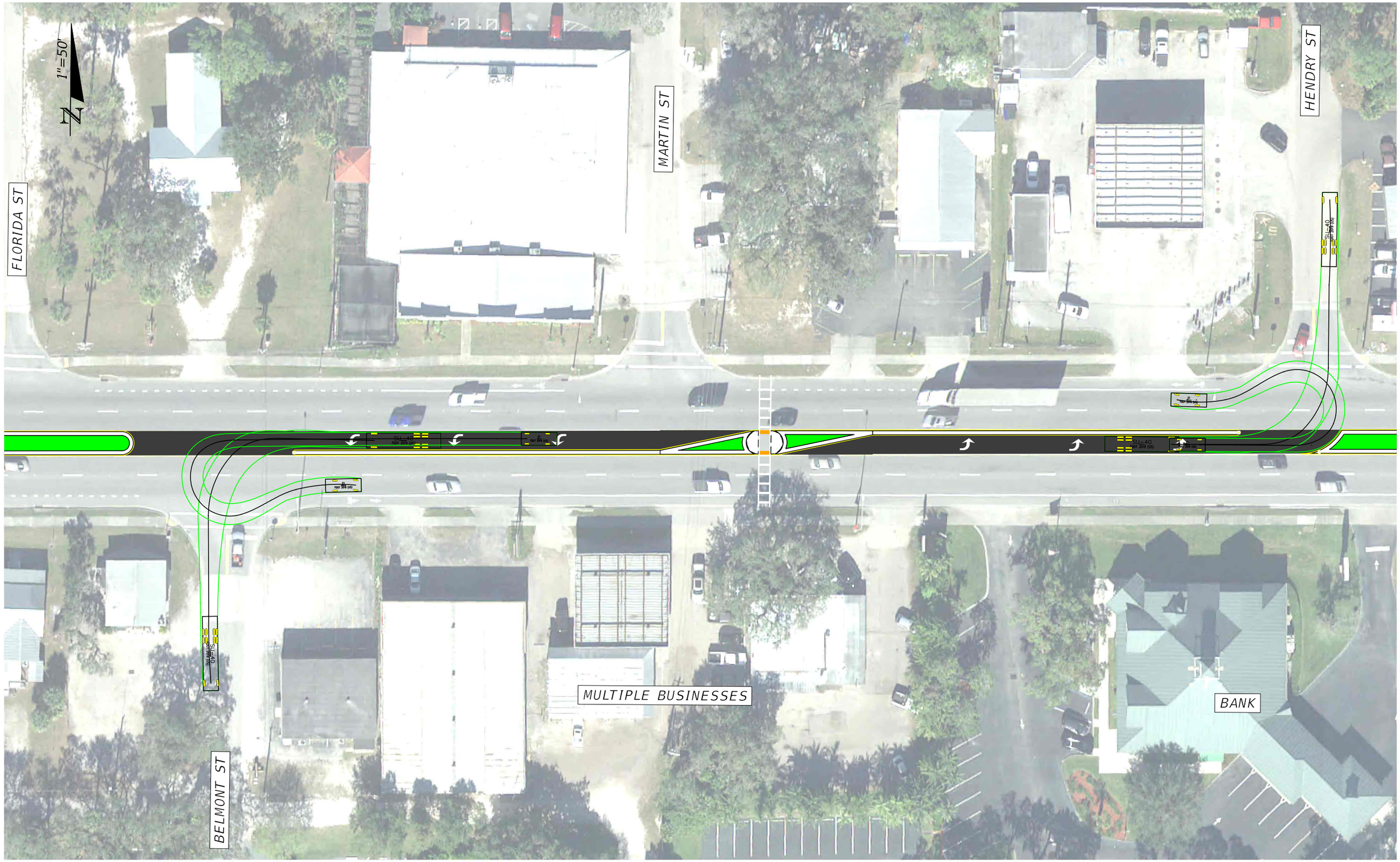
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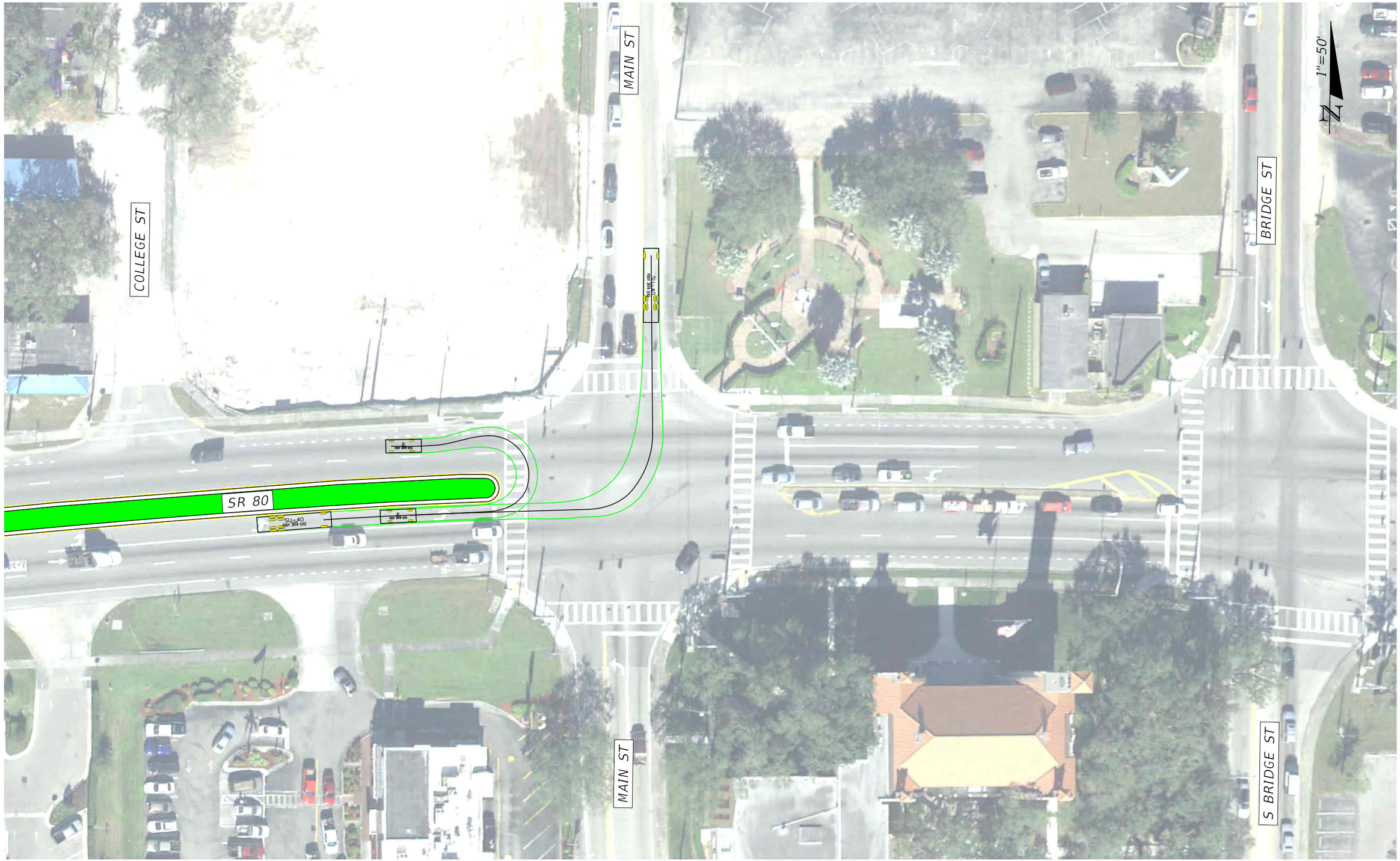
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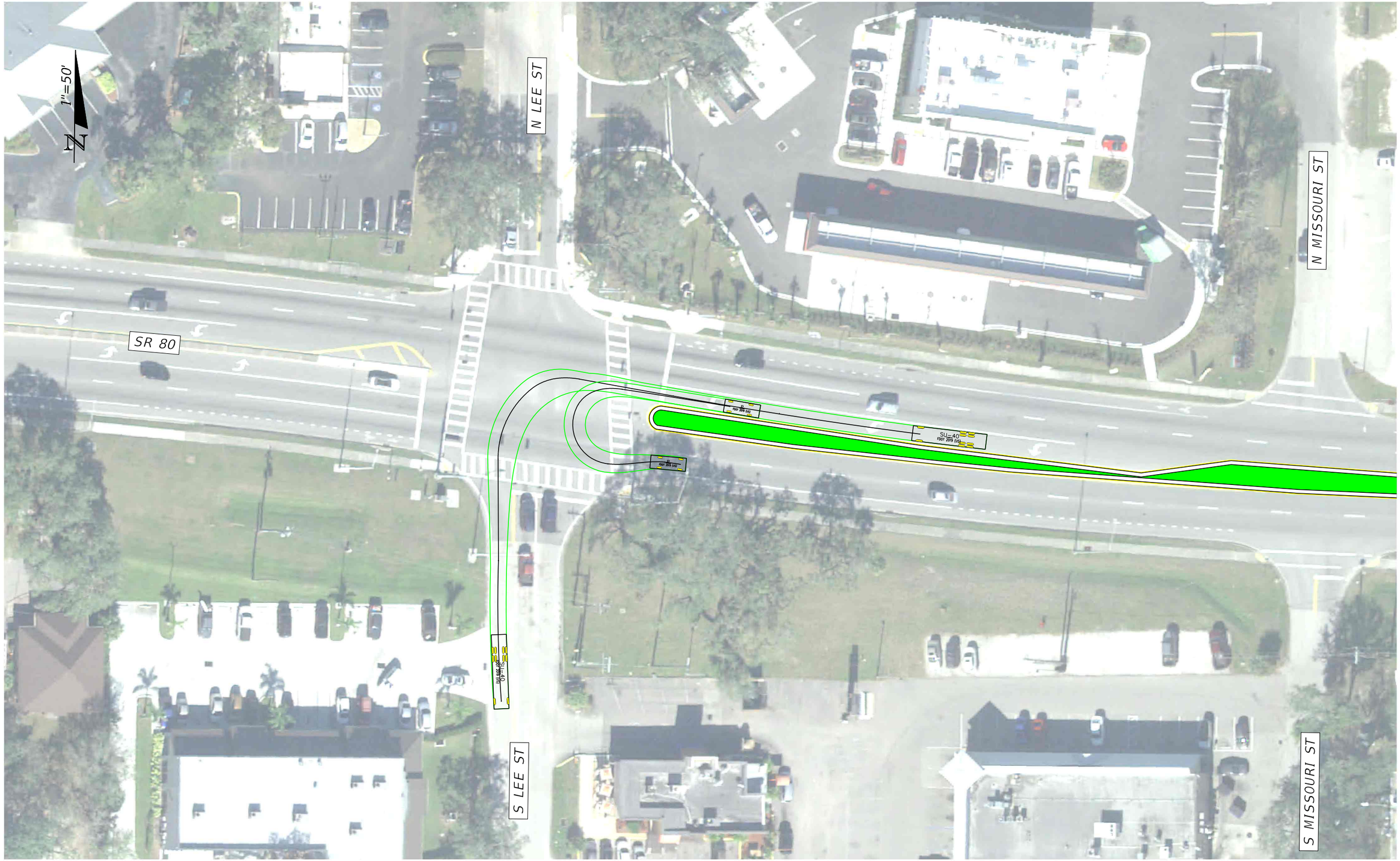
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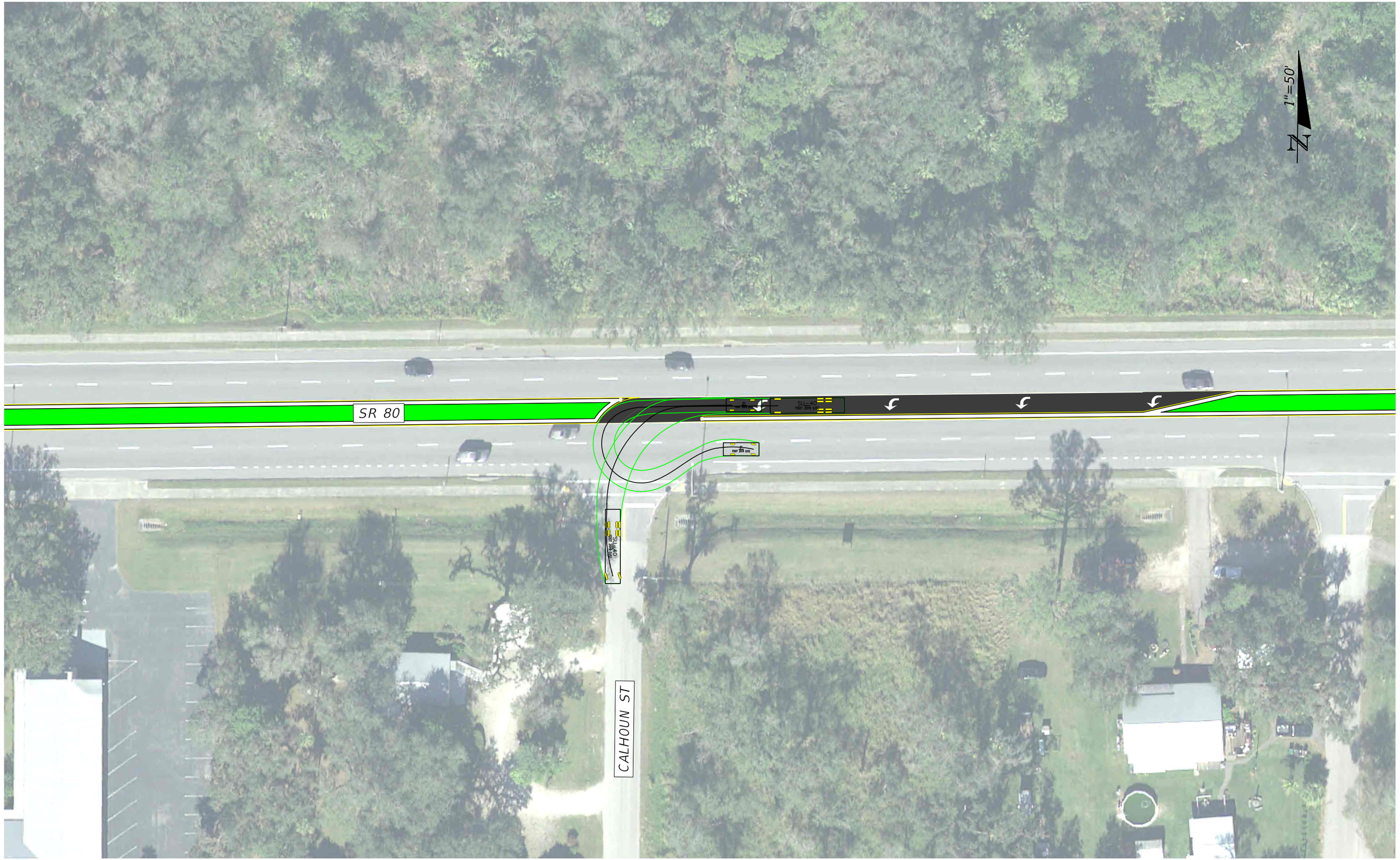
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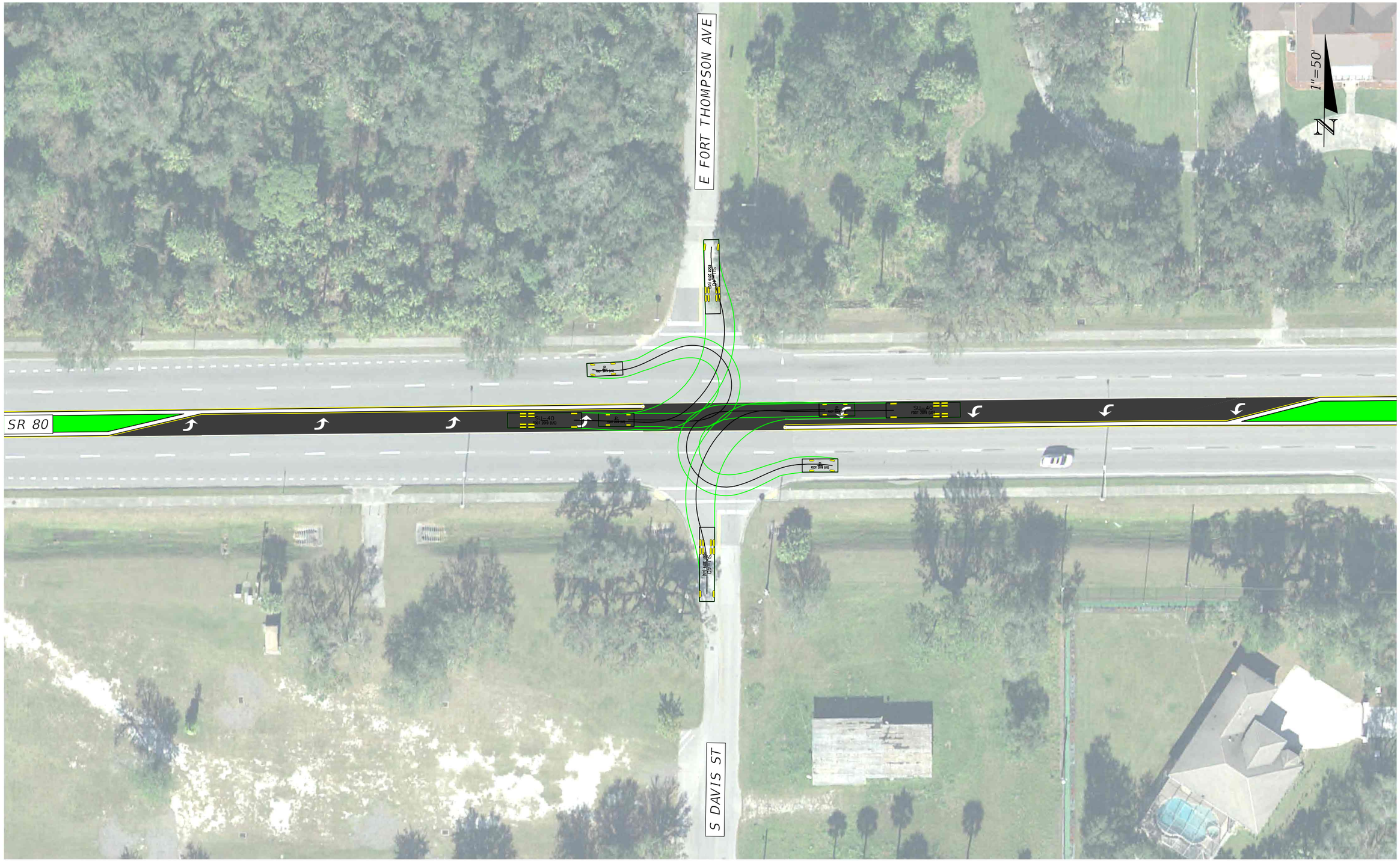
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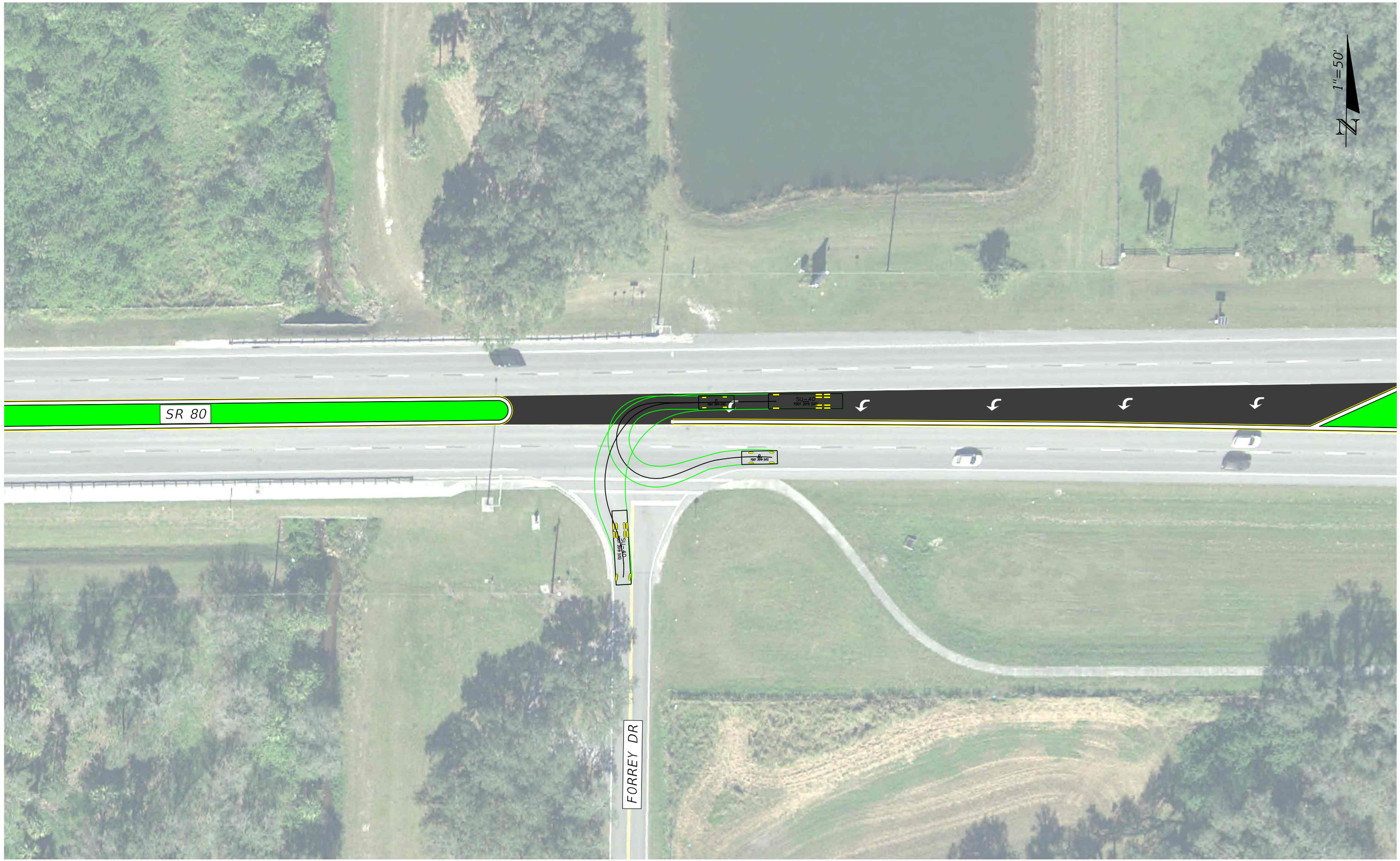
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APPENDIX K

Traffic Volume Worksheets and Reassigned Traffic Volume Diagrams

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Miller Ave
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.944

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				1	1	0			0	1		3				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**1**	**1**	**0**			**0**	**1**		**3**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes					20					-1		1				
TOTAL "VESTED" TRAFFIC				0	20	0			0	-1		1				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**1**	**21**	**0**			**0**	**0**		**4**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**	**0**	**0**			**0**	**0**		**0**				
TOTAL TRAFFIC					**1**	**21**	**0**			**0**	**0**		**4**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Shopping Center East of Miller Ave
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.936

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	0	7			1			16						17		2
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**0**	**8**			**1**			**18**						**19**		**2**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-8			-1									-19		19
TOTAL "VESTED" TRAFFIC	0	-8			-1			0						-19		19
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**0**	**0**			**0**			**18**						**0**		**21**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**			**0**			**0**						**0**		**0**
TOTAL TRAFFIC		**0**	**0**			**0**			**18**						**0**		**21**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Aqua Isles Blvd
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.91

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		5						9						10		9
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**6**						**10**						**11**		**10**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-6												-11		
TOTAL "VESTED" TRAFFIC		-6						0						-11		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**						**10**						**0**		**10**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**						**0**						**0**		**0**
TOTAL TRAFFIC			**0**						**10**						**0**		**10**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Shady Oaks Ave / Dr MLK Blvd
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.947

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	1	12	501	5	1	19	541	1	1	6	3	33		6	4	21
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**1**	**13**	**556**	**6**	**1**	**21**	**601**	**1**	**1**	**7**	**3**	**37**		**7**	**4**	**23**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	9	14			2									26		
TOTAL "VESTED" TRAFFIC	9	14	0	0	2	0	0	0	0	0	0	0		26	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**10**	**27**	**556**	**6**	**3**	**21**	**601**	**1**	**1**	**7**	**3**	**37**		**33**	**4**	**23**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC		**10**	**27**	**556**	**6**	**3**	**21**	**601**	**1**	**1**	**7**	**3**	**37**		**33**	**4**	**23**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Driveways East of Dr MLK Blvd
COUNT DATE: July 13, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.956

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		7				1		16		1				7		3
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**8**				**1**		**18**		**1**				**8**		**3**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-8				-1				-1		1		-8		
TOTAL "VESTED" TRAFFIC		-8				-1		0		-1		1		-8		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**				**0**		**18**		**0**		**1**		**0**		**3**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**				**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC			**0**				**0**		**18**		**0**		**1**		**0**		**3**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Shady Oaks Ave
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.961

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		1			1			11						6		1
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**1**			**1**			**12**						**7**		**1**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	1				-1									-7		
TOTAL "VESTED" TRAFFIC	1	0			-1			0						-7		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**1**	**1**			**0**			**12**						**0**		**1**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**			**0**			**0**						**0**		**0**
TOTAL TRAFFIC		**1**	**1**			**0**			**12**						**0**		**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Lashley St
COUNT DATE: July 11, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.948

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				4		2				4		2				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**4**		**2**				**4**		**2**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes					57					-4		4				
TOTAL "VESTED" TRAFFIC				0	57	0				-4		4				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**4**	**57**	**2**				**0**		**6**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**	**0**	**0**				**0**		**0**				
TOTAL TRAFFIC					**4**	**57**	**2**				**0**		**6**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Popeyes Driveway
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.901

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		1			1			1						1		1
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**1**			**1**			**1**						**1**		**1**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-1			-1									-1		1
TOTAL "VESTED" TRAFFIC		-1			-1			0						-1		1
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**			**0**			**1**						**0**		**2**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**			**0**			**0**						**0**		**0**
TOTAL TRAFFIC			**0**			**0**			**1**						**0**		**2**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Driveways West of Hardee St
COUNT DATE: July 27, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.916

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		1		9		38		1		7		36				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**1**		**10**		**42**		**1**		**8**		**40**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-1				-42				-8		8				
TOTAL "VESTED" TRAFFIC		-1		0		-42		0		-8		8				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**10**		**0**		**1**		**0**		**48**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**		**0**		**0**		**0**		**0**				
TOTAL TRAFFIC			**0**		**10**		**0**		**1**		**0**		**48**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hardee St / Business Driveway
COUNT DATE: July 13, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.948

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		6		5		8		13		2		3		12		5
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**7**		**6**		**9**		**14**		**2**		**3**		**13**		**6**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	14					-9				-2				-13		13
TOTAL "VESTED" TRAFFIC	14	0		0		-9		0		-2		0		-13		13
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**14**	**7**		**6**		**0**		**14**		**0**		**3**		**0**		**19**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC		**14**	**7**		**6**		**0**		**14**		**0**		**3**		**0**		**19**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Florida St / Belmont St
COUNT DATE: July 19, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.909

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		2		9		14		7		10		16		3		7
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**2**		**10**		**16**		**8**		**11**		**18**		**3**		**8**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-2			84	9				2				-3		
TOTAL "VESTED" TRAFFIC		-2		0	84	9		0		2		0		-3		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**10**	**84**	**25**		**8**		**13**		**18**		**0**		**8**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			0		0	0	0		0		0		0		0		0
TOTAL TRAFFIC			**0**		**10**	**84**	**25**		**8**		**13**		**18**		**0**		**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Martin St
COUNT DATE: July 11, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.961

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		9				7		31						26		13
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**10**				**8**		**34**						**29**		**14**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-10				-8								-29		32
TOTAL "VESTED" TRAFFIC		-10				-8		0						-29		32
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**				**0**		**34**						**0**		**46**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**				**0**		**0**						**0**		**0**
TOTAL TRAFFIC			**0**				**0**		**34**						**0**		**46**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Driveways East of Martin St
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.957

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		9		9		20		11						2		8
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**10**		**10**		**22**		**12**						**2**		**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-10				-22								-2		2
TOTAL "VESTED" TRAFFIC		-10		0		-22		0						-2		2
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**10**		**0**		**12**						**0**		**11**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**		**0**		**0**						**0**		**0**
TOTAL TRAFFIC			**0**		**10**		**0**		**12**						**0**		**11**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hendry St / Driveway
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.953

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		7						8		10	2	18		11		11
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**8**						**9**		**11**	**2**	**20**		**12**		**12**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	12	10								-11	-2	13		-12		12
TOTAL "VESTED" TRAFFIC	12	10						0		-11	-2	13		-12		12
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**12**	**18**						**9**		**0**	**0**	**33**		**0**		**24**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**						**0**		**0**	**0**	**0**		**0**		**0**
TOTAL TRAFFIC		**12**	**18**						**9**		**0**	**0**	**33**		**0**		**24**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Campbell St
COUNT DATE: July 11, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.933

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements								5						7		4
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS								**6**						**8**		**4**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes														-8		8
TOTAL "VESTED" TRAFFIC								0						-8		8
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC								**6**						**0**		**12**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC									**0**						**0**		**0**
TOTAL TRAFFIC									**6**						**0**		**12**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hall St
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.956

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	1	16		9	9	17		16		5		3		8		15
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**1**	**18**		**10**	**10**	**19**		**18**		**6**		**3**		**9**		**17**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	-1	-18			-10	-19				-6		6		-9		
TOTAL "VESTED" TRAFFIC	-1	-18		0	-10	-19		0		-6		6		-9		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**0**	**0**		**10**	**0**	**0**		**18**		**0**		**9**		**0**		**17**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**	**0**	**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC		**0**	**0**		**10**	**0**	**0**		**18**		**0**		**9**		**0**		**17**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at SR 29 S / Main St
COUNT DATE: July 13, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.955

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		41	458	71		91	517	18		107	47	75		13	83	56
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**46**	**508**	**79**		**101**	**574**	**20**		**119**	**52**	**83**		**14**	**92**	**62**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	37					29								9		
TOTAL "VESTED" TRAFFIC	37	0	0	0		29	0	0		0	0	0		9	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**37**	**46**	**508**	**79**		**130**	**574**	**20**		**119**	**52**	**83**		**23**	**92**	**62**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC		**37**	**46**	**508**	**79**		**130**	**574**	**20**		**119**	**52**	**83**		**23**	**92**	**62**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at SR 29 N / Bridge St
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.951

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		138	275	27		53	455	66		5	110	25		96	150	217
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**153**	**305**	**30**		**59**	**505**	**73**		**6**	**122**	**28**		**107**	**167**	**241**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**153**	**305**	**30**		**59**	**505**	**73**		**6**	**122**	**28**		**107**	**167**	**241**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC			**153**	**305**	**30**		**59**	**505**	**73**		**6**	**122**	**28**		**107**	**167**	**241**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Lee St
COUNT DATE: July 19, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.932

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	2	32	344	51		17	497	23		34	12	18		12	20	45
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**2**	**36**	**382**	**57**		**19**	**552**	**26**		**38**	**13**	**20**		**13**	**22**	**50**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		4			3	43				7	5			17	2	
TOTAL "VESTED" TRAFFIC	0	4	0	0	3	43	0	0		7	5	0		17	2	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**2**	**40**	**382**	**57**	**3**	**62**	**552**	**26**		**45**	**18**	**20**		**30**	**24**	**50**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		0	0	0	0	0	0	0	0		0	0	0		0	0	0
TOTAL TRAFFIC		**2**	**40**	**382**	**57**	**3**	**62**	**552**	**26**		**45**	**18**	**20**		**30**	**24**	**50**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Missouri St
COUNT DATE: July 13, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.916

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		4		16		39		51		5	4	17		15	2	14
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**4**		**18**		**43**		**57**		**6**	**4**	**19**		**17**	**2**	**16**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-4				-43				-6	-4			-17	-2	
TOTAL "VESTED" TRAFFIC		-4		0		-43		0		-6	-4	0		-17	-2	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**18**		**0**		**57**		**0**	**0**	**19**		**0**	**0**	**16**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			0		0		0		0		0	0	0		0	0	0
TOTAL TRAFFIC			**0**		**18**		**0**		**57**		**0**	**0**	**19**		**0**	**0**	**16**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Riverview St
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.919

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		14		1		5		17		1	1	3		2	1	24
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**16**		**1**		**6**		**19**		**1**	**1**	**3**		**2**	**1**	**27**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		2			4					-1	-1			-2	-1	3
TOTAL "VESTED" TRAFFIC		2		0	4	0		0		-1	-1	0		-2	-1	3
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**18**		**1**	**4**	**6**		**19**		**0**	**0**	**3**		**0**	**0**	**30**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**	**0**	**0**		**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC			**18**		**1**	**4**	**6**		**19**		**0**	**0**	**3**		**0**	**0**	**30**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Oak St
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.953

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		2		3				1		3		2		4		4
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**2**		**3**				**1**		**3**		**2**		**4**		**4**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-2								-3		3		-4		4
TOTAL "VESTED" TRAFFIC		-2		0				0		-3		3		-4		4
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**3**				**1**		**0**		**5**		**0**		**8**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**				**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC			**0**		**3**				**1**		**0**		**5**		**0**		**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hickory St
COUNT DATE: July 19, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.888

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		0						1						0		8
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**0**						**1**						**0**		**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes																
TOTAL "VESTED" TRAFFIC		0						0						0		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**						**1**						**0**		**9**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**						**0**						**0**		**0**
TOTAL TRAFFIC			**0**						**1**						**0**		**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Elm St
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.896

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		8		8		3		2		9		2		6	1	8
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**9**		**9**		**3**		**2**		**10**		**2**		**7**	**1**	**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	3									1						
TOTAL "VESTED" TRAFFIC	3	0		0		0		0		1		0		0	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**3**	**9**		**9**		**3**		**2**		**11**		**2**		**7**	**1**	**9**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**		**0**		**0**		**0**		**0**		**0**	**0**	**0**
TOTAL TRAFFIC		**3**	**9**		**9**		**3**		**2**		**11**		**2**		**7**	**1**	**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Cypress St
COUNT DATE: July 19, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.933

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				3		0				1		1				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**3**		**0**				**1**		**1**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes										-1						
TOTAL "VESTED" TRAFFIC				0		0				-1		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**3**		**0**				**0**		**1**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**3**		**0**				**0**		**1**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Calhoun St
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.956

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				1		1				10		2				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**1**		**1**				**11**		**2**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes					1					-11		11				
TOTAL "VESTED" TRAFFIC				0	1	0				-11		11				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**1**	**1**	**1**				**0**		**13**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**	**0**	**0**				**0**		**0**				
TOTAL TRAFFIC					**1**	**1**	**1**				**0**		**13**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Clay St
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.937

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				16		1				9		0				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**18**		**1**				**10**		**0**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes						-1				-10						
TOTAL "VESTED" TRAFFIC				0		-1				-10		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**18**		**0**				**0**		**0**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**18**		**0**				**0**		**0**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Fort Thompson Ave / Davis St
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.95

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		1		3		1		1		4		2		3		1
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**1**		**3**		**1**		**1**		**4**		**2**		**3**		**1**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	11									12						
TOTAL "VESTED" TRAFFIC	11	0		0		0		0		12		0		0		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**11**	**1**		**3**		**1**		**1**		**16**		**2**		**3**		**1**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC		**11**	**1**		**3**		**1**		**1**		**16**		**2**		**3**		**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Clark St
COUNT DATE: July 20, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.947

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				2		0				2		1				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**2**		**0**				**2**		**1**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes										-2						
TOTAL "VESTED" TRAFFIC				0		0				-2		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**2**		**0**				**0**		**1**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**2**		**0**				**0**		**1**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Forrey Dr
COUNT DATE: July 18, 2023
TIME PERIOD: AM Peak
PEAK HOUR FACTOR: 0.879

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				8		17				5		2				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**9**		**19**				**6**		**2**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes																
TOTAL "VESTED" TRAFFIC				0		0				0		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**9**		**19**				**6**		**2**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**9**		**19**				**6**		**2**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Miller Ave
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.943

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				4	1	8						7				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**4**	**1**	**9**						**8**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes					22											
TOTAL "VESTED" TRAFFIC				0	22	0						0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**4**	**23**	**9**						**8**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**	**0**	**0**						**0**				
TOTAL TRAFFIC					**4**	**23**	**9**						**8**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Shopping Center East of Miller Ave
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.943

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	0	7						15						20		8
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**0**	**8**						**17**						**22**		**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-8												-22		22
TOTAL "VESTED" TRAFFIC	0	-8						0						-22		22
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**0**	**0**						**17**						**0**		**31**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**						**0**						**0**		**0**
TOTAL TRAFFIC		**0**	**0**						**17**						**0**		**31**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Aqua Isles Blvd
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.972

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		6						12						13		9
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**7**						**13**						**14**		**10**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-7												-14		
TOTAL "VESTED" TRAFFIC		-7						0						-14		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**						**13**						**0**		**10**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**						**0**						**0**		**0**
TOTAL TRAFFIC			**0**						**13**						**0**		**10**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Shady Oaks Ave / Dr MLK Blvd
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.931

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		13	675	1	1	45	590	2		5	0	51		6	2	28
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**14**	**749**	**1**	**1**	**50**	**655**	**2**		**6**	**0**	**57**		**7**	**2**	**31**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	8	7			16	10								30		
TOTAL "VESTED" TRAFFIC	8	7	0	0	16	10	0	0		0	0	0		30	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**8**	**21**	**749**	**1**	**17**	**60**	**655**	**2**		**6**	**0**	**57**		**37**	**2**	**31**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		0	0	0	0	0	0	0	0		0	0	0		0	0	0
TOTAL TRAFFIC		**8**	**21**	**749**	**1**	**17**	**60**	**655**	**2**		**6**	**0**	**57**		**37**	**2**	**31**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Driveways East of Dr MLK Blvd
COUNT DATE: July 13, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.961

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				13		14		23		5		5		9		2
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**14**		**16**		**26**		**6**		**6**		**10**		**2**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes						-16				-6				-10		
TOTAL "VESTED" TRAFFIC				0		-16		0		-6		0		-10		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**14**		**0**		**26**		**0**		**6**		**0**		**2**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC					**14**		**0**		**26**		**0**		**6**		**0**		**2**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Shady Oaks Ave
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.924

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements								16						5		1
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS								**18**						**6**		**1**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	6													-6		
TOTAL "VESTED" TRAFFIC	6							0						-6		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**6**							**18**						**0**		**1**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**							**0**						**0**		**0**
TOTAL TRAFFIC		**6**							**18**						**0**		**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Lashley St
COUNT DATE: July 11, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.863

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				4		2				4		5				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**4**		**2**				**4**		**6**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes					69					-4		4				
TOTAL "VESTED" TRAFFIC				0	69	0				-4		4				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**4**	**69**	**2**				**0**		**10**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**	**0**	**0**				**0**		**0**				
TOTAL TRAFFIC					**4**	**69**	**2**				**0**		**10**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Popeyes Driveway
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.944

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		10				1		19				1		17		10
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**11**				**1**		**21**				**1**		**19**		**11**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-11				-1								-19		19
TOTAL "VESTED" TRAFFIC		-11				-1		0				0		-19		19
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**				**0**		**21**				**1**		**0**		**30**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**				**0**		**0**				**0**		**0**		**0**
TOTAL TRAFFIC			**0**				**0**		**21**				**1**		**0**		**30**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Driveways West of Hardee St
COUNT DATE: July 27, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.985

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		1		20		37		2		7		54				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**1**		**22**		**41**		**2**		**8**		**60**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-1				-41				-8		8				
TOTAL "VESTED" TRAFFIC		-1		0		-41		0		-8		8				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**22**		**0**		**2**		**0**		**68**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**		**0**		**0**		**0**		**0**				
TOTAL TRAFFIC			**0**		**22**		**0**		**2**		**0**		**68**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hardee St / Business Driveway
COUNT DATE: July 13, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.982

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		8		7		8		22		3		4		7		8
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**9**		**8**		**9**		**24**		**3**		**4**		**8**		**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	24					-9				-3				-8		8
TOTAL "VESTED" TRAFFIC	24	0		0		-9		0		-3		0		-8		8
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**24**	**9**		**8**		**0**		**24**		**0**		**4**		**0**		**17**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC		**24**	**9**		**8**		**0**		**24**		**0**		**4**		**0**		**17**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Florida St / Belmont St
COUNT DATE: July 19, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.974

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		6		19		22		6		19	1	25		11		7
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**7**		**21**		**24**		**7**		**21**	**1**	**28**		**12**		**8**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-7			51	9				24				-12		
TOTAL "VESTED" TRAFFIC		-7		0	51	9		0		24	0	0		-12		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**21**	**51**	**33**		**7**		**45**	**1**	**28**		**0**		**8**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**	**0**	**0**		**0**		**0**	**0**	**0**		**0**		**0**
TOTAL TRAFFIC			**0**		**21**	**51**	**33**		**7**		**45**	**1**	**28**		**0**		**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Martin St
COUNT DATE: July 11, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.892

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		11		3		1		26		2		1		15		15
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**12**		**3**		**1**		**29**		**2**		**1**		**17**		**17**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-12				-1				-2		2		-17		12
TOTAL "VESTED" TRAFFIC		-12		0		-1		0		-2		2		-17		12
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**3**		**0**		**29**		**0**		**3**		**0**		**29**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			0		0		0		0		0		0		0		0
TOTAL TRAFFIC			**0**		**3**		**0**		**29**		**0**		**3**		**0**		**29**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Driveways East of Martin St
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.901

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		9		11		14		14						2		12
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**10**		**12**		**16**		**16**						**2**		**13**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-10				-16								-2		2
TOTAL "VESTED" TRAFFIC		-10		0		-16		0						-2		2
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**12**		**0**		**16**						**0**		**15**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**		**0**		**0**						**0**		**0**
TOTAL TRAFFIC			**0**		**12**		**0**		**16**						**0**		**15**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hendry St / Driveway
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.904

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		4		1				14		15		30		19		14
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**4**		**1**				**16**		**17**		**33**		**21**		**16**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	21	10								-17		17		-21		21
TOTAL "VESTED" TRAFFIC	21	10		0				0		-17		17		-21		21
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**21**	**14**		**1**				**16**		**0**		**50**		**0**		**37**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**				**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC		**21**	**14**		**1**				**16**		**0**		**50**		**0**		**37**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Campbell St
COUNT DATE: July 11, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.887

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		1		2				2				4		3		4
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**1**		**2**				**2**				**4**		**3**		**4**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-1												-3		3
TOTAL "VESTED" TRAFFIC		-1		0				0				0		-3		3
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**2**				**2**				**4**		**0**		**7**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**				**0**				**0**		**0**		**0**
TOTAL TRAFFIC			**0**		**2**				**2**				**4**		**0**		**7**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hall St
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.919

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		21		40	5	23		10		12	3	19		2	3	18
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**23**		**44**	**6**	**26**		**11**		**13**	**3**	**21**		**2**	**3**	**20**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-23			-6	-26				-13	-3	16		-2	-3	
TOTAL "VESTED" TRAFFIC		-23		0	-6	-26		0		-13	-3	16		-2	-3	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**44**	**0**	**0**		**11**		**0**	**0**	**37**		**0**	**0**	**20**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**	**0**	**0**		**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC			**0**		**44**	**0**	**0**		**11**		**0**	**0**	**37**		**0**	**0**	**20**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at SR 29 S / Main St
COUNT DATE: July 13, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.929

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	1	57	706	80	1	76	587	19		108	80	114		20	85	70
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**1**	**63**	**784**	**89**	**1**	**84**	**652**	**21**		**120**	**89**	**127**		**22**	**94**	**78**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	57					32								2	3	
TOTAL "VESTED" TRAFFIC	57	0	0	0	0	32	0	0		0	0	0		2	3	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**58**	**63**	**784**	**89**	**1**	**116**	**652**	**21**		**120**	**89**	**127**		**24**	**97**	**78**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC		**58**	**63**	**784**	**89**	**1**	**116**	**652**	**21**		**120**	**89**	**127**		**24**	**97**	**78**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at SR 29 N / Bridge St
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.918

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		246	554	23		28	417	110		13	192	45		142	154	195
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**273**	**615**	**26**		**31**	**463**	**122**		**14**	**213**	**50**		**158**	**171**	**216**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes																
TOTAL "VESTED" TRAFFIC		0	0	0		0	0	0		0	0	0		0	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**273**	**615**	**26**		**31**	**463**	**122**		**14**	**213**	**50**		**158**	**171**	**216**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC			**273**	**615**	**26**		**31**	**463**	**122**		**14**	**213**	**50**		**158**	**171**	**216**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Lee St
COUNT DATE: July 19, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.948

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	1	44	620	58		11	453	47		44	33	27		53	24	45
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**1**	**49**	**688**	**64**		**12**	**503**	**52**		**49**	**37**	**30**		**59**	**27**	**50**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		14			18	40				31	14			34	10	
TOTAL "VESTED" TRAFFIC	0	14	0	0	18	40	0	0		31	14	0		34	10	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**1**	**63**	**688**	**64**	**18**	**52**	**503**	**52**		**80**	**51**	**30**		**93**	**37**	**50**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		0	0	0	0	0	0	0	0		0	0	0		0	0	0
TOTAL TRAFFIC		**1**	**63**	**688**	**64**	**18**	**52**	**503**	**52**		**80**	**51**	**30**		**93**	**37**	**50**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Missouri St
COUNT DATE: July 13, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.939

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		13		33		36		35		25	13	56		31	9	18
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**14**		**37**		**40**		**39**		**28**	**14**	**62**		**34**	**10**	**20**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-14				-40				-28	-14			-34	-10	
TOTAL "VESTED" TRAFFIC		-14		0		-40		0		-28	-14	0		-34	-10	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**37**		**0**		**39**		**0**	**0**	**62**		**0**	**0**	**20**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**		**0**		**0**		**0**	**0**	**0**		**0**	**0**	**0**
TOTAL TRAFFIC			**0**		**37**		**0**		**39**		**0**	**0**	**62**		**0**	**0**	**20**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Riverview St
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.863

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		29		8		4		7		3		9		16		26
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**32**		**9**		**4**		**8**		**3**		**10**		**18**		**29**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		11			2					-3				-18		18
TOTAL "VESTED" TRAFFIC		11		0	2	0		0		-3		0		-18		18
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**43**		**9**	**2**	**4**		**8**		**0**		**10**		**0**		**47**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			**0**		**0**	**0**	**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC			**43**		**9**	**2**	**4**		**8**		**0**		**10**		**0**		**47**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Oak St
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.935

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		10		2		1		2		1		3		1		6
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**11**		**2**		**1**		**2**		**1**		**3**		**1**		**7**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes		-11				-1				-1		1		-1		1
TOTAL "VESTED" TRAFFIC		-11		0		-1		0		-1		1		-1		1
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC		**0**		**2**		**0**		**2**		**0**		**4**		**0**		**8**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC			0		0		0		0		0		0		0		0
TOTAL TRAFFIC			**0**		**2**		**0**		**2**		**0**		**4**		**0**		**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Hickory St
COUNT DATE: July 19, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.937

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements	1	2														1
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS	**1**	**2**														**1**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	-1	-2														
TOTAL "VESTED" TRAFFIC	-1	-2														0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**0**	**0**														**1**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**														**0**
TOTAL TRAFFIC		**0**	**0**														**1**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Elm St
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.872

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		14		8		5		8		4		5		3		7
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**16**		**9**		**6**		**9**		**4**		**6**		**3**		**8**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	2	2								6						
TOTAL "VESTED" TRAFFIC	2	2		0		0		0		6		0		0		0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**2**	**18**		**9**		**6**		**9**		**10**		**6**		**3**		**8**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**		**0**		**0**		**0**		**0**		**0**		**0**
TOTAL TRAFFIC		**2**	**18**		**9**		**6**		**9**		**10**		**6**		**3**		**8**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Cypress St
COUNT DATE: July 19, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.93

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				14		2				5		3				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**16**		**2**				**6**		**3**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes						-2				-6						
TOTAL "VESTED" TRAFFIC				0		-2				-6		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**16**		**0**				**0**		**3**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**16**		**0**				**0**		**3**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Calhoun St
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.932

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				10		3				4		3				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**11**		**3**				**4**		**3**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes					4	2				-4		4				
TOTAL "VESTED" TRAFFIC				0	4	2				-4		4				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**11**	**4**	**5**				**0**		**7**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**	**0**	**0**				**0**		**0**				
TOTAL TRAFFIC					**11**	**4**	**5**				**0**		**7**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Clay St
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.929

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				14		4				8		6				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**16**		**4**				**9**		**7**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes						-4				-9						
TOTAL "VESTED" TRAFFIC				0		-4				-9		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**16**		**0**				**0**		**7**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**16**		**0**				**0**		**7**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Fort Thompson Ave / Davis St
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.937

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements		7		5		6		5		9		5		3	1	8
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS		**8**		**6**		**7**		**6**		**10**		**6**		**3**	**1**	**9**

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes	4				2					12						
TOTAL "VESTED" TRAFFIC	4	0		0	2	0		0		12		0		0	0	0
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC	**4**	**8**		**6**	**2**	**7**		**6**		**22**		**6**		**3**	**1**	**9**

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC		**0**	**0**		**0**	**0**	**0**		**0**		**0**		**0**		**0**	**0**	**0**
TOTAL TRAFFIC		**4**	**8**		**6**	**2**	**7**		**6**		**22**		**6**		**3**	**1**	**9**

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Clark St
COUNT DATE: July 20, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.952

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				8		2				3		2				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**9**		**2**				**3**		**2**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes						-2				-3						
TOTAL "VESTED" TRAFFIC				0		-2				-3		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**9**		**0**				**0**		**2**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**9**		**0**				**0**		**2**				

TRAFFIC VOLUMES
AT STUDY INTERSECTIONS

INTERSECTION: SR 80 at Forrey Dr
COUNT DATE: July 18, 2023
TIME PERIOD: PM Peak
PEAK HOUR FACTOR: 0.871

"EXISTING TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Raw Turning Movements				21		10				14		12				
Peak Season Correction Factor	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110	1.110
EXISTING CONDITIONS				**23**		**11**				**16**		**13**				

"BACKGROUND TRAFFIC"	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Recommended Median Changes																
TOTAL "VESTED" TRAFFIC				0		0				0		0				
Years To Buildout																
Yearly Growth Rate																
BACKGROUND TRAFFIC GROWTH																
NON-PROJECT TRAFFIC				**23**		**11**				**16**		**13**				

"PROJECT DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distrubuiton	Entering																
	Exiting																

"PROJECT TRAFFIC"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trips	Pass - By																
	Net New																
TOTAL PROJECT TRAFFIC					**0**		**0**				**0**		**0**				
TOTAL TRAFFIC					**23**		**11**				**16**		**13**				



MATCH LINE B, SHEET 3

EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		1
		SR 80	HENDRY	447878-1-52-01		

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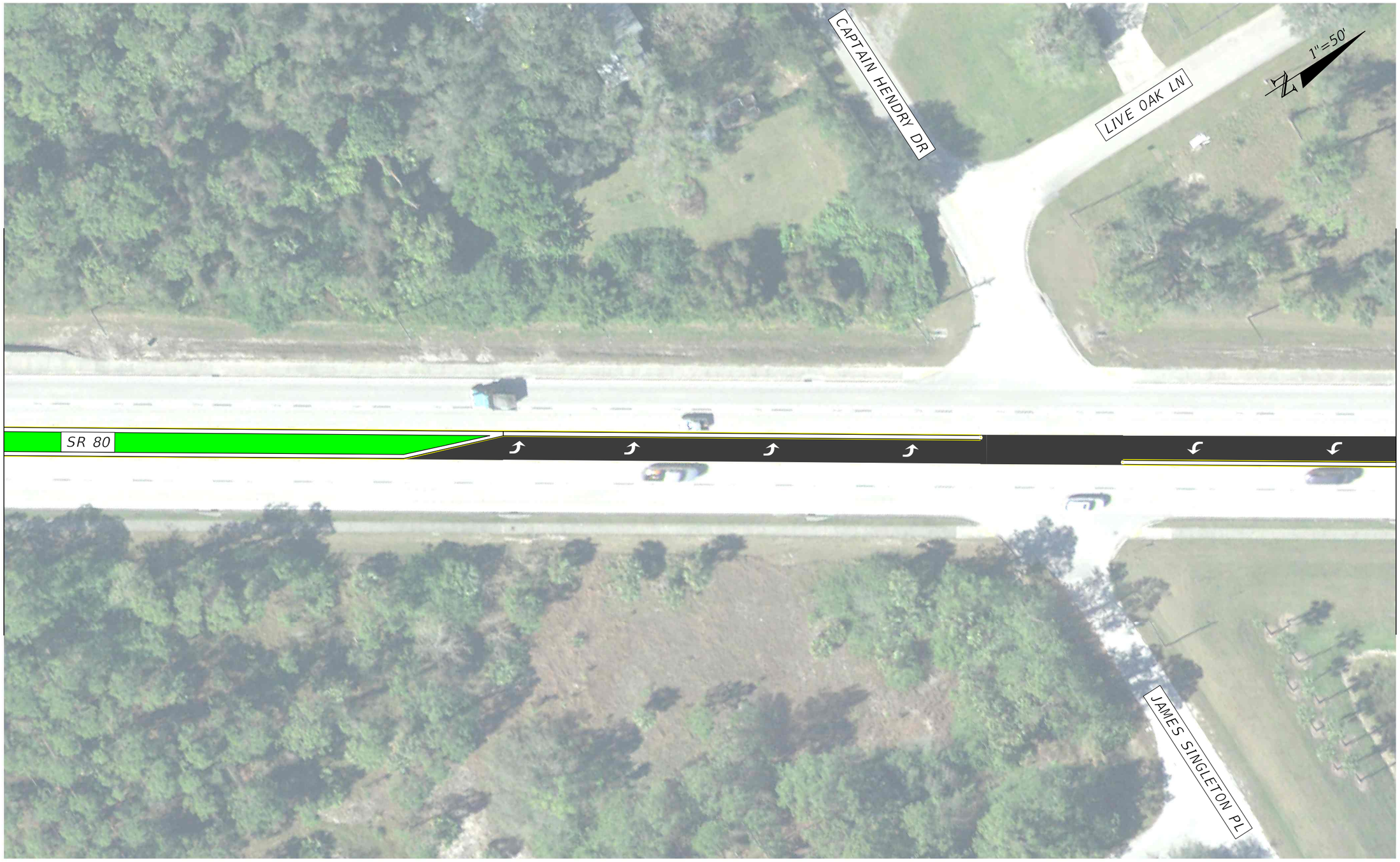


MATCH LINE A, SHEET 1

MATCH LINE B, SHEET 3

EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		2
		SR 80	HENDRY	447878-1-52-01		

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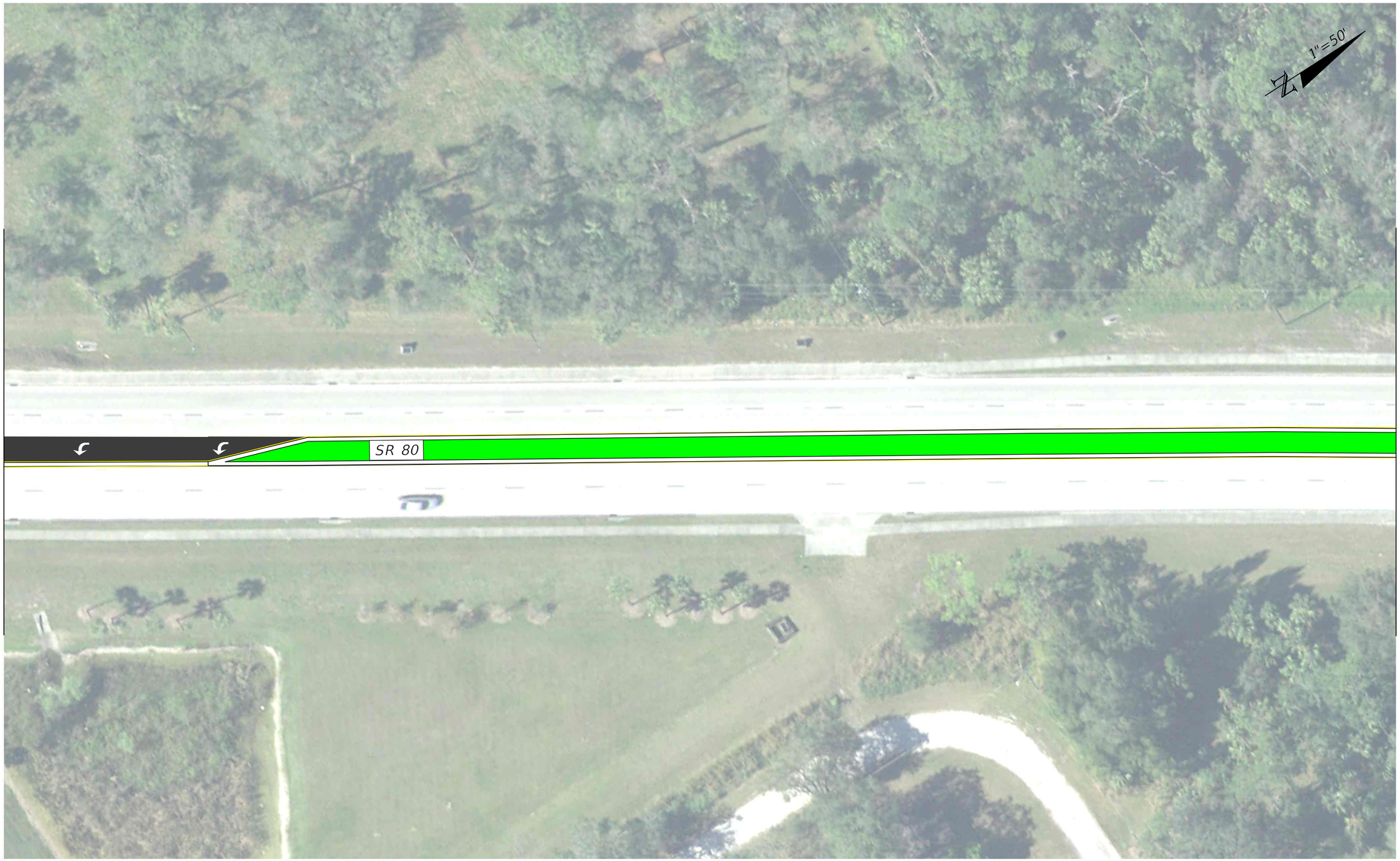


MATCH LINE B, SHEET 2

MATCH LINE C, SHEET 4

EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		3
		SR 80	HENDRY	447878-1-52-01		

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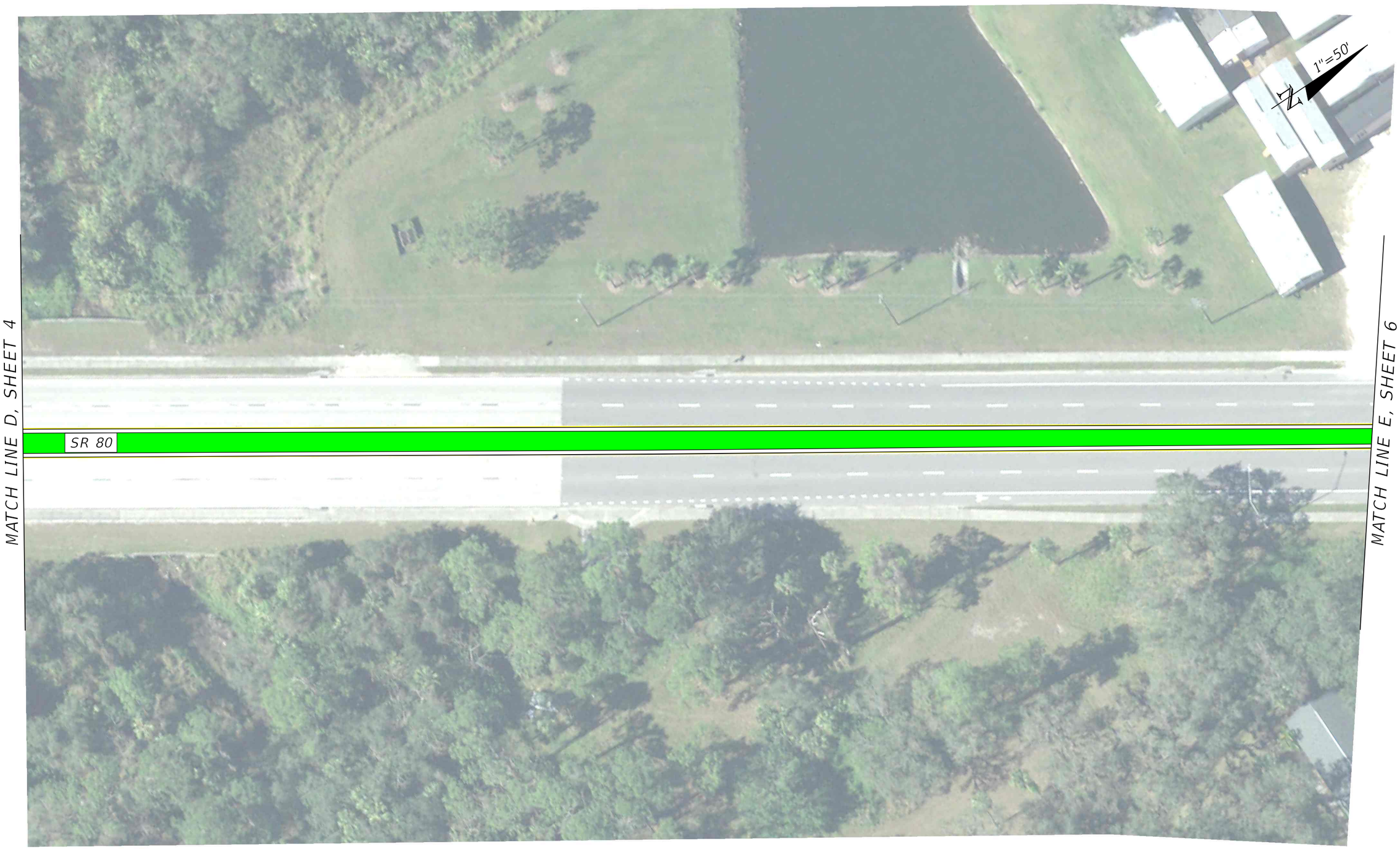


MATCH LINE C, SHEET 3

MATCH LINE D, SHEET 5

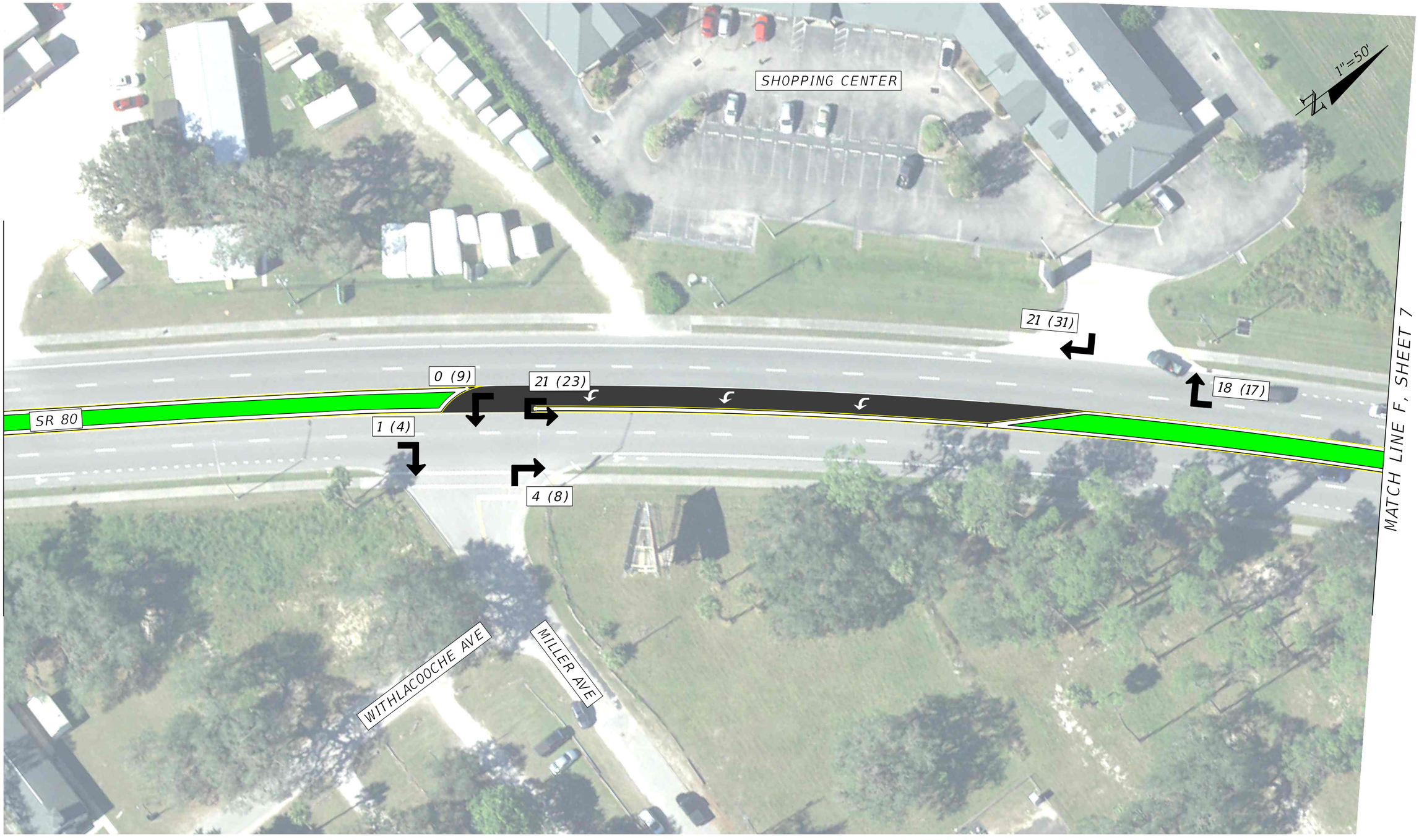
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		4
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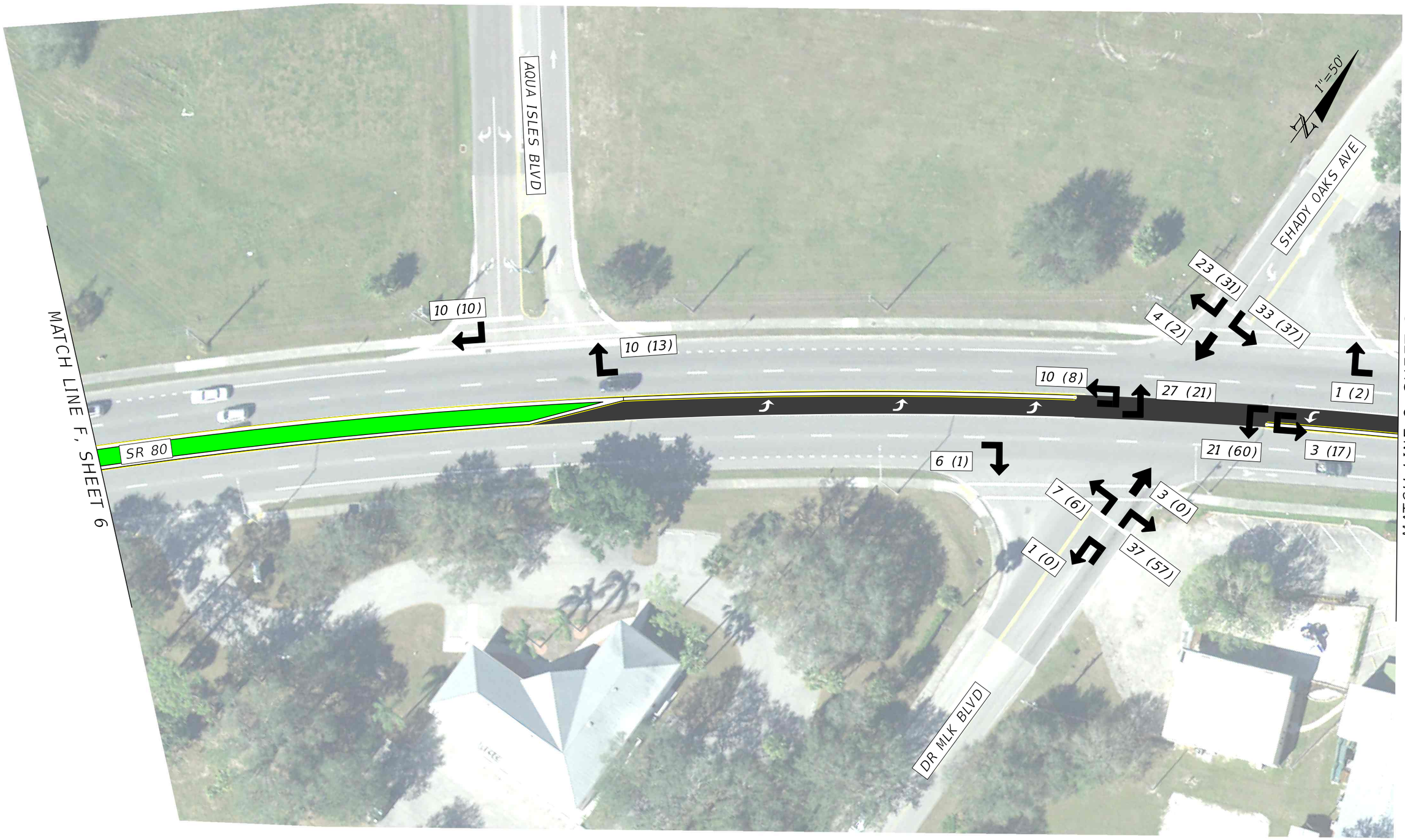
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TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		5
		SR 80	HENDRY	447878-1-52-01		

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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		6
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

FUTURE TRAFFIC CONDITIONS

SHEET NO. 7

11/8/2023 4:40:00 PM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

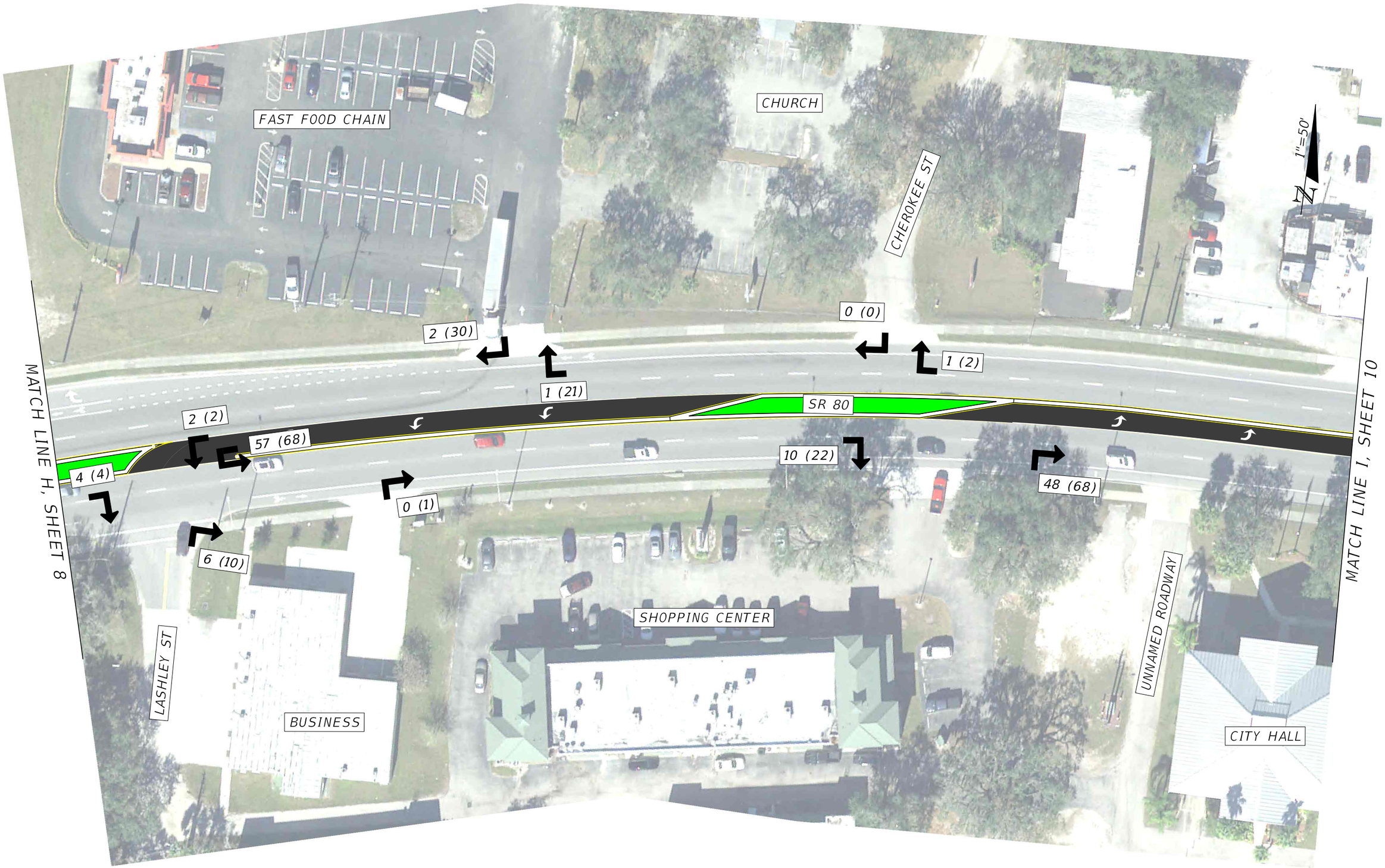
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

FUTURE TRAFFIC CONDITIONS

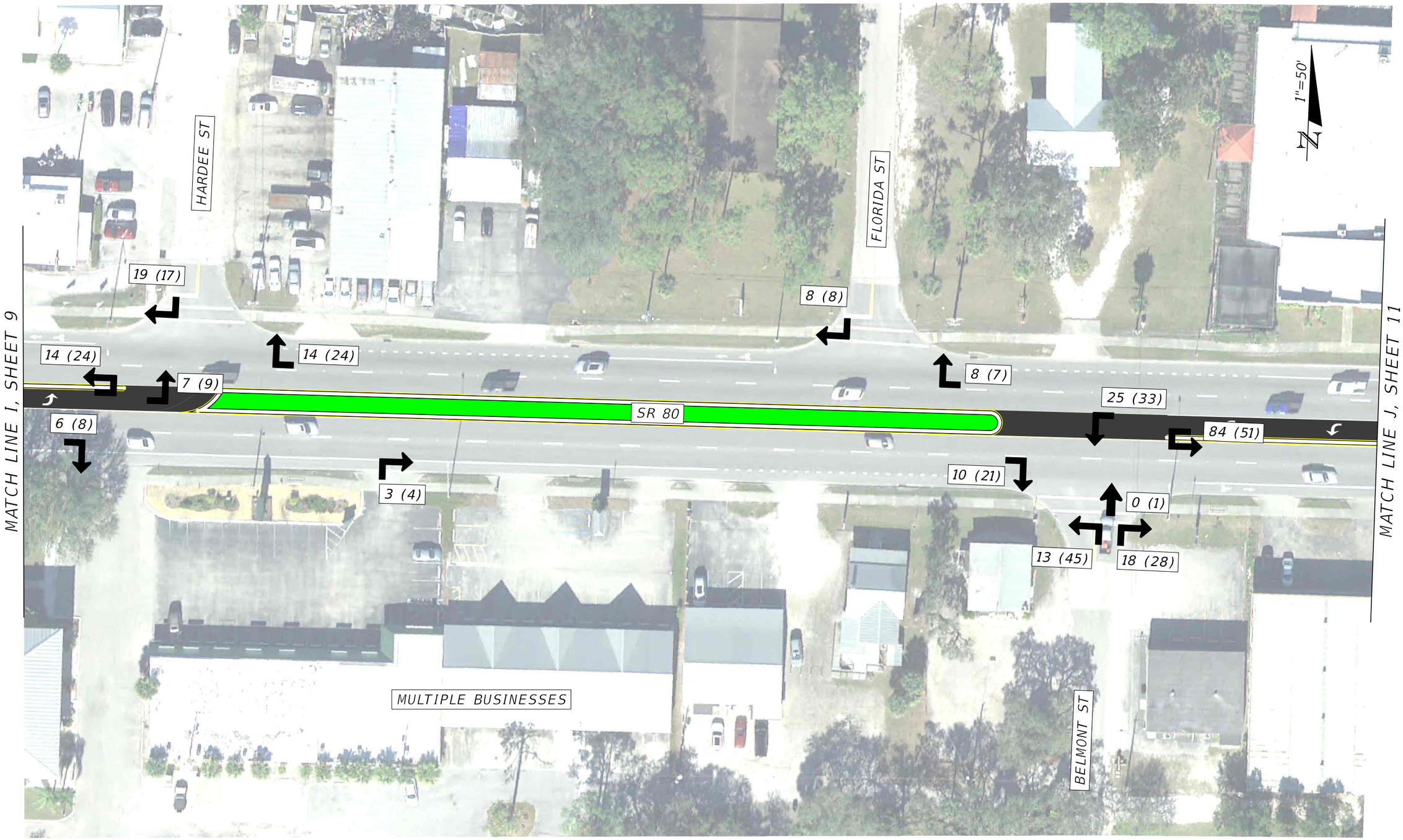
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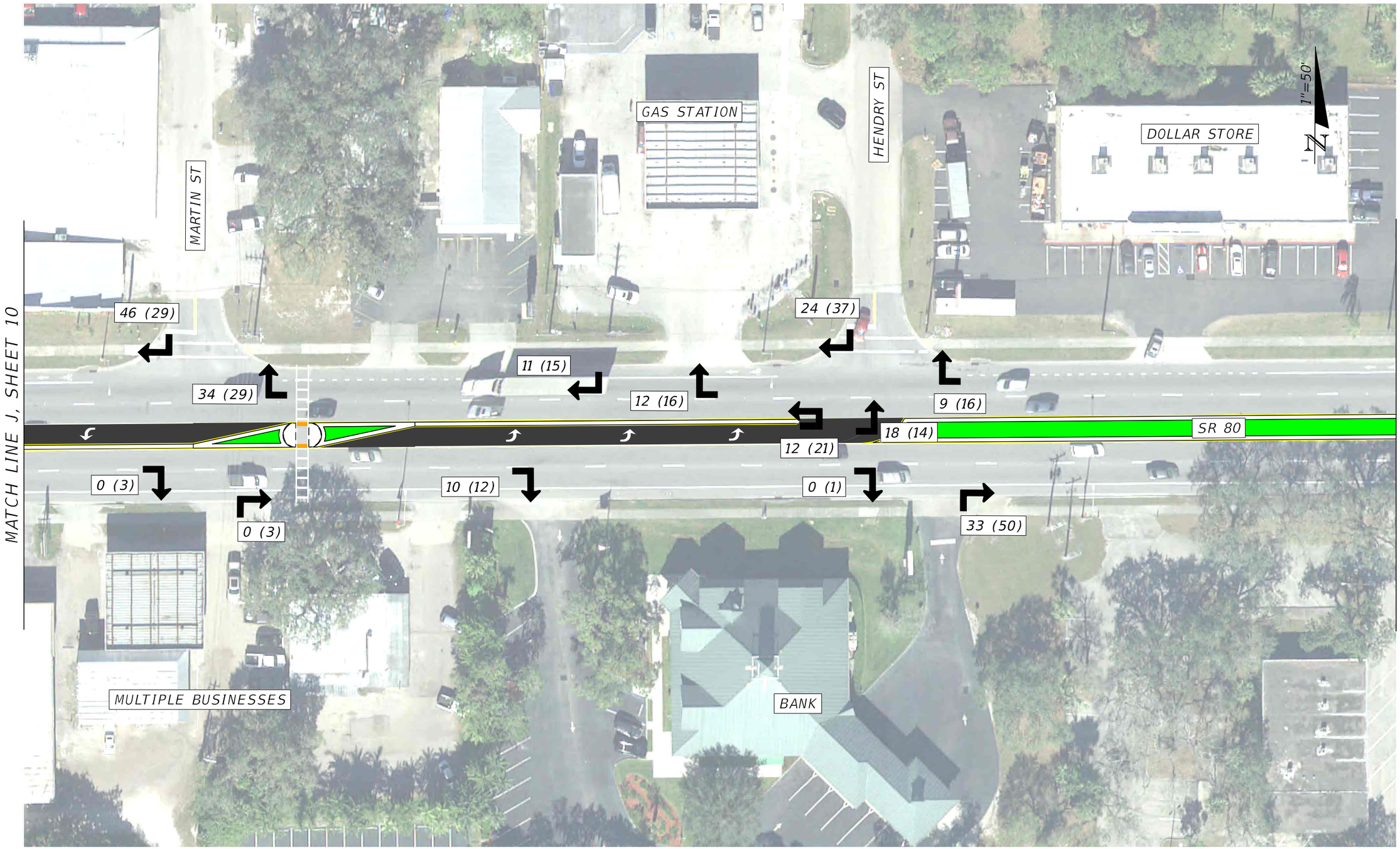
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		9
		SR 80	HENDRY	447878-1-52-01		

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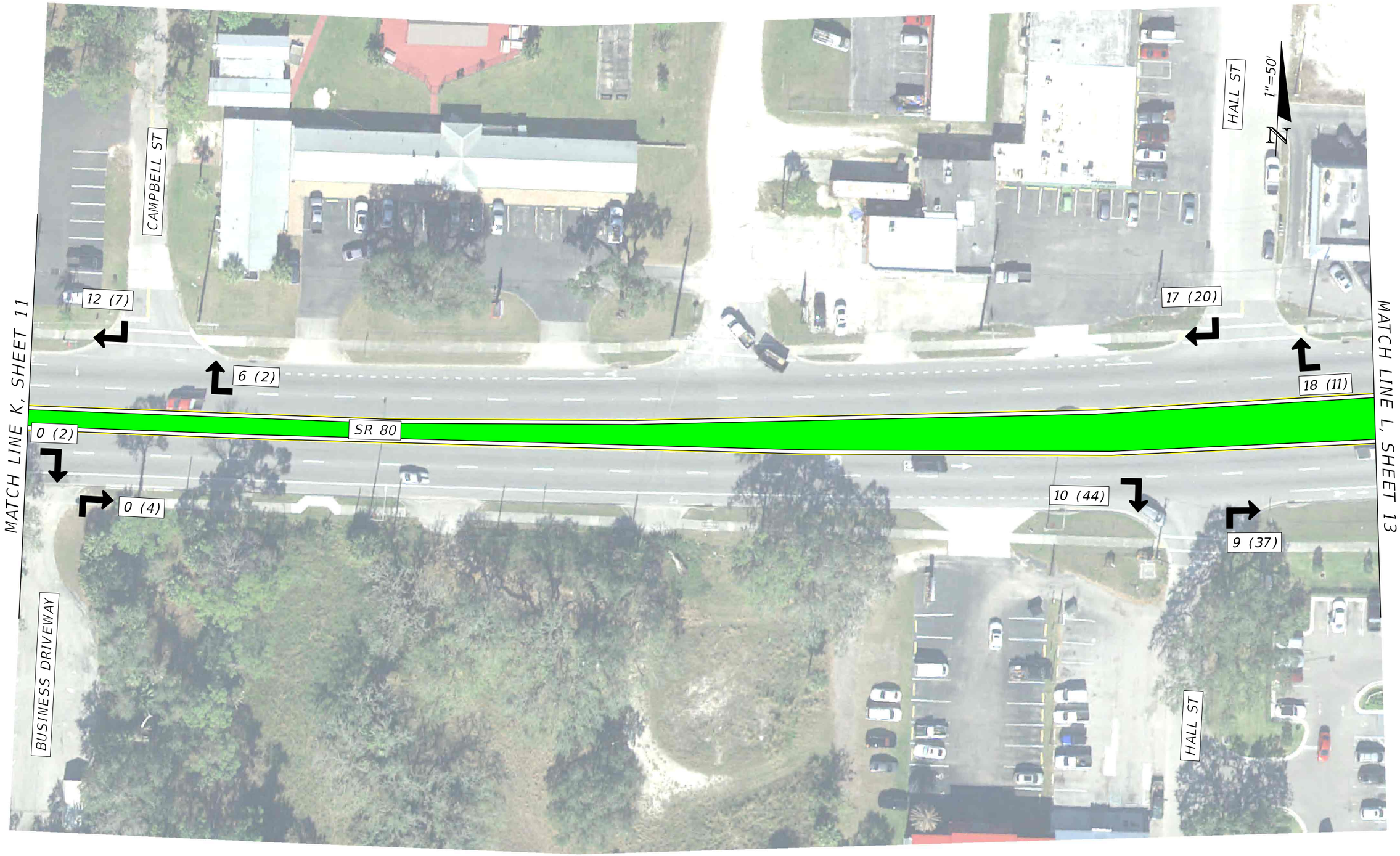
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		SR 80	HENDRY	447878-1-52-01		

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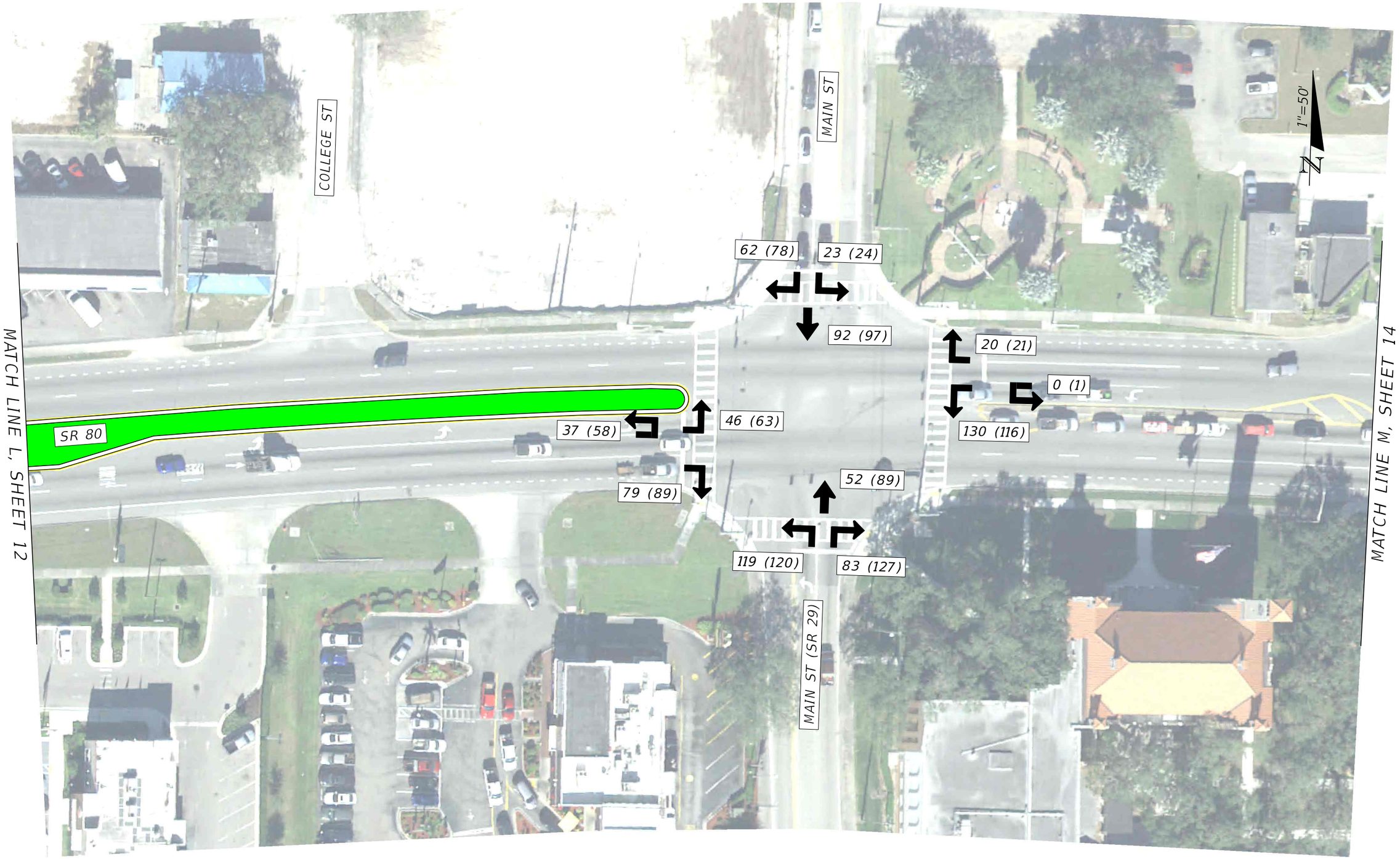
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		11
		SR 80	HENDRY	447878-1-52-01		

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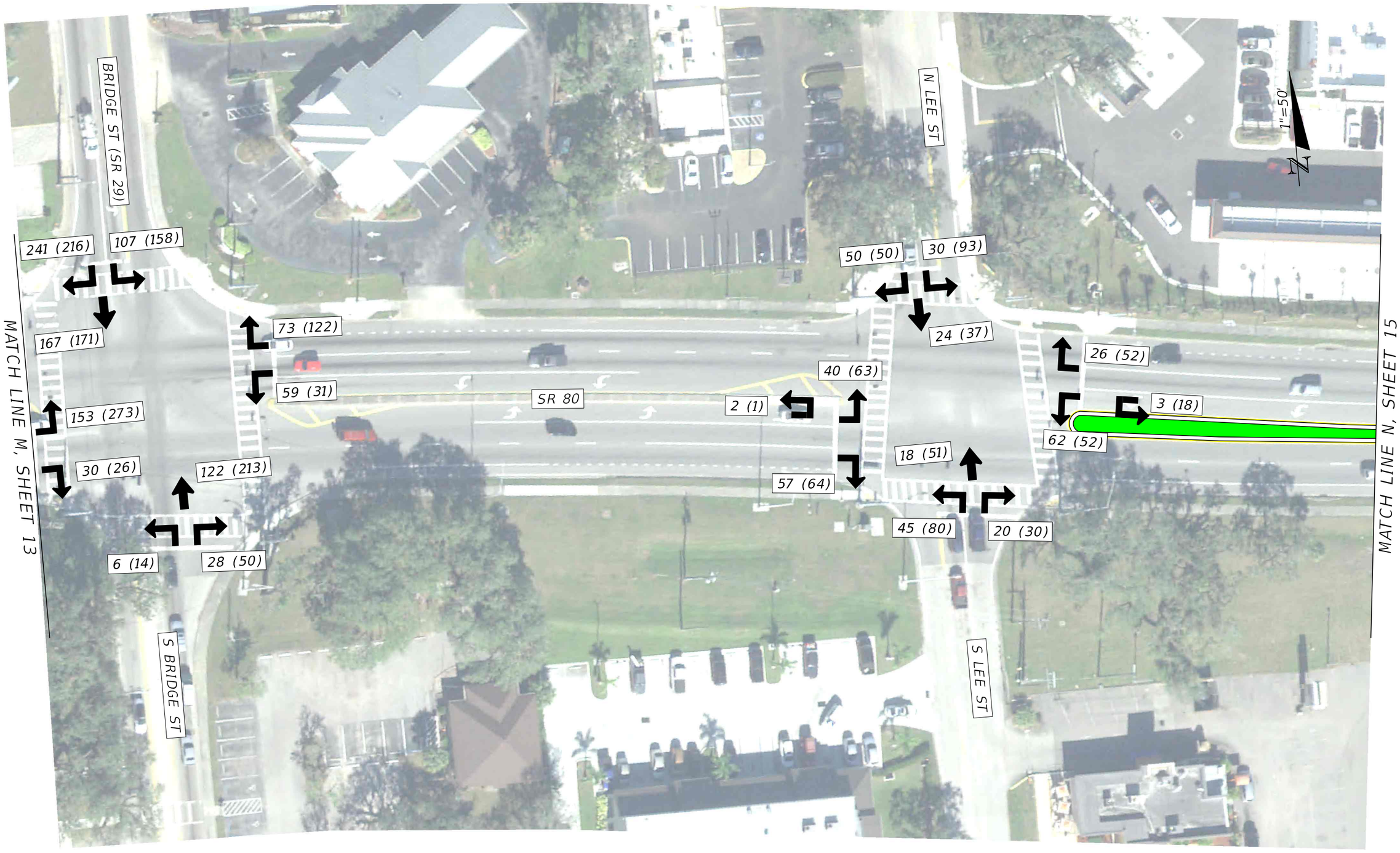
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
↱ TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		12
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		13
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11/8/2023 4:40:08 PM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

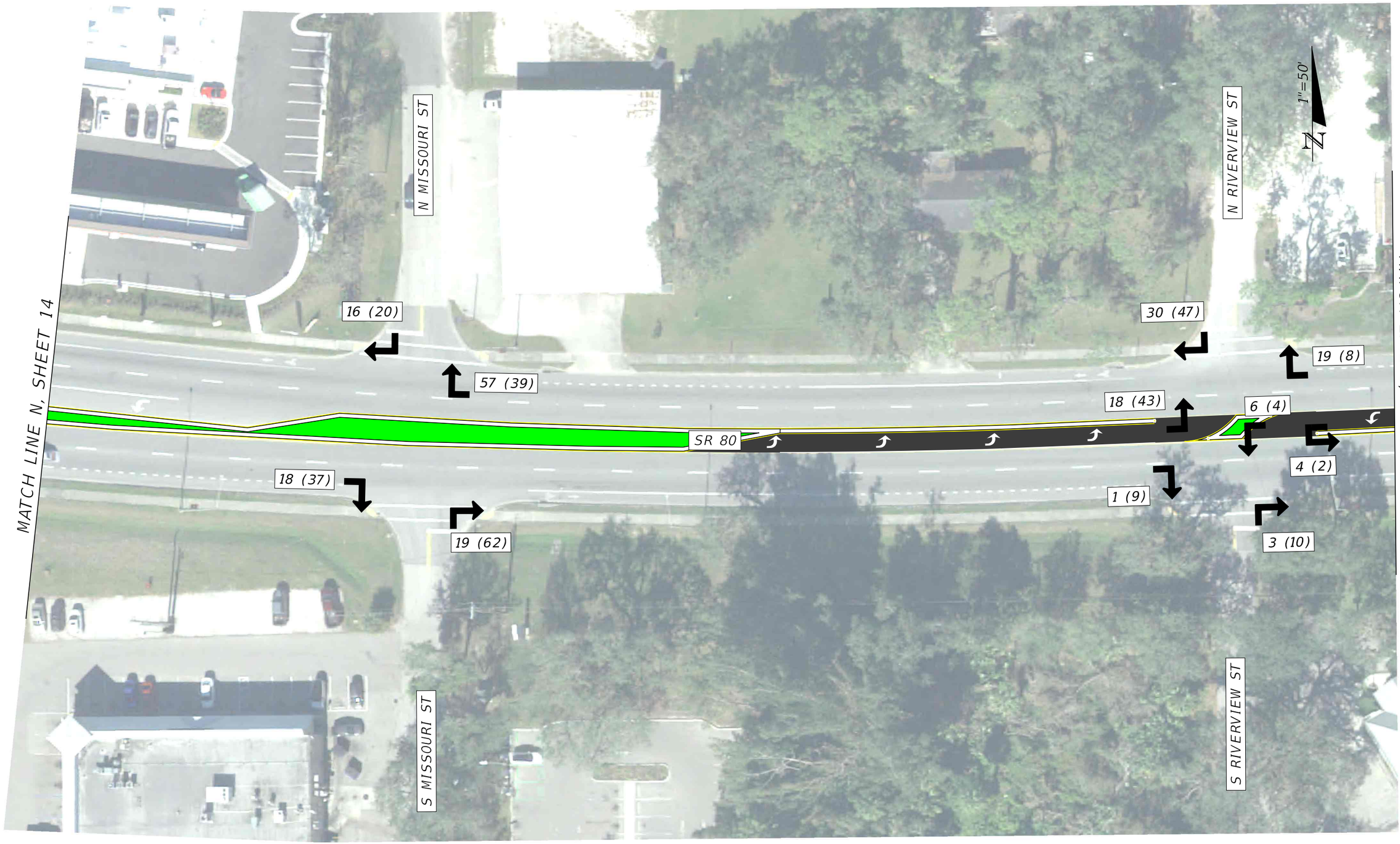
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

FUTURE TRAFFIC CONDITIONS

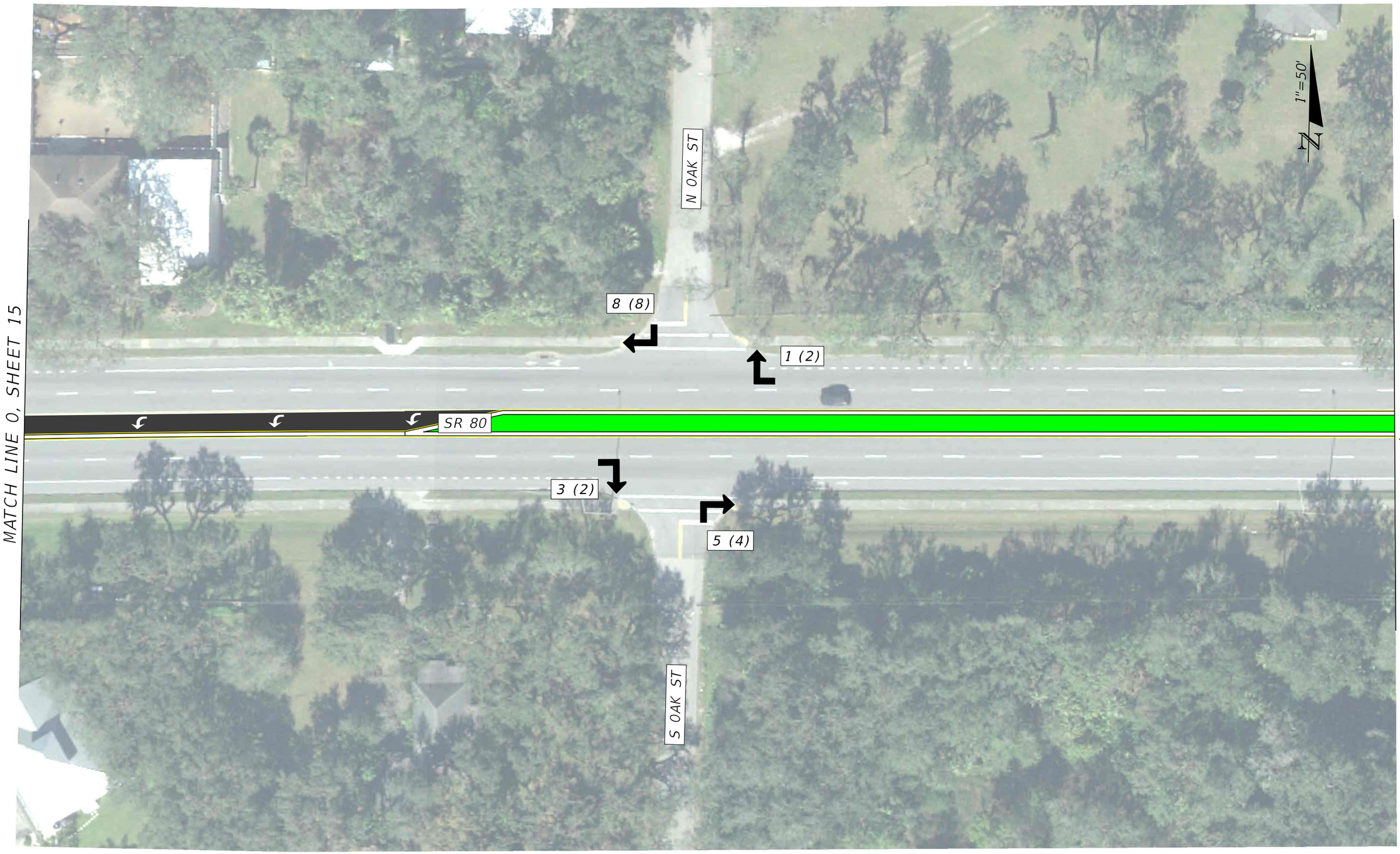
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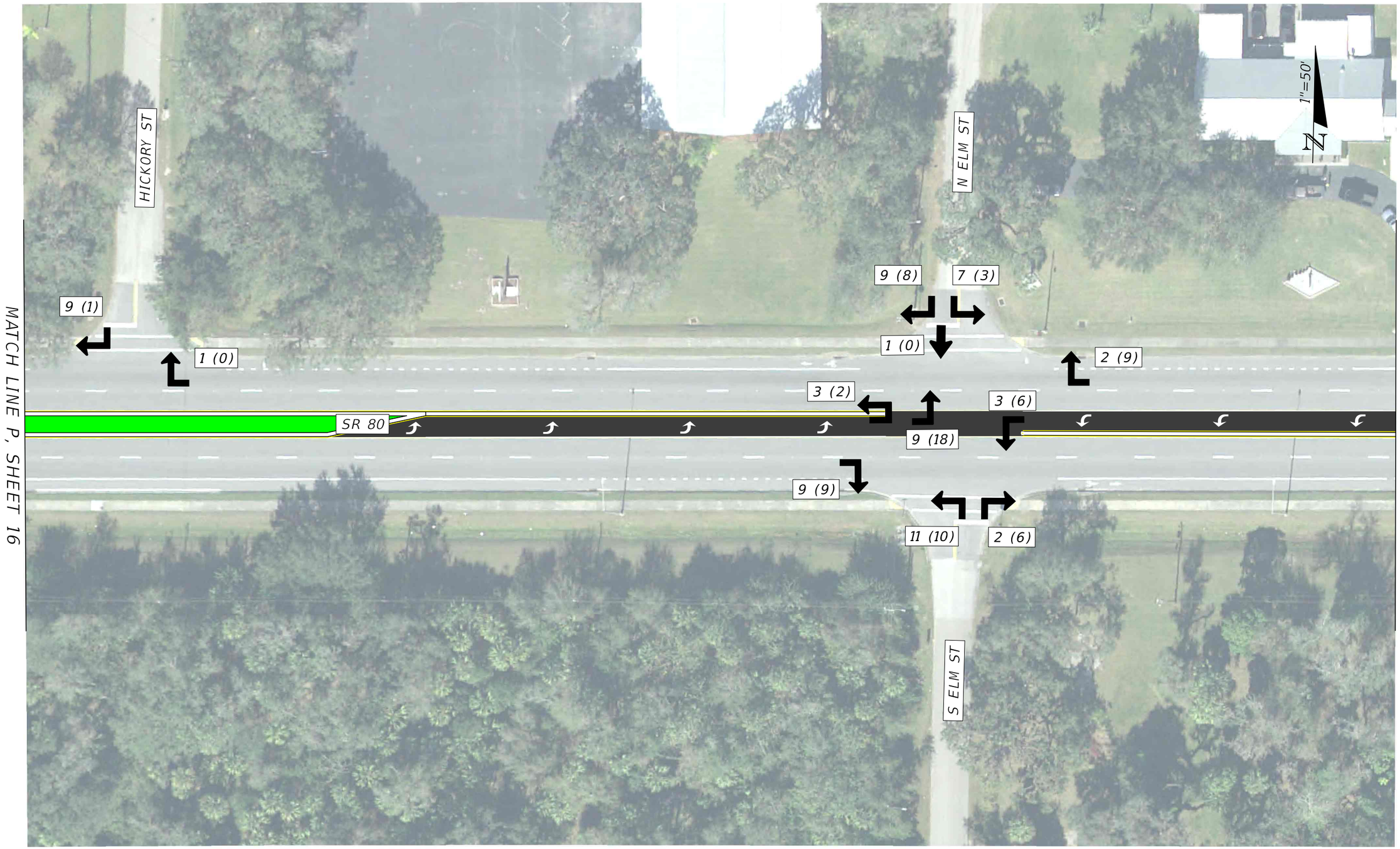
EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
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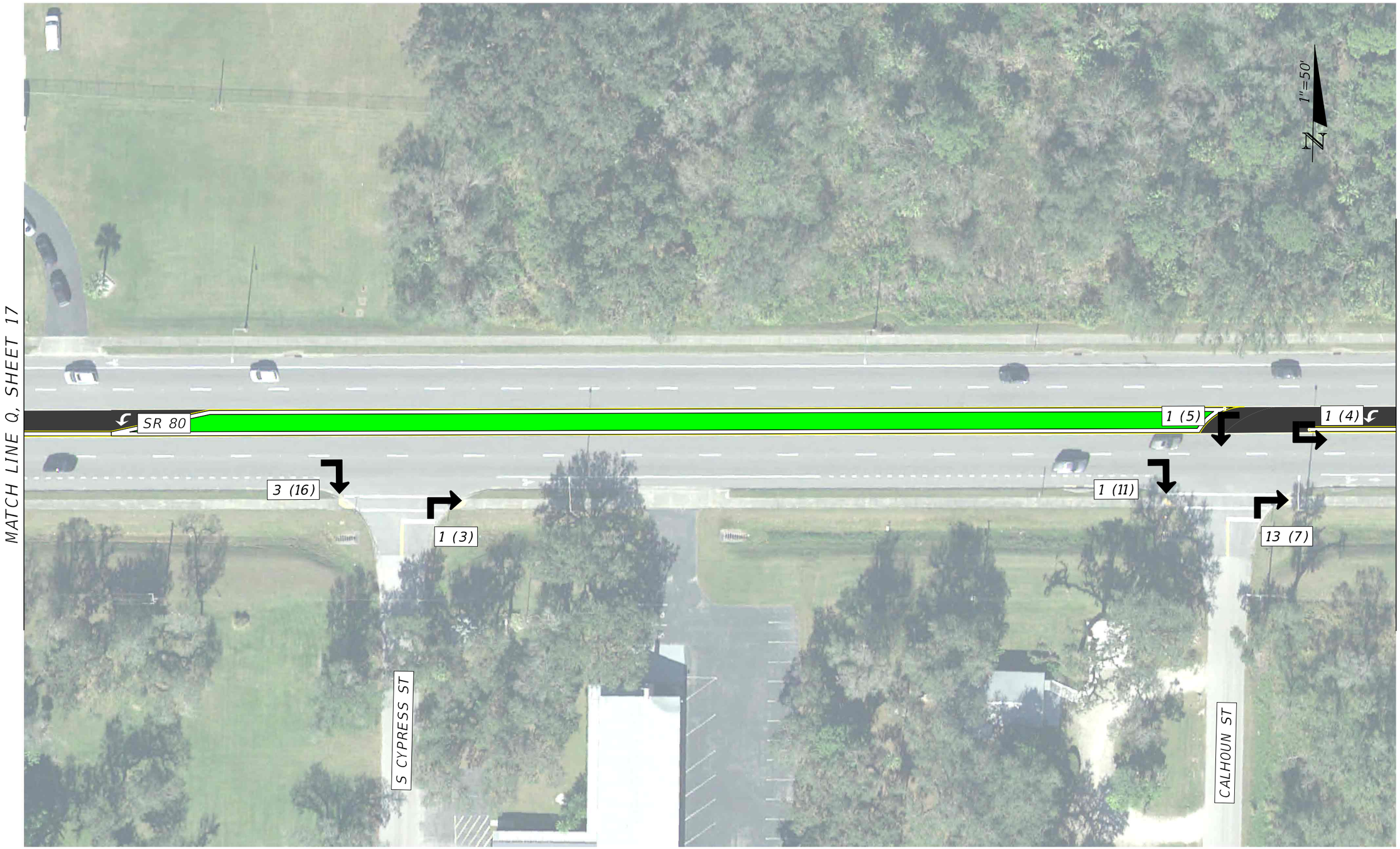
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TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		16
		SR 80	HENDRY	447878-1-52-01		

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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)	VIBE 6914 W LINEBAUGH AVE TAMPA, FL 33625	ROAD NO.	COUNTY	FINANCIAL PROJECT ID		17
		SR 80	HENDRY	447878-1-52-01		

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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

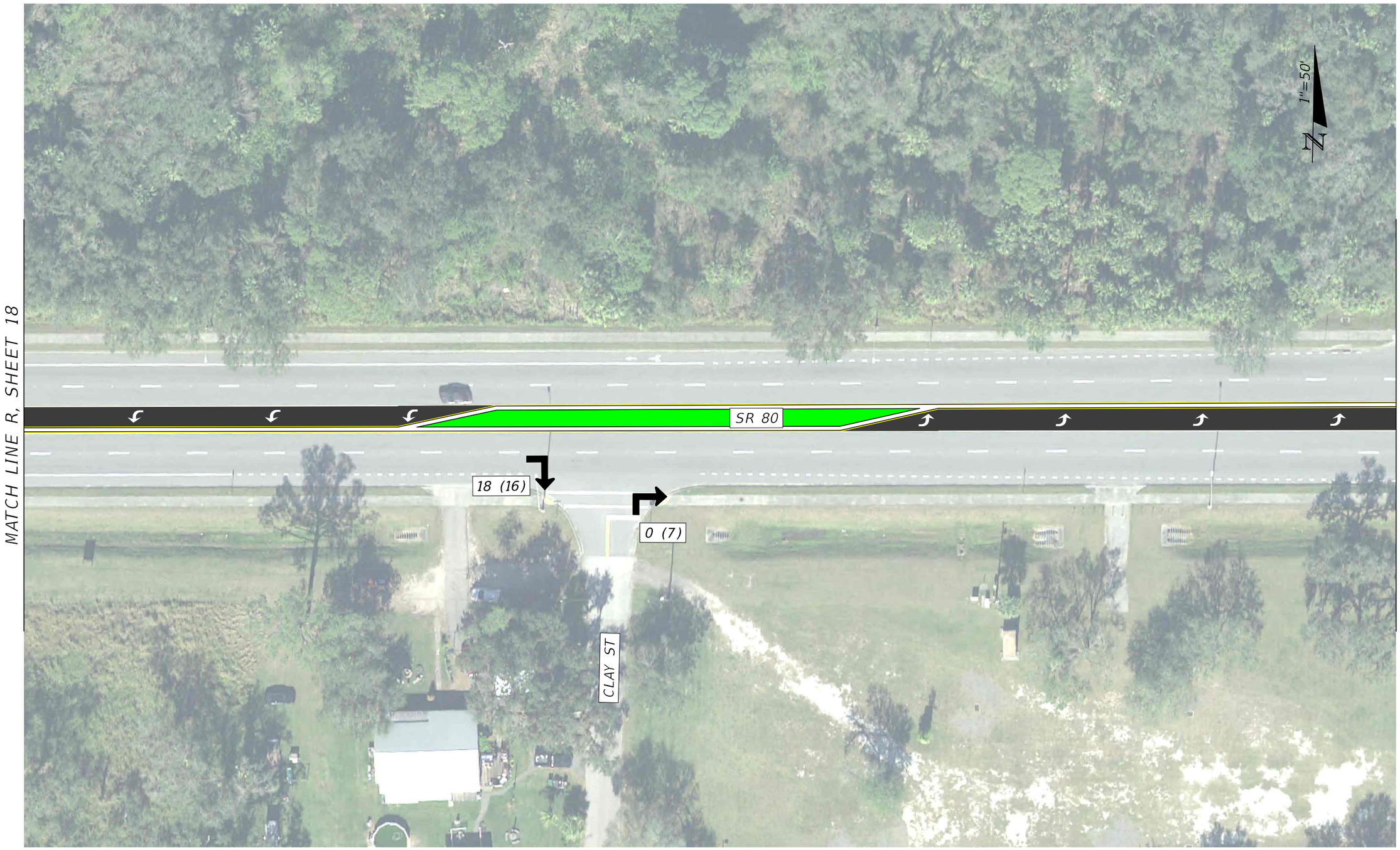
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

FUTURE TRAFFIC CONDITIONS

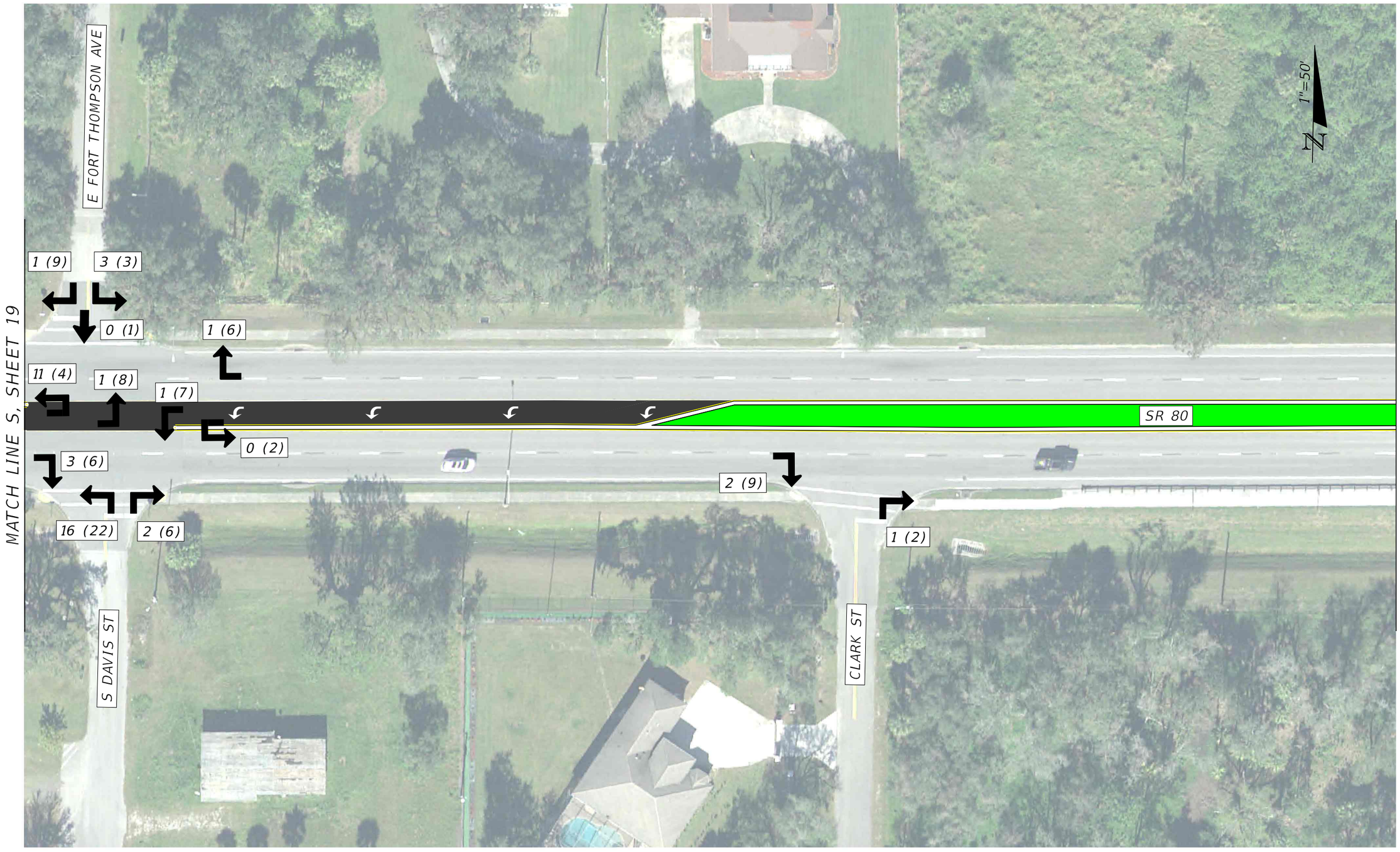
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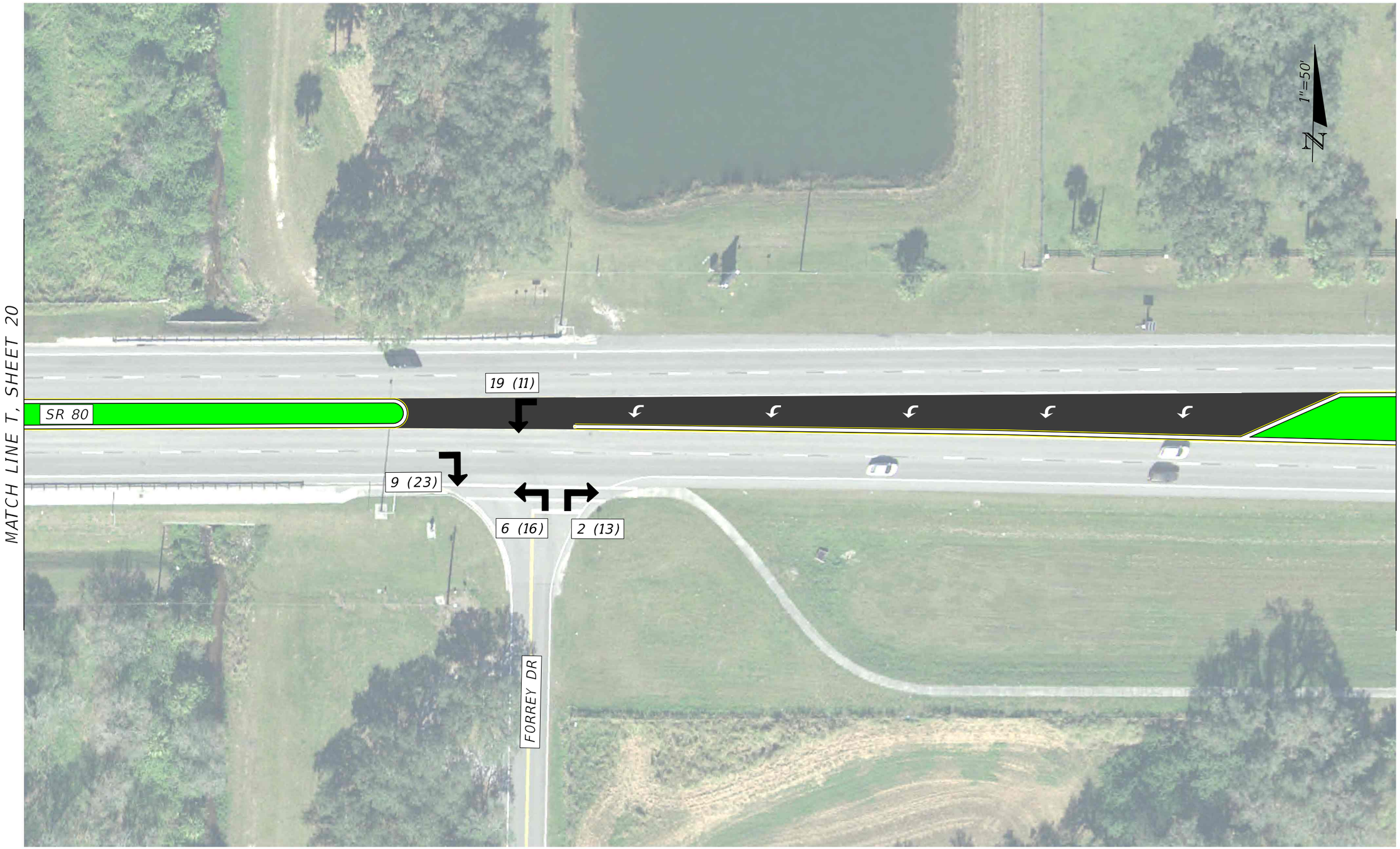
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EXISTING TRAFFIC CONDITIONS LEGEND	COMPANY INFORMATION	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			FUTURE TRAFFIC CONDITIONS	SHEET NO.
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11/8/2023 4:40:16 PM AlexPatton
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EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

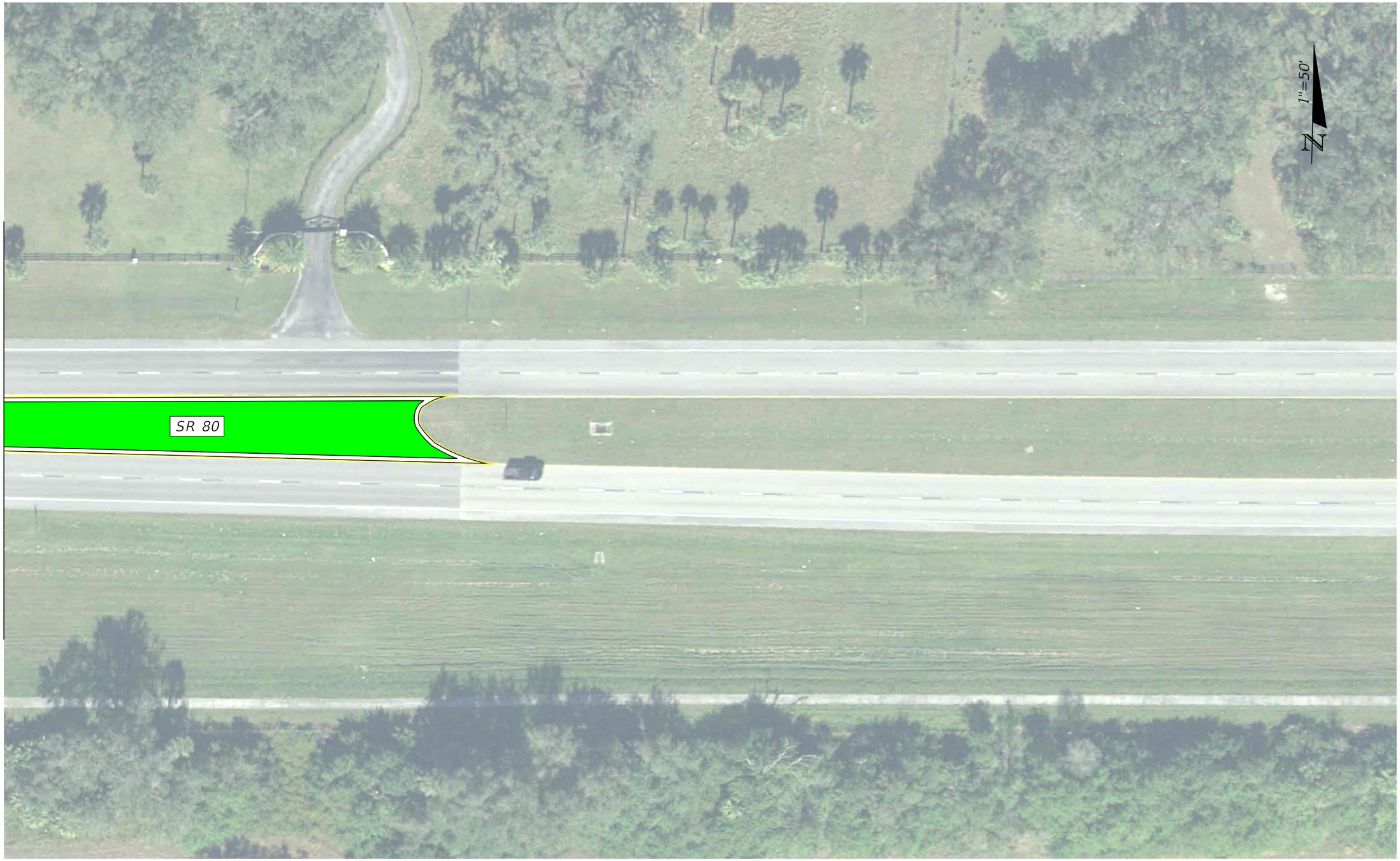
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

FUTURE TRAFFIC CONDITIONS

SHEET NO. 21

11/8/2023 4:40:18 PM AlexPatton
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MATCH LINE U, SHEET 21

EXISTING TRAFFIC CONDITIONS LEGEND

TURNING MOVEMENT XX (XX) AM PEAK TMC (PM PEAK TMC)

COMPANY INFORMATION

VIBE
6914 W LINEBAUGH AVE
TAMPA, FL 33625

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

FUTURE TRAFFIC CONDITIONS

SHEET NO. 22

11/8/2023 4:40:19 PM AlexPatton
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APPENDIX L

Synchro Reports



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations															
Traffic Volume (vph)	10	27	556	6	3	21	601	1	1	7	3	37	33	4	23
Future Volume (vph)	10	27	556	6	3	21	601	1	1	7	3	37	33	4	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		165		0		165		0		85		0	95		0
Storage Lanes		1		0		1		0		1		0	1		0
Taper Length (ft)		50				50				50			50		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998								0.860			0.871	
Flt Protected		0.950				0.950				0.950			0.950		
Satd. Flow (prot)	0	1770	3532	0	0	1770	3539	0	0	1770	1602	0	1770	1622	0
Flt Permitted		0.387				0.421				0.952			0.952		
Satd. Flow (perm)	0	721	3532	0	0	784	3539	0	0	1773	1602	0	1773	1622	0
Right Turn on Red				Yes				Yes				Yes			Yes
Satd. Flow (RTOR)			2								40			25	
Link Speed (mph)			40				40				30			30	
Link Distance (ft)			730				665				580			324	
Travel Time (s)			12.4				11.3				13.2			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	29	604	7	3	23	653	1	1	8	3	40	36	4	25
Shared Lane Traffic (%)															
Lane Group Flow (vph)	0	40	611	0	0	26	654	0	0	9	43	0	36	29	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right
Median Width(ft)			20				20				12			12	
Link Offset(ft)			0				0				0			0	
Crosswalk Width(ft)			16				16				16			16	
Two way Left Turn Lane															
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	9	15		9	15		9
Number of Detectors	1	1	2		1	1	2		1	1	2		1	2	
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Left	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	20	100		20	20	100		20	100	
Trailing Detector (ft)	0	0	0		0	0	0		0	0	0		0	0	

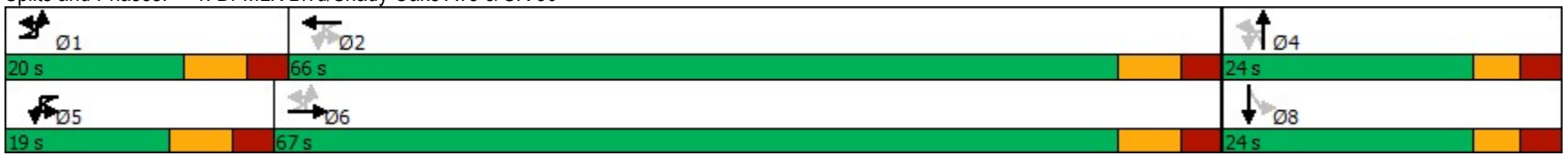


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0	0		0	0	0		0	0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	20	6		20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel															
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94				94				94			94	
Detector 2 Size(ft)			6				6				6			6	
Detector 2 Type			Cl+Ex				Cl+Ex				Cl+Ex			Cl+Ex	
Detector 2 Channel															
Detector 2 Extend (s)			0.0				0.0				0.0			0.0	
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2				4			8	
Permitted Phases	6	6			2	2			4	4			8		
Detector Phase	1	1	6		5	5	2		4	4	4		8	8	
Switch Phase															
Minimum Initial (s)	5.0	5.0	12.0		5.0	5.0	12.0		7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	12.4	12.4	19.4		12.4	12.4	19.4		13.4	13.4	13.4		13.4	13.4	
Total Split (s)	20.0	20.0	67.0		19.0	19.0	66.0		24.0	24.0	24.0		24.0	24.0	
Total Split (%)	18.2%	18.2%	60.9%		17.3%	17.3%	60.0%		21.8%	21.8%	21.8%		21.8%	21.8%	
Maximum Green (s)	12.6	12.6	59.6		11.6	11.6	58.6		17.6	17.6	17.6		17.6	17.6	
Yellow Time (s)	4.4	4.4	4.4		4.4	4.4	4.4		3.4	3.4	3.4		3.4	3.4	
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0			0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.4	7.4			7.4	7.4			6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None	Min		None	None	Min		None	None	None		None	None	
Act Effct Green (s)		26.3	29.0			25.0	26.8			7.8	7.8		7.8	7.8	
Actuated g/C Ratio		0.61	0.67			0.58	0.62			0.18	0.18		0.18	0.18	
v/c Ratio		0.07	0.26			0.04	0.30			0.03	0.13		0.11	0.09	
Control Delay		5.2	7.5			5.4	9.9			19.5	10.1		19.8	11.6	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0			0.0	0.0			0.0	0.0		0.0	0.0	
Total Delay		5.2	7.5			5.4	9.9			19.5	10.1		19.8	11.6	
LOS		A	A			A	A			B	B		B	B	
Approach Delay			7.3				9.8				11.7			16.1	
Approach LOS			A				A				B			B	
Queue Length 50th (ft)		4	40			3	43			1	1		6	1	
Queue Length 95th (ft)		14	123			10	133			13	23		32	20	
Internal Link Dist (ft)			650				585				500			244	
Turn Bay Length (ft)		165				165				85			95		
Base Capacity (vph)		780	3532			766	3539			763	712		763	713	
Starvation Cap Reductn		0	0			0	0			0	0		0	0	
Spillback Cap Reductn		0	0			0	0			0	0		0	0	
Storage Cap Reductn		0	0			0	0			0	0		0	0	
Reduced v/c Ratio		0.05	0.17			0.03	0.18			0.01	0.06		0.05	0.04	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 43			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.30			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Dr MLK Blvd/Shady Oaks Ave & SR 80





Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Volume (vph)	37	46	508	79	130	574	20	119	52	83	23	92	62
Future Volume (vph)	37	46	508	79	130	574	20	119	52	83	23	92	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		270		0	130		0	90		0	90		0
Storage Lanes		1		0	1		0	1		0	1		0
Taper Length (ft)		50			50			50			50		
Lane Util. Factor	0.95	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.980			0.995			0.908			0.940	
Flt Protected		0.950			0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	3468	0	1770	3522	0	1770	1691	0	1770	1751	0
Flt Permitted		0.381			0.335			0.355			0.663		
Satd. Flow (perm)	0	710	3468	0	624	3522	0	661	1691	0	1235	1751	0
Right Turn on Red				Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			18			4			77			27	
Link Speed (mph)			35			35			35			35	
Link Distance (ft)			727			340			912			718	
Travel Time (s)			14.2			6.6			17.8			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	50	552	86	141	624	22	129	57	90	25	100	67
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	90	638	0	141	646	0	129	147	0	25	167	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)			25			25			12			12	
Link Offset(ft)			0			0			0			0	
Crosswalk Width(ft)			16			16			16			16	
Two way Left Turn Lane													
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15		9
Number of Detectors	1	1	2		1	2		1	2		1	2	
Detector Template	Left	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0		0	0		0	0		0	0	



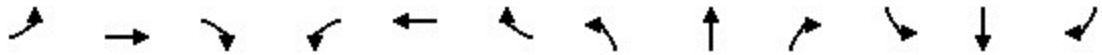
Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel													
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94			94			94			94	
Detector 2 Size(ft)			6			6			6			6	
Detector 2 Type			Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel													
Detector 2 Extend (s)			0.0			0.0			0.0			0.0	
Turn Type	pm+pt	pm+pt	NA		pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	1	6		5	2		7	4			8	
Permitted Phases	6	6			2			4			8		
Detector Phase	1	1	6		5	2		7	4		8	8	
Switch Phase													
Minimum Initial (s)	5.0	5.0	12.0		5.0	12.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	11.6	11.6	19.0		12.0	19.0		11.0	13.6		13.6	13.6	
Total Split (s)	16.0	16.0	49.0		18.0	51.0		16.0	43.0		27.0	27.0	
Total Split (%)	14.5%	14.5%	44.5%		16.4%	46.4%		14.5%	39.1%		24.5%	24.5%	
Maximum Green (s)	9.4	9.4	42.0		11.0	44.0		10.0	36.4		20.4	20.4	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.6	2.6	3.0		3.0	3.0		2.0	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.6	7.0		7.0	7.0		6.0	6.6		6.6	6.6	
Lead/Lag	Lead	Lead	Lag		Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)		58.6	50.4		62.5	54.7		30.4	29.8		14.2	14.2	
Actuated g/C Ratio		0.53	0.46		0.57	0.50		0.28	0.27		0.13	0.13	
v/c Ratio		0.20	0.40		0.31	0.37		0.46	0.29		0.16	0.67	
Control Delay		11.5	21.3		9.7	12.9		35.4	15.9		42.6	50.9	

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay		11.5	21.3		9.7	13.1		35.4	15.9		42.6	50.9	
LOS		B	C		A	B		D	B		D	D	
Approach Delay			20.1			12.5			25.0			49.8	
Approach LOS			C			B			C			D	
Queue Length 50th (ft)		25	149		33	84		71	37		16	95	
Queue Length 95th (ft)		53	225		m55	107		113	83		40	158	
Internal Link Dist (ft)			647			260			832			638	
Turn Bay Length (ft)		270			130			90			90		
Base Capacity (vph)		480	1598		475	1752		283	611		229	346	
Starvation Cap Reductn		0	0		0	369		0	0		0	0	
Spillback Cap Reductn		0	0		0	0		0	0		0	0	
Storage Cap Reductn		0	0		0	0		0	0		0	0	
Reduced v/c Ratio		0.19	0.40		0.30	0.47		0.46	0.24		0.11	0.48	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 61.1%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: SR 29 (Main St)/Main St & SR 80





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	153	305	30	59	505	73	6	122	28	107	167	241
Future Volume (vph)	153	305	30	59	505	73	6	122	28	107	167	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	225		0	60		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986			0.981			0.972			0.911	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3490	0	1770	3472	0	1770	1811	0	1770	1697	0
Flt Permitted	0.318			0.534			0.472			0.365		
Satd. Flow (perm)	592	3490	0	995	3472	0	879	1811	0	680	1697	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			15			9			74	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		340			420			915			718	
Travel Time (s)		6.6			8.2			17.8			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	166	332	33	64	549	79	7	133	30	116	182	262
Shared Lane Traffic (%)												
Lane Group Flow (vph)	166	365	0	64	628	0	7	163	0	116	444	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			25			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	

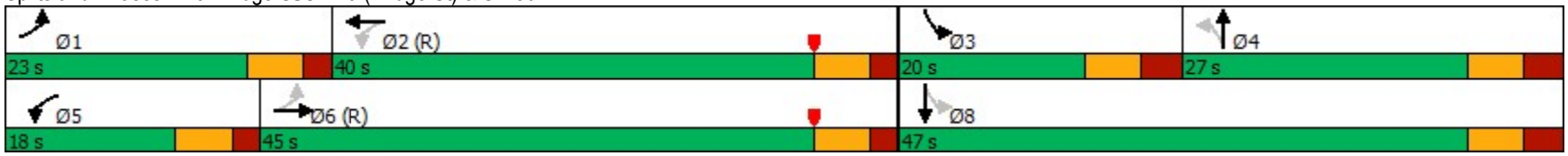


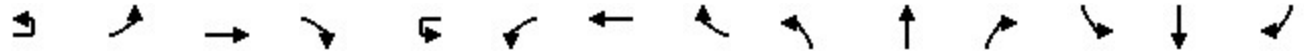
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		7.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	18.0		11.0	18.0		13.9	13.9		11.9	13.9	
Total Split (s)	23.0	45.0		18.0	40.0		27.0	27.0		20.0	47.0	
Total Split (%)	20.9%	40.9%		16.4%	36.4%		24.5%	24.5%		18.2%	42.7%	
Maximum Green (s)	17.0	39.0		12.0	34.0		20.1	20.1		13.1	40.1	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	63.0	53.9		55.8	48.5		14.6	14.6		32.2	32.2	
Actuated g/C Ratio	0.57	0.49		0.51	0.44		0.13	0.13		0.29	0.29	
v/c Ratio	0.37	0.21		0.12	0.41		0.06	0.66		0.38	0.81	
Control Delay	12.3	8.7		10.5	19.0		40.2	54.9		31.5	41.4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.2		0.0	0.0		0.0	0.0	
Total Delay	12.3	8.7		10.5	19.2		40.2	54.9		31.5	41.4	
LOS	B	A		B	B		D	D		C	D	
Approach Delay		9.8			18.4			54.3			39.4	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	26	30		16	92		4	105		62	245	
Queue Length 95th (ft)	62	44		37	252		18	166		97	334	
Internal Link Dist (ft)		260			340			835			638	
Turn Bay Length (ft)	135			225			60			105		
Base Capacity (vph)	531	1716		631	1538		160	338		328	665	
Starvation Cap Reductn	0	0		0	299		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.31	0.21		0.10	0.51		0.04	0.48		0.35	0.67	

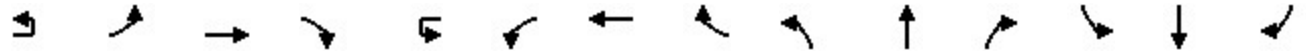
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 107 (97%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 25.2		Intersection LOS: C	
Intersection Capacity Utilization 75.7%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: Bridge St/SR 29 (Bridge St) & SR 80





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	2	40	382	57	3	62	552	26	45	18	20	30	24	50
Future Volume (vph)	2	40	382	57	3	62	552	26	45	18	20	30	24	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225		0		250		0	110		0	110		0
Storage Lanes		1		0		1		0	1		0	1		0
Taper Length (ft)		50				50			50			50		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.981				0.993			0.921			0.899	
Flt Protected		0.950				0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	3472	0	0	1770	3514	0	1770	1716	0	1770	1675	0
Flt Permitted		0.411				0.476			0.705			0.730		
Satd. Flow (perm)	0	766	3472	0	0	887	3514	0	1313	1716	0	1360	1675	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			24				7			22			54	
Link Speed (mph)			35				35			30			30	
Link Distance (ft)			420				429			758			774	
Travel Time (s)			8.2				8.4			17.2			17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	43	415	62	3	67	600	28	49	20	22	33	26	54
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	45	477	0	0	70	628	0	49	42	0	33	80	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)			25				25			12			12	
Link Offset(ft)			0				0			0			0	
Crosswalk Width(ft)			16				16			16			16	
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15		9
Number of Detectors	1	1	2		1	1	2		1	2		1	2	
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0	



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel														
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94				94			94			94	
Detector 2 Size(ft)			6				6			6			6	
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel														
Detector 2 Extend (s)			0.0				0.0			0.0			0.0	
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			8	
Permitted Phases	6	6			2	2			4			8		
Detector Phase	1	1	6		5	5	2		4	4		8	8	
Switch Phase														
Minimum Initial (s)	5.0	5.0	12.0		5.0	5.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	11.0	18.2		11.2	11.2	18.2		13.1	13.1		13.1	13.1	
Total Split (s)	18.0	18.0	67.0		18.0	18.0	67.0		25.0	25.0		25.0	25.0	
Total Split (%)	16.4%	16.4%	60.9%		16.4%	16.4%	60.9%		22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)	12.0	12.0	60.8		11.8	11.8	60.8		18.9	18.9		18.9	18.9	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0	2.2		2.2	2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.2			6.2	6.2		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None	None	
Act Effct Green (s)		85.4	81.5			86.1	82.0		9.8	9.8		9.8	9.8	
Actuated g/C Ratio		0.78	0.74			0.78	0.75		0.09	0.09		0.09	0.09	
v/c Ratio		0.07	0.19			0.09	0.24		0.42	0.24		0.27	0.40	
Control Delay		1.6	2.6			3.0	6.3		57.5	29.9		51.3	25.4	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		1.6	2.6			3.0	6.3		57.5	29.9		51.3	25.4	
LOS		A	A			A	A		E	C		D	C	
Approach Delay			2.6				6.0			44.8			33.0	
Approach LOS			A				A			D			C	
Queue Length 50th (ft)		3	22			8	76		33	13		22	17	
Queue Length 95th (ft)		m7	34			20	118		71	47		52	63	
Internal Link Dist (ft)			340				349			678			694	
Turn Bay Length (ft)		225				250			110			110		
Base Capacity (vph)		736	2577			821	2620		225	313		233	332	
Starvation Cap Reductn		0	0			0	0		0	0		0	0	
Spillback Cap Reductn		0	0			0	0		0	0		0	0	
Storage Cap Reductn		0	0			0	0		0	0		0	0	
Reduced v/c Ratio		0.06	0.19			0.09	0.24		0.22	0.13		0.14	0.24	

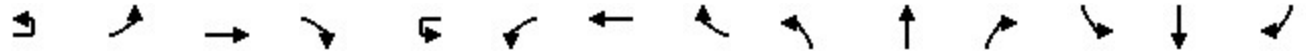
Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 21 (19%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 45			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay: 9.3		Intersection LOS: A	
Intersection Capacity Utilization 44.7%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Lee St & SR 80





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	8	21	749	1	17	60	655	2	6	0	57	37	2	31
Future Volume (vph)	8	21	749	1	17	60	655	2	6	0	57	37	2	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		165		0		165		0	85		0	95		0
Storage Lanes		1		0		1		0	1		0	1		0
Taper Length (ft)		50				50			50			50		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt										0.850			0.858	
Flt Protected		0.950				0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	3539	0	0	1770	3539	0	1770	1583	0	1770	1598	0
Flt Permitted		0.380				0.276			0.952			0.952		
Satd. Flow (perm)	0	708	3539	0	0	514	3539	0	1773	1583	0	1773	1598	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)										254			34	
Link Speed (mph)			30				30			30			30	
Link Distance (ft)			730				665			580			324	
Travel Time (s)			16.6				15.1			13.2			7.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	23	814	1	18	65	712	2	7	0	62	40	2	34
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	32	815	0	0	83	714	0	7	62	0	40	36	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)			20				20			12			12	
Link Offset(ft)			0				0			0			0	
Crosswalk Width(ft)			16				16			16			16	
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	60	60		60	60	60		60	60		60	60		60
Number of Detectors	1	1	2		1	1	2		1	2		1	2	
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0	

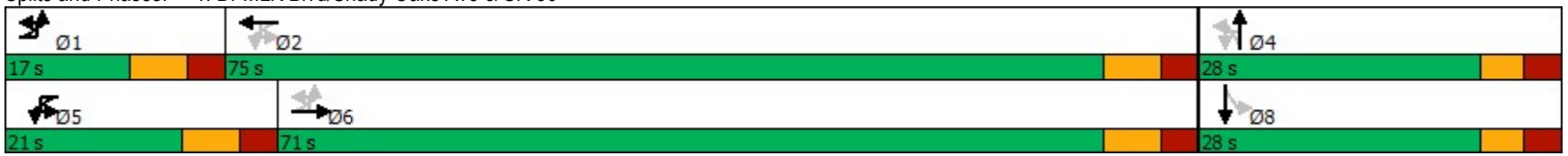


Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel														
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94				94			94			94	
Detector 2 Size(ft)			6				6			6			6	
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel														
Detector 2 Extend (s)			0.0				0.0			0.0			0.0	
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			8	
Permitted Phases	6	6			2	2			4			8		
Detector Phase	1	1	6		5	5	2		4	4		8	8	
Switch Phase														
Minimum Initial (s)	5.0	5.0	12.0		5.0	5.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	12.4	12.4	19.4		12.4	12.4	19.4		22.5	22.5		13.4	13.4	
Total Split (s)	17.0	17.0	71.0		21.0	21.0	75.0		28.0	28.0		28.0	28.0	
Total Split (%)	14.2%	14.2%	59.2%		17.5%	17.5%	62.5%		23.3%	23.3%		23.3%	23.3%	
Maximum Green (s)	9.6	9.6	63.6		13.6	13.6	67.6		21.6	21.6		21.6	21.6	
Yellow Time (s)	4.4	4.4	4.4		4.4	4.4	4.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		7.4	7.4			7.4	7.4		6.4	6.4		6.4	6.4	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	Min		None	None	Min		None	None		None	None	
Act Effct Green (s)		29.4	27.0			34.6	36.2		8.2	8.2		8.2	8.2	
Actuated g/C Ratio		0.57	0.52			0.67	0.70		0.16	0.16		0.16	0.16	
v/c Ratio		0.06	0.44			0.16	0.29		0.03	0.13		0.14	0.13	
Control Delay		5.1	13.3			4.9	8.5		24.3	0.6		25.2	12.0	

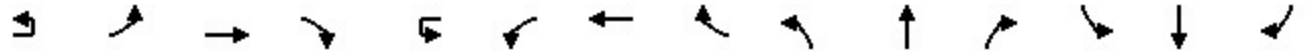
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		5.1	13.3			4.9	8.5		24.3	0.6		25.2	12.0	
LOS		A	B			A	A		C	A		C	B	
Approach Delay			13.0				8.1			3.0			19.0	
Approach LOS			B				A			A			B	
Queue Length 50th (ft)		3	116			9	49		2	0		12	1	
Queue Length 95th (ft)		12	183			24	146		13	0		40	24	
Internal Link Dist (ft)			650				585			500			244	
Turn Bay Length (ft)		165				165			85			95		
Base Capacity (vph)		650	3489			714	3531		793	848		793	733	
Starvation Cap Reductn		0	0			0	0		0	0		0	0	
Spillback Cap Reductn		0	0			0	0		0	0		0	0	
Storage Cap Reductn		0	0			0	0		0	0		0	0	
Reduced v/c Ratio		0.05	0.23			0.12	0.20		0.01	0.07		0.05	0.05	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 51.8			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Dr MLK Blvd/Shady Oaks Ave & SR 80



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	58	63	784	89	1	116	652	21	120	89	127	24	97	78
Future Volume (vph)	58	63	784	89	1	116	652	21	120	89	127	24	97	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		270		0		130		0	90		0	90		0
Storage Lanes		1		0		1		0	1		0	1		0
Taper Length (ft)		50				50			50			50		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.985				0.995			0.912			0.933	
Flt Protected		0.950				0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	3486	0	0	1770	3522	0	1770	1699	0	1770	1738	0
Flt Permitted		0.313				0.213			0.307			0.612		
Satd. Flow (perm)	0	583	3486	0	0	397	3522	0	572	1699	0	1140	1738	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			11				3			73			34	
Link Speed (mph)			35				35			35			35	
Link Distance (ft)			727				340			912			718	
Travel Time (s)			14.2				6.6			17.8			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	63	68	852	97	1	126	709	23	130	97	138	26	105	85
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	131	949	0	0	127	732	0	130	235	0	26	190	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)			25				25			12			12	
Link Offset(ft)			0				0			0			0	
Crosswalk Width(ft)			16				16			16			16	
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15		9
Number of Detectors	1	1	2		1	1	2		1	2		1	2	
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0	



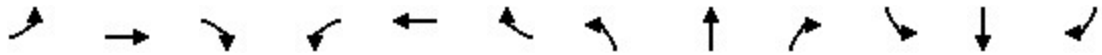
Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel														
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94				94			94			94	
Detector 2 Size(ft)			6				6			6			6	
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel														
Detector 2 Extend (s)			0.0				0.0			0.0			0.0	
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2		7	4			8	
Permitted Phases	6	6			2	2			4			8		
Detector Phase	1	1	6		5	5	2		7	4		8	8	
Switch Phase														
Minimum Initial (s)	5.0	5.0	12.0		5.0	5.0	12.0		5.0	7.0		7.0	7.0	
Minimum Split (s)	11.6	11.6	19.0		12.0	12.0	19.0		11.0	13.6		13.6	13.6	
Total Split (s)	17.0	17.0	47.0		17.0	17.0	47.0		16.0	56.0		40.0	40.0	
Total Split (%)	14.2%	14.2%	39.2%		14.2%	14.2%	39.2%		13.3%	46.7%		33.3%	33.3%	
Maximum Green (s)	10.4	10.4	40.0		10.0	10.0	40.0		10.0	49.4		33.4	33.4	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.6	2.6	3.0		3.0	3.0	3.0		2.0	2.6		2.6	2.6	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.6	7.0			7.0	7.0		6.0	6.6		6.6	6.6	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag		Lead			Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes		Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None	None	
Act Effct Green (s)		67.8	58.1			67.7	58.4		32.7	32.1		16.3	16.3	
Actuated g/C Ratio		0.56	0.48			0.56	0.49		0.27	0.27		0.14	0.14	
v/c Ratio		0.31	0.56			0.39	0.43		0.51	0.46		0.17	0.72	
Control Delay		12.6	24.6			15.5	16.5		40.5	27.0		45.8	55.0	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.0			0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay		12.6	24.6			15.5	16.8		40.5	27.0		45.8	55.0	
LOS		B	C			B	B		D	C		D	D	
Approach Delay			23.1				16.6			31.8			53.9	
Approach LOS			C				B			C			D	
Queue Length 50th (ft)		39	263			35	125		79	103		18	117	
Queue Length 95th (ft)		77	387			m90	167		123	167		44	186	
Internal Link Dist (ft)			647				260			832			638	
Turn Bay Length (ft)		270				130			90			90		
Base Capacity (vph)		443	1692			349	1716		255	742		317	508	
Starvation Cap Reductn		0	0			0	396		0	0		0	0	
Spillback Cap Reductn		0	0			0	0		0	0		0	0	
Storage Cap Reductn		0	0			0	0		0	0		0	0	
Reduced v/c Ratio		0.30	0.56			0.36	0.55		0.51	0.32		0.08	0.37	

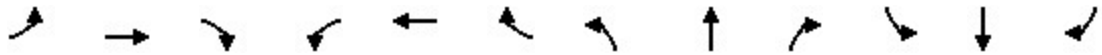
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 3 (3%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 2: SR 29 (Main St)/Main St & SR 80





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	273	615	26	31	463	122	14	213	50	158	171	216
Future Volume (vph)	273	615	26	31	463	122	14	213	50	158	171	216
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	135		0	225		0	60		0	105		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.994			0.969			0.972			0.916	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3518	0	1770	3429	0	1770	1811	0	1770	1706	0
Flt Permitted	0.270			0.387			0.516			0.213		
Satd. Flow (perm)	503	3518	0	721	3429	0	961	1811	0	397	1706	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			28			9			59	
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		340			420			915			718	
Travel Time (s)		6.6			8.2			17.8			14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	297	668	28	34	503	133	15	232	54	172	186	235
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	696	0	34	636	0	15	286	0	172	421	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		25			25			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	

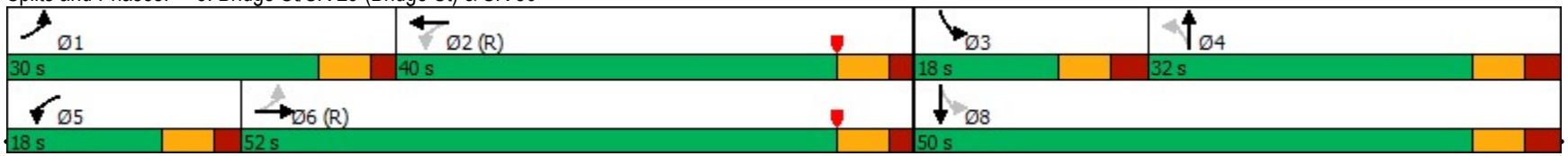


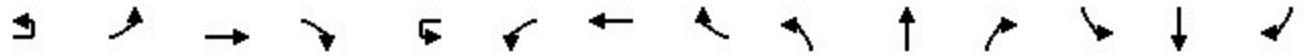
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases	1	6		5	2			4		3	8	
Permitted Phases	6			2			4			8		
Detector Phase	1	6		5	2		4	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		7.0	7.0		5.0	7.0	
Minimum Split (s)	11.0	18.0		11.0	18.0		13.9	13.9		11.9	13.9	
Total Split (s)	30.0	52.0		18.0	40.0		32.0	32.0		18.0	50.0	
Total Split (%)	25.0%	43.3%		15.0%	33.3%		26.7%	26.7%		15.0%	41.7%	
Maximum Green (s)	24.0	46.0		12.0	34.0		25.1	25.1		11.1	43.1	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.9	2.9		2.9	2.9	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.9	6.9		6.9	6.9	
Lead/Lag	Lead	Lag		Lead	Lag		Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	67.2	59.3		51.1	44.5		22.2	22.2		39.9	39.9	
Actuated g/C Ratio	0.56	0.49		0.43	0.37		0.18	0.18		0.33	0.33	
v/c Ratio	0.65	0.40		0.09	0.49		0.08	0.84		0.67	0.69	
Control Delay	26.3	8.4		11.8	26.4		40.0	66.7		42.8	35.9	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.1	0.2		0.0	0.3		0.0	0.0		0.0	0.0	
Total Delay	26.4	8.6		11.8	26.7		40.0	66.7		42.8	35.9	
LOS	C	A		B	C		D	E		D	D	
Approach Delay		13.9			25.9			65.4			37.9	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	43	52		11	208		10	206		96	238	
Queue Length 95th (ft)	169	65		25	293		29	#318		151	348	
Internal Link Dist (ft)		260			340			835			638	
Turn Bay Length (ft)	135			225			60			105		
Base Capacity (vph)	535	1741		444	1289		201	385		259	650	
Starvation Cap Reductn	7	348		0	200		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.50		0.08	0.58		0.07	0.74		0.66	0.65	

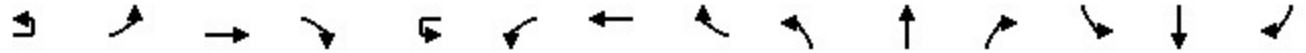
Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 6 (5%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 81.4%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: Bridge St/SR 29 (Bridge St) & SR 80





Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations														
Traffic Volume (vph)	1	63	688	64	18	52	503	52	80	51	30	93	37	50
Future Volume (vph)	1	63	688	64	18	52	503	52	80	51	30	93	37	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		225		0		250		0	110		0	110		0
Storage Lanes		1		0		1		0	1		0	1		0
Taper Length (ft)		50				50			50			50		
Lane Util. Factor	0.95	1.00	0.95	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.987				0.986			0.944			0.914	
Flt Protected		0.950				0.950			0.950			0.950		
Satd. Flow (prot)	0	1770	3493	0	0	1770	3490	0	1770	1758	0	1770	1703	0
Flt Permitted		0.415				0.318			0.696			0.700		
Satd. Flow (perm)	0	773	3493	0	0	592	3490	0	1296	1758	0	1304	1703	0
Right Turn on Red				Yes				Yes			Yes			Yes
Satd. Flow (RTOR)			14				16			21			48	
Link Speed (mph)			35				35			30			30	
Link Distance (ft)			420				429			758			774	
Travel Time (s)			8.2				8.4			17.2			17.6	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	68	748	70	20	57	547	57	87	55	33	101	40	54
Shared Lane Traffic (%)														
Lane Group Flow (vph)	0	69	818	0	0	77	604	0	87	88	0	101	94	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)			25				25			12			12	
Link Offset(ft)			0				0			0			0	
Crosswalk Width(ft)			16				16			16			16	
Two way Left Turn Lane														
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	9	15		9	15		9	15		9
Number of Detectors	1	1	2		1	1	2		1	2		1	2	
Detector Template	Left	Left	Thru		Left	Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	20	100		20	20	100		20	100		20	100	
Trailing Detector (ft)	0	0	0		0	0	0		0	0		0	0	



Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector 1 Position(ft)	0	0	0		0	0	0		0	0		0	0	
Detector 1 Size(ft)	20	20	6		20	20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel														
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)			94				94			94			94	
Detector 2 Size(ft)			6				6			6			6	
Detector 2 Type			Cl+Ex				Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel														
Detector 2 Extend (s)			0.0				0.0			0.0			0.0	
Turn Type	pm+pt	pm+pt	NA		pm+pt	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	1	1	6		5	5	2			4			8	
Permitted Phases	6	6			2	2			4			8		
Detector Phase	1	1	6		5	5	2		4	4		8	8	
Switch Phase														
Minimum Initial (s)	5.0	5.0	12.0		5.0	5.0	12.0		7.0	7.0		7.0	7.0	
Minimum Split (s)	11.0	11.0	18.2		11.2	11.2	18.2		13.1	13.1		13.1	13.1	
Total Split (s)	18.0	18.0	77.0		18.0	18.0	77.0		25.0	25.0		25.0	25.0	
Total Split (%)	15.0%	15.0%	64.2%		15.0%	15.0%	64.2%		20.8%	20.8%		20.8%	20.8%	
Maximum Green (s)	12.0	12.0	70.8		11.8	11.8	70.8		18.9	18.9		18.9	18.9	
Yellow Time (s)	4.0	4.0	4.0		4.0	4.0	4.0		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0	2.2		2.2	2.2	2.2		2.7	2.7		2.7	2.7	
Lost Time Adjust (s)		0.0	0.0			0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0	6.2			6.2	6.2		6.1	6.1		6.1	6.1	
Lead/Lag	Lead	Lead	Lag		Lead	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None	C-Max		None	None	C-Max		None	None		None	None	
Act Effct Green (s)		88.7	83.0			88.9	83.3		14.1	14.1		14.1	14.1	
Actuated g/C Ratio		0.74	0.69			0.74	0.69		0.12	0.12		0.12	0.12	
v/c Ratio		0.11	0.34			0.15	0.25		0.57	0.39		0.66	0.39	
Control Delay		2.2	3.5			4.4	7.9		63.9	40.9		70.0	29.5	

Lane Group	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0	0.1			0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		2.2	3.6			4.4	7.9		63.9	40.9		70.0	29.5	
LOS		A	A			A	A		E	D		E	C	
Approach Delay			3.5				7.5			52.3			50.5	
Approach LOS			A				A			D			D	
Queue Length 50th (ft)		5	32			12	86		64	48		76	33	
Queue Length 95th (ft)		m12	46			27	131		116	97		132	82	
Internal Link Dist (ft)			340				349			678			694	
Turn Bay Length (ft)		225				250			110			110		
Base Capacity (vph)		697	2419			573	2427		204	294		205	308	
Starvation Cap Reductn		0	651			0	0		0	0		0	0	
Spillback Cap Reductn		0	0			0	0		0	0		0	0	
Storage Cap Reductn		0	0			0	0		0	0		0	0	
Reduced v/c Ratio		0.10	0.46			0.13	0.25		0.43	0.30		0.49	0.31	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 36 (30%), Referenced to phase 2:WBTL and 6:EBTL, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 4: Lee St & SR 80



APPENDIX M

B/C Analysis Form and Engineer's Estimate

Roadway Design
Florida's Transportation Engineers

Rev. 02/2014

Benefit-Cost Analysis

District: **One** County: **07 - Hendry** Date Prepared: 10/23/23

Location: **SR 80 from N of Captain Hendry Drive to W of Forrey Drive**

Section : **7010000** Beg. Milepost : **7.75** End Milepost : **10.509**

Rdway Type: **6+ Lanes Urban Divided**

Control Element: **Other (describe in box below)**

Construct median along SR 80 from N. of Captain Hendry Drive to W of Forrey Drive.

ANNUAL COST OF IMPROVEMENTS

Type		Cost	Service Life	Capital Recovery Factor		Total
ROW			100	0.0408	$	-
P.E.C.E.I.			15	0.0899	$	-
Roadway	$	3,092,711.33	20	0.0736	$	227,623.55
S&PM	$	54,634.98	6	0.1908	$	10,424.35
Signal			10	0.1233	$	-
Lighting			15	0.0899	$	-
Other			20	0.0736	$	-
Sub-Total	$	3,147,346.30			$	238,047.91
				Annual Cost =	$	238,047.91

Total number of crashes =	189
# of correctable crashes, PC =	43
# of years of crash data, YD =	5
PC/YD =	8.60
Crash reduction factor, CRF =	100.00%
CRF x (PC/YD) =	8.60
Cost per crash, CPC =	$112,986.00
Benefit =	$971,680

Primary crash reduction factor (%): 100

Construct Median

Additional crash reduction factor:

Additional crash reduction factor:

BENEFIT/COST RATIO

$$\frac{\text{Benefit}}{\text{Cost}} = \frac{\$971,679.60}{\$238,047.91} = \mathbf{4.08}$$

100% crash reduction applied because the movements associated with the crashes will no longer be possible.

Prepared by: Nathan Poole, PE

SR 80 ACCESS MANAGEMENT STUDY

CONVERTING 5-LANE UNDIVIDED ROADWAY SECTION TO 4-LANE DIVIDED ROADWAY SECTION

Date: 11/1/2023 - Concept Cost Estimate

ROADWAY

ITEM #	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
110-1-1	CLEARING & GRUBBING	AC	2.48	$32,843.47	$81,451.81
285-709	OPTIONAL BASE, BASE GROUP 09	SY	11783	$26.93	$317,309.70
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	1944.16	$158.05	$307,273.73
520-2-2	CONCRETE CURB, TYPE B	LF	21855	$52.56	$1,148,698.80
520-70	CONCRETE TRAFFIC SEPARATOR, SPECIAL- VARIABLE WIDTH	SY	763	$101.21	$77,223.23
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY			$0.00
570-1-2	PERFORMANCE TURF, SOD	SY	10110	$5.00	$50,550.00
				ROADWAY SUBTOTAL	**$1,982,507.26**

SIGNING AND PAVEMENT MARKINGS

700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	132	$421.14	$55,590.48
700-1-60	SINGLE POST SIGN, REMOVE	AS	36	$30.65	$1,103.40
705-11-1	DELINEATOR, FLEXIBLE TUBULAR	EA	26	$93.00	$2,418.00
706-1-3	RAISED PAVEMENT MARKER, TYPE B	EA	87	$4.08	$354.96
711-11-170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	56	$69.05	$3,866.80
711-16-101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	0.659	$6,059.02	$3,992.31
711-16-201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	5.083	$6,104.75	$31,030.11
				SIGNING AND PAVEMENT MARKINGS SUBTOTAL	**$35,022.42**
101-1	Mobilization			10%	$201,752.97
102-1	MOT			10%	$201,752.97
				Project SubTotal	**$2,421,035.62**
	Project Unknowns			25%	$605,258.90
999-25	Contingency	LS	1	$121,051.78	$121,051.78
				Project Total	**$3,147,346.30**

Cost of Pay Item No. 520-2-2 is from Annual Item Average Unit Cost (From 2022/01/01 to 2022/12/31)

Costs are from Area 9 12-Months Average (From 2022/09/01 to 2023/08/31)

SECTION K CLEARANCE TIMINGS

FPID 447878-1-52-01
Major Street: W HICKPOCHEE AVE (SR 80)
Minor Street: Shady Oaks Ave, Dr. MLK Jr. Blvd

Through Movements

Movement 2

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	85	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	40	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. If Headway distance (D) is less than 10 ft, use CH formula. Use 0 sec if speed is greater than 50 mph
**R=	0.786	All Red Interval in Seconds
G=	0.29%	Slope Approach (uphill +, downhill -)
Y=	4.313	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Use 4.4 per TEM Table 3.6-1

Method 2 (Pedestrian)

$$R = \frac{P+L}{1.47\,V} - CH$$

P=	123	Total width traversed from the near side of approach stop bar to the far side of the last pedestrian Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	40	Approach Speed Limit, MPH
CH	1.93	Conflict headway in Seconds. Use 1.93 sec
**R=	0.502	All Red Interval in Seconds

Movement 4

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	110	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	35	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. If Headway distance (D) is less than 10 ft, use CH formula. Use 0 sec if speed is greater than 50 mph
**R=	1.527	All Red Interval in Seconds
G=	0.25%	Slope Approach (uphill +, downhill -)
Y=	3.952	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Use 4.0 per TEM Table 3.6-1

Method 2 (Pedestrian)

$$R = \frac{P+L}{1.47\,V} - CH$$

P=	133	Total width traversed from the near side of approach stop bar to the far side of the last pedestrian Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	35	Approach Speed Limit, MPH
CH	1.93	Conflict headway in Seconds. Use 1.93 sec
**R=	1.044	All Red Interval in Seconds

**Use a minimum of 2 Seconds per TEM

Movement 6

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	88	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	40	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. If Headway distance (D) is less than 10 ft, use CH formula. Use 0 sec if speed is greater than 50 mph
**R=	0.837	All Red Interval in Seconds
G=	0.58%	Slope Approach (uphill +, downhill -)
Y=	4.286	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Use 4.4 per TEM Table 3.6-1

Method 2 (Pedestrian)

$$R = \frac{P+L}{1.47\,V} - CH$$

P=	126	Total width traversed from the near side of approach stop bar to the far side of the last pedestrian Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	40	Approach Speed Limit, MPH
CH	1.93	Conflict headway in Seconds. Use 1.93 sec
**R=	0.553	All Red Interval in Seconds

Movement 8

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	108	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	15	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. If Headway distance (D) is less than 10 ft, use CH formula. Use 0 sec if speed is greater than 50 mph
**R=	4.805	All Red Interval in Seconds
G=	0.60%	Slope Approach (uphill +, downhill -)
Y=	2.482	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Method 2 (Pedestrian)

$$R = \frac{P+L}{1.47\,V} - CH$$

P=	133	Total width traversed from the near side of approach stop bar to the far side of the last pedestrian Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	15	Approach Speed Limit, MPH
CH	1.93	Conflict headway in Seconds. Use 1.93 sec
**R=	5.009	All Red Interval in Seconds

**Use a minimum of 2 Seconds per TEM

Left-turn Movements

Movement 1

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	115	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	40	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. Use 1 second.
**R=	1.296	All Red Interval in Seconds
G=	0.58%	Slope Approach (uphill +, downhill -)
Y=	4.286	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Use 4.4 per TEM Table 3.6-1

Method 2 (Custom)

$$R = \frac{W+L}{1.47\,V} - CH$$

$$CH = \sqrt{\frac{2D}{a_s - a_r}}$$

W=	115	Total width traversed from the near side of approach stop bar to far side of the worst vase vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft

$V = \sqrt{[(0.01e + f) * 15R]}$ use e=0 and f=0.35

R=	110	Radius of Curve
V=	24.03	Turning Speed, MPH
**R=	2.213	All Red Interval in Seconds

D=	22	Conflict headway distance
CH=	1.61	Conflict headway in Seconds.
a_s=	7	acceleration rate, use 7ft/sec/sec
a_r=	-10	deceleration rate, use -10ft/sec/sec

Movement 3

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	61	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	15	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. Use 1 second.
**R=	2.673	All Red Interval in Seconds
G=	0.60%	Slope Approach (uphill +, downhill -)
Y=	2.482	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Method 2 (Custom)

$$R = \frac{W+L}{1.47\,V} - CH$$

$$CH = \sqrt{\frac{2D}{a_s - a_r}}$$

W=	61	Total width traversed from the near side of approach stop bar to the far side of the last vehicle Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft

$V = \sqrt{[(0.01e + f) * 15R]}$ use e=0 and f=0.35

R=	40	Radius of Curve
V=	14.49	Turning Speed, MPH
**R=	2.194	All Red Interval in Seconds

D=	22	Conflict headway distance
CH=	1.61	Conflict headway in Seconds.
a_s=	7	acceleration rate, use 7ft/sec/sec
a_r=	-10	deceleration rate, use -10ft/sec/sec

**Use a minimum of 2 Seconds per TEM

Movement 5

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	111	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	40	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. Use 1 second.
**R=	1.228	All Red Interval in Seconds
G=	0.27%	Slope Approach (uphill +, downhill -)
Y=	4.315	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Use 4.4 per TEM Table 3.6-1

Method 2 (Custom)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	111	Total width traversed from the near side of approach stop bar to the far side of the last vehicle Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft

$V = \sqrt{[(0.01e + f) * 15R]}$ use e=0 and f=0.35

R=	110	Radius of Curve
V=	24.03	Turning Speed, MPH
**R=	2.028	All Red Interval in Seconds

$$CH = \sqrt{\frac{2D}{a_s - a_r}}$$

D=	24	Conflict headway distance
CH=	1.68	Conflict headway in Seconds.
as=	7	acceleration rate, use 7ft/sec/sec
ar=	-10	deceleration rate, use -10ft/sec/sec

Movement 7

Method 1 (Strict TEM)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	62	Total width traversed from the near side of approach stop bar to far side of the worst case vehicle conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft
V=	35	Approach Speed Limit, MPH
CH*	1	Conflict headway in Seconds. Use 1 second.
**R=	0.594	All Red Interval in Seconds
G=	0.50%	Slope Approach (uphill +, downhill -)
Y=	3.932	Yellow Interval in Seconds (Use TEM Section 3.6.2)

Use 4.0 per TEM Table 3.6-1

Method 2 (Custom)

$$R = \frac{W+L}{1.47\,V} - CH$$

W=	62	Total width traversed from the near side of approach stop bar to the far side of the last vehicle Conflict (See Figure 1)
L=	20	Length of vehicle, Use 20 ft

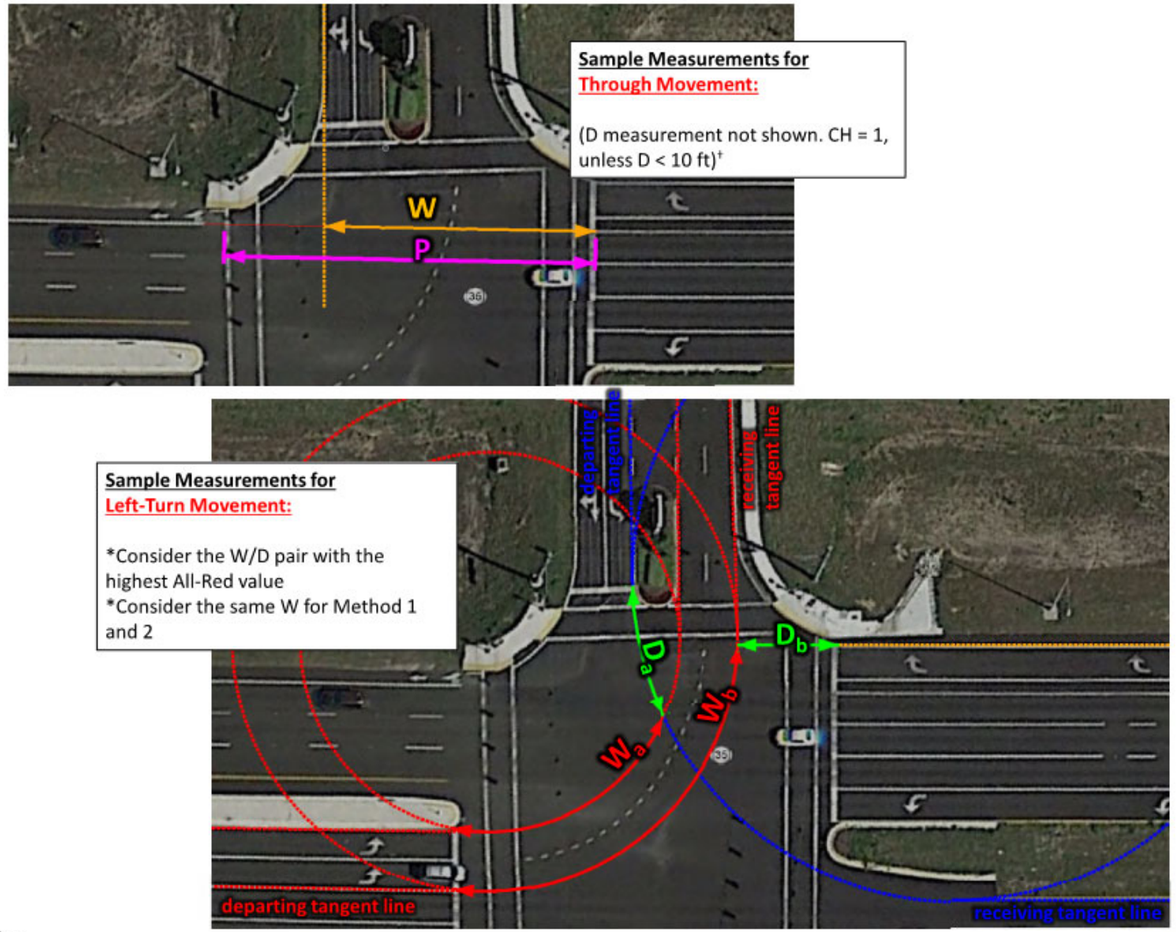
$V = \sqrt{[(0.01e + f) * 15R]}$ use e=0 and f=0.35

R=	40	Radius of Curve
V=	14.49	Turning Speed, MPH
**R=	2.204	All Red Interval in Seconds

$$CH = \sqrt{\frac{2D}{a_s - a_r}}$$

D=	23	Conflict headway distance
CH=	1.64	Conflict headway in Seconds.
as=	7	acceleration rate, use 7ft/sec/sec
ar=	-10	deceleration rate, use -10ft/sec/sec

**Use a minimum of 2 Seconds per TEM



Notes:
*Refer to latest D1 Guidelines for definition of variables and additional guidance
*Use latest D1 Guidelines to assign calculated values to controller phases
*Additional steps may be necessary for unique phasing or intersection geometry

Figure 1

Pedestrian Timings
Hickpochee Ave (SR 80) at Shady Oaks Ave/Dr. MLK Jr. Blvd
447878-1-52-0-1
FDOT
SR 80

Pedestrian Timings (Pedestrian 'WALK' will be set at 7 Seconds)

Curb to Curb

P2

Cross Walk Distance =	50	Feet		
Walking Speed =	3.5	Feet per Second		
Preliminary Time	15	Seconds		
Minus 3 second buffer =	12	Seconds		
Total Pedestrian Clearance Time =			**12**	Seconds

P4

Cross Walk Distance =	70	Feet		
Walking Speed =	3.5	Feet per Second		
Preliminary Time	20	Seconds		
Minus 3 second buffer =	17	Seconds		
Total Pedestrian Clearance Time =			**17**	Seconds

P6

Cross Walk Distance =	49	Feet		
Walking Speed =	3.5	Feet per Second		
Preliminary Time	14	Seconds		
Minus 3 second buffer =	11	Seconds		
Total Pedestrian Clearance Time =			**11**	Seconds

P8

Cross Walk Distance =	70	Feet		
Walking Speed =	3.5	Feet per Second		
Preliminary Time	20	Seconds		
Minus 3 second buffer =	17	Seconds		
Total Pedestrian Clearance Time =			**17**	Seconds

Ped Button to Curb

P2

Cross Walk Distance =	65	Feet		
Walking Speed =	3.0	Feet per Second		
Preliminary Time	22	Seconds		
Minus 7+3 seconds buffer =	12	Seconds		
Total Pedestrian Clearance Time =			**12**	Seconds

P4

Cross Walk Distance =	80	Feet		
Walking Speed =	3.0	Feet per Second		
Preliminary Time	27	Seconds		
Minus 7+3 seconds buffer =	17	Seconds		
Total Pedestrian Clearance Time =			**17**	Seconds

P6

Cross Walk Distance =	62	Feet		
Walking Speed =	3.0	Feet per Second		
Preliminary Time	21	Seconds		
Minus 7+3 seconds buffer =	11	Seconds		
Total Pedestrian Clearance Time =			**11**	Seconds

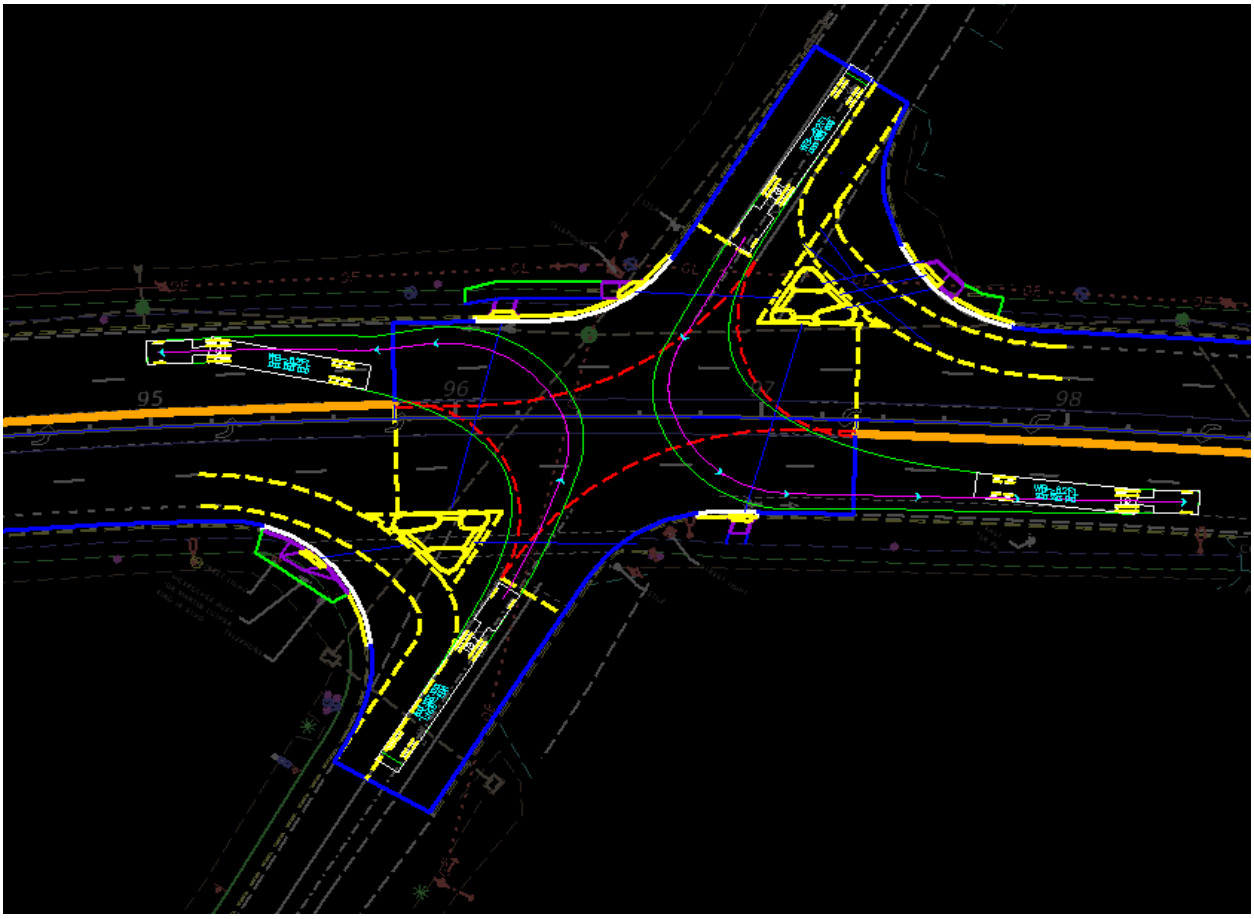
P8

Cross Walk Distance =	78	Feet		
Walking Speed =	3.0	Feet per Second		
Preliminary Time	26	Seconds		
Minus 7+3 seconds buffer =	16	Seconds		
Total Pedestrian Clearance Time =			**16**	Seconds

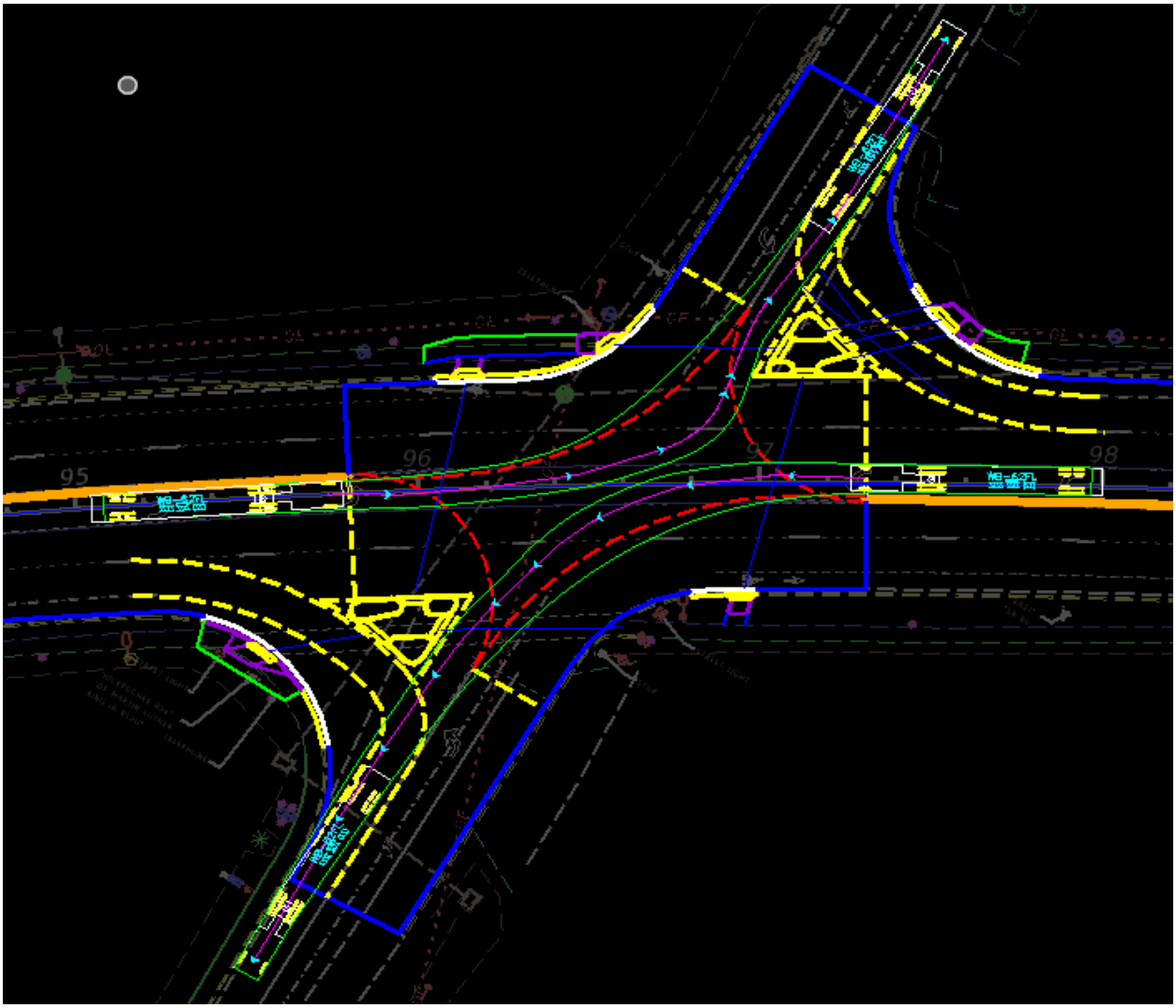
SECTION L AUTOTURN ANALYSIS

MLK Intersection:

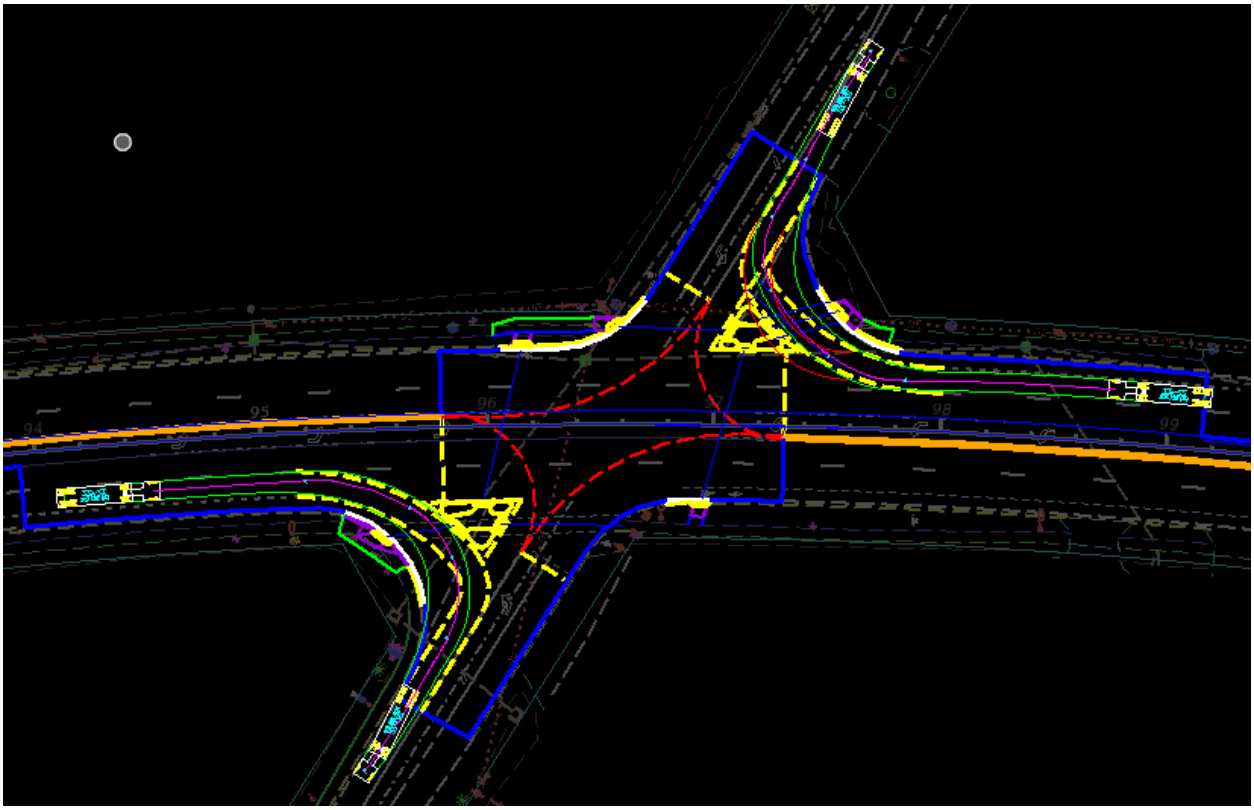
NBL SBL WB-62 FL



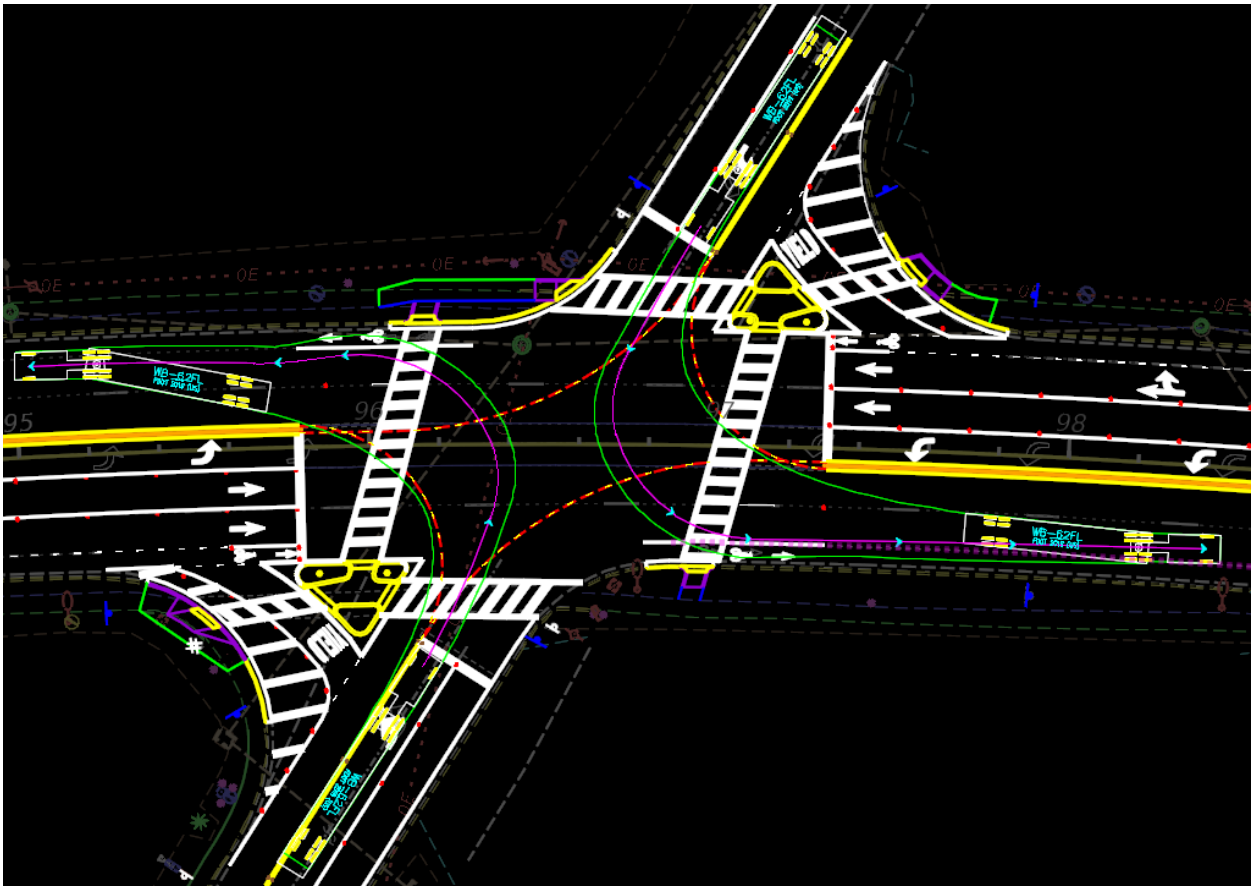
EBL WBL WB-62 FL



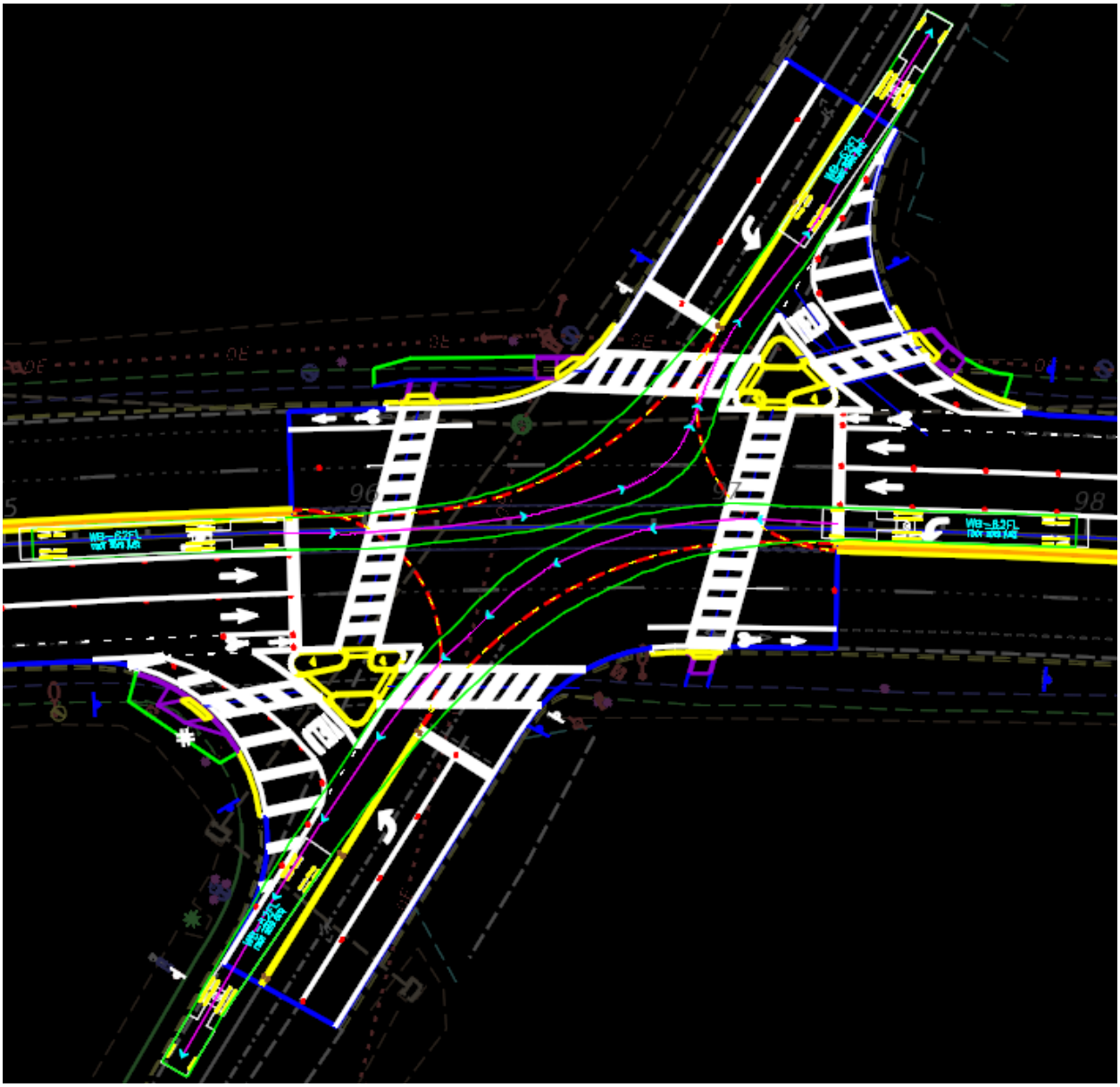
EBR WBR WB-40



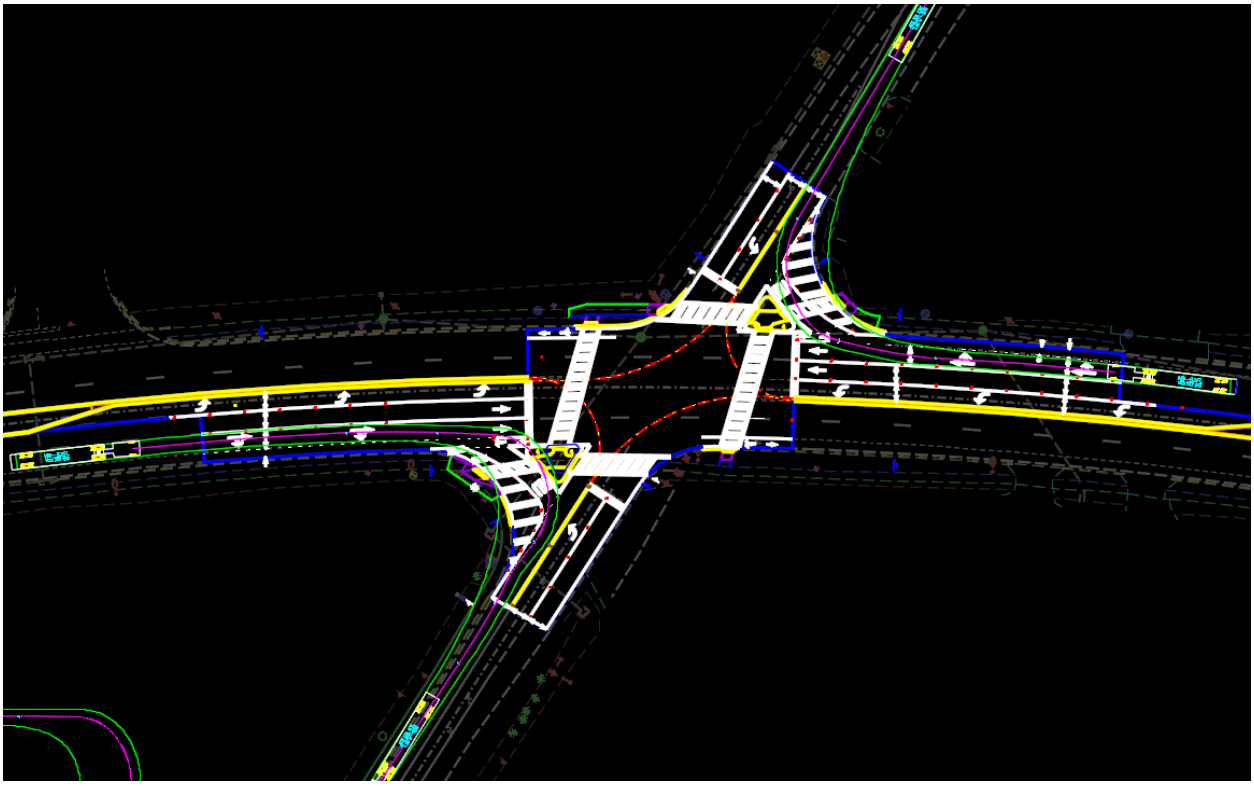
NBL & SBL: WB-62 FL



EBL & WBL: WB-62 FL



EBR & WBR: WB-62 FL



SECTION M PEDESTRIAN CROSSING STUDY

LABELLE TRAFFIC COUNTS

W Hickpochee Ave/SR 80 Bet

Cherokee St & Campbell St

Hendry County, Florida

Prepared for

BOWMAN

2090 Palm Beach Lakes Blvd, Suite 400

West Palm Beach, FL 33409

Prepared by



Nationwide Traffic Data, LLC

390 North Orange Ave, Suite 2300

Orlando, FL 32801

April 14, 2025

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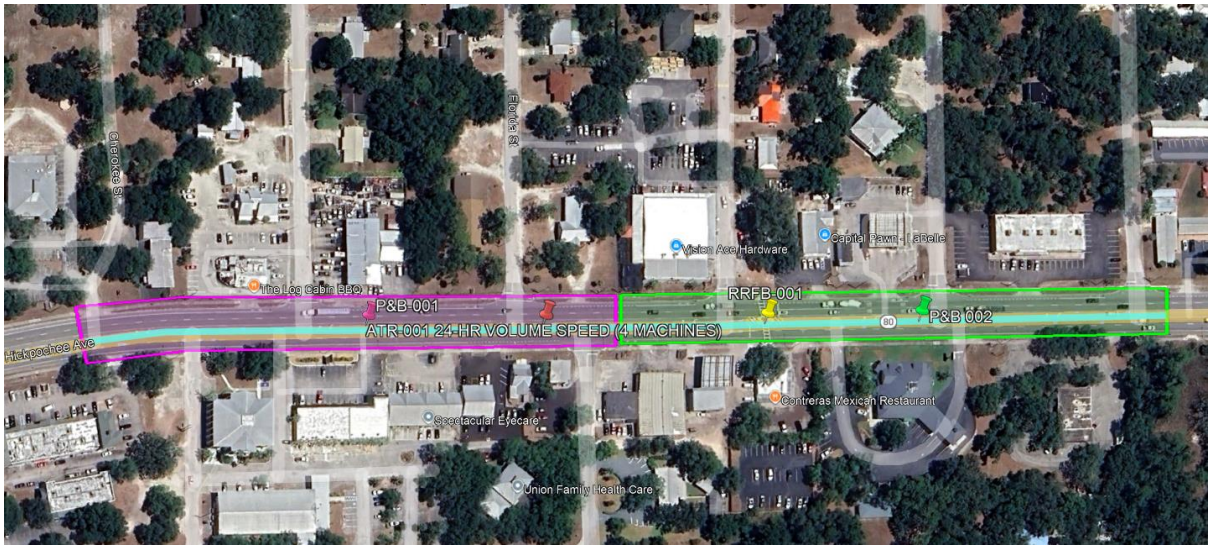
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INTRODUCTION

Bowman requested a Rectangular Rapid Flashing Beacon (RRFB) Compliance study, a speed study, and pedestrian and bikes count to be conducted at the same time on W Hickpochee Ave/SR 80 Bet Cherokee St & Campbell St.

Site Location Map



The collected data was analyzed, and a summary report was prepared for each study requested.

DATA COLLECTION

Pedestrian and Bikes

Nationwide Traffic Data collected the pedestrian & bike counts manually through live technicians for 12 hours on a weekday (Thursday, 03/06/2025) and 12 hours on a weekend (Saturday, 03/08/2025).

Collection hours: 7:00 AM – 5:00 PM & 7:00 PM – 9:00 PM

Rectangular Rapid Flashing Beacon (RRFB) Compliance

The RRFB compliance data was collected by using cameras to record the location for 12 hours on a weekday (Thursday, 03/06/2025) and 12 hours on a weekend (Saturday, 03/08/2025).

Collection hours: 7:00 AM – 5:00 PM & 7:00 PM – 9:00 PM

Average Daily Traffic – Speed

The traffic volume and vehicle speed were collected using automatic traffic recorders (ATRs) for a period of 48 hours (03/06/2025 & 03/08/2025). The posted speed limit for the requested location is **40 MPH**.

ANALYSIS

Pedestrian and Bikes

The data collected through live technicians for the pedestrian & bike study were encoded and analyzed to create a graphical summary of the pedestrian and bikes crossing the road in hourly intervals, including the direction the pedestrian took while crossing.

During the weekday, the pedestrian volume crossing northbound and southbound range from 1-18 pedestrians per hour and for bikes, there are 1-2 bikes per hour. For the weekend, the pedestrian volume crossing northbound and southbound range from 2-65 pedestrians per hour and for bikes, there are 1-7 bikes per hour.

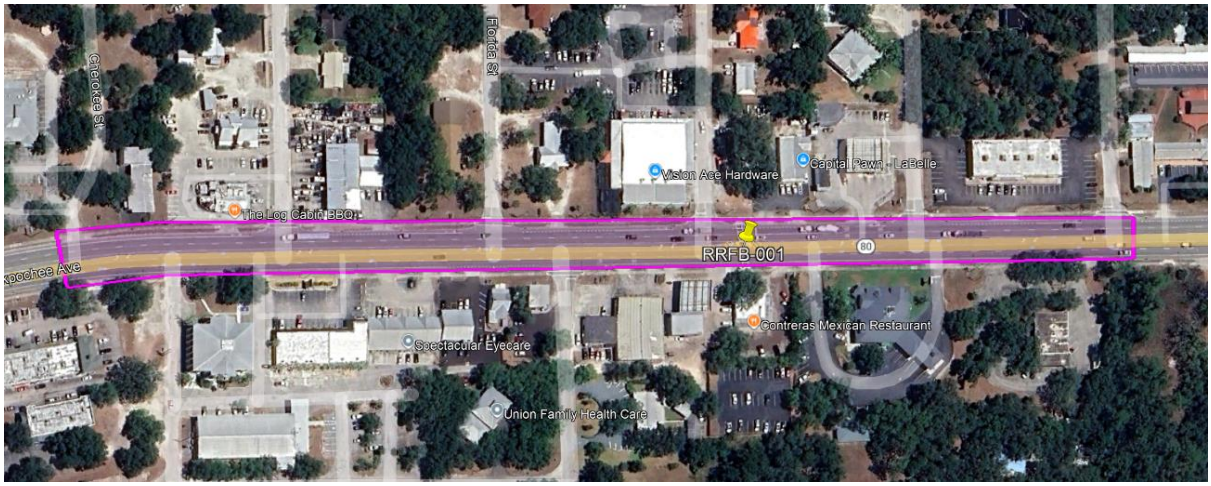
In the weekday, 4 of the 12 hours collected have more than or equal to 10 pedestrians that are crossing, and in the weekend, pedestrians crossing is more than 20 for 5 of the 12 hours collected.

Most of the pedestrians and bikes observed are crossing frequently into and from the following locations:

1. Capital Pawn – LaBelle
2. Contreras Mexican Restaurant
3. Vision Ace Hardware
4. Family Dollar
5. Century Plaza
6. LaBell City Hall
7. Belle Center

Rectangular Rapid Flashing Beacon (RRFB) Compliance

Below is the RRFB zone that was observed during the study period.



During the weekday, when the RRFB is in inactive phase, there are 7 vehicles that stopped and 7 vehicles that did not stop for the pedestrians in the crosswalk. When it was in the active phase, there were 17 vehicles that complied, and 73 vehicles did not stop for the entire 12-hour weekday collection.

In the weekend, when the RRFB is in inactive phase, there are 4 vehicles that stopped and 6 vehicles that did not stop for the pedestrians in the crosswalk. When it was in the active phase, there were 64 vehicles that complied, and 202 vehicles did not stop for the entire 12-hour weekend collection.

Pedestrian Crossing

When the pedestrians are crossing during the weekday, **49% (38 out of 78)** pushed the button, and for pedestrians crossing the crosswalk on the weekend, **46% (97 out of 212)** pushed the button.

Average Daily Traffic – Speed

See Table 1 for the speed data summary.

Table 1. Speed Statistics

Location	Posted Speed Limit (MPH)	Direction	Date	85th Percentile Speed (MPH)	Average Speed (MPH)	10 MPH Pace Speed (MPH)
W Hickpochee Ave/SR 80 Bet Cherokee St & Campbell St	40	Eastbound	03/06/2025	46	39	34-43
		Westbound	03/06/2025	47	39	35-44
		Eastbound	03/08/2025	45	39	34-43
		Westbound	03/08/2025	45	38	34-43

The 85th percentile speed for weekday and weekend data ranged between 45 MPH to 46 MPH for the Eastbound direction and between 45 MPH to 47 MPH for the Westbound direction.

SECTION N PUBLIC WORKSHOP SUMMARY

State Road 80 Safety Improvements

from North of Captain Hendry Dr to West of Forrey Dr

Financial Project Number: 447878-1-52-01
Hendry County

PUBLIC WORKSHOP SUMMARY

Date: Tuesday, February 25, 2025

Time: 4:00 p.m. to 7:00 p.m.

Location: LaBelle Civic Center
481 W Hickpochee Ave
LaBelle, FL 33935

Attendees: Citizens: 22

FDOT District One: 8

David Wheeler	Janella Newsome	John Kubicki
Keri Nelson	Keith Robbins, PhD	David Agacinski
Megan Stroud	Kyle Kemmish	

Consultant Team: 4

Kris Karanxha	Katie Batil-Bigler
Gabe Gonzalez Jr	Sofia Orozco

Other: 9

Ramon Iglesias	**County Commissioner**
Mitchell Wills	**County Commissioner**
Bob Pastlla	**County Emergency Management**
Jorge Hernandez	**County Engineering**
Julie Wilkins	**City Commission (Mayor)**
Jackie Ratica	**City Commission**
Bobbie Spratt	**City Commission**
Daniel Akin	**City Commission**
Yvette W.	**City Utilities**

The workshop sign-in forms are included in **Appendix A**.

Summary:

The first public workshop for the State Road (SR) 80 Safety Improvements was held on Tuesday, February 25, 2025 at the LaBelle Civic Center, 481 W Hickpochee Ave in LaBelle, FL 33935.

Historically, the Department has presented design plans in or beyond their 60% development phase to the public. To counteract some of the feelings of distrust expressed by the public related to the nearby project FPID: 417878-8 SR 29 Concept Re-evaluation, the goals of this first public workshop were two-pronged:

1. Present feasible preliminary design concept ideas proven to improve safety and operations within similar contexts.
2. Collect meaningful feedback from the community related to how these design concepts might meet or contradict their needs before conducting additional design efforts.

The workshop was held in an open house format from 4:00 p.m. to 7:00 p.m. Attendees were asked to sign in before being invited to explore the workshop elements at their own pace. Some attendees were logged as having attended in the transcribed sign-in list, although they may have failed to sign-in. Members of the project team were joined by members of the FDOT District One Safety Office and Public Involvement Office to answer questions related to the project and potential design solutions.

The workshop included the following elements:

- Welcome Board
- Title VI Board
- Project Overview Board
- Intersection Safety Considerations Board
- Conflict Points Informational Board
- Directional Median Opening Concept Board
- Tentative Schedule Board
- How to Submit Comments Board
- Roll Plots with Collision Diagrams (2)
- Project Newsletters (English & Spanish)
- Access Management & Intersection Treatment Handouts (English & Spanish)
- General Comment Forms (English & Spanish)
- Comment Return Boxes
- Narrated Project Presentation on Repeat (English)
- Project Presentation Transcripts (English & Spanish)

The workshop materials are included in **Appendices B – M**.

No formal instructions were provided to follow any particular order, however, the workshop elements were arranged to encourage attendees to review the project boards, the roll plots, and the presentation before proceeding to write comments. Each element of the workshop (sign-in, informational boards, roll plots, presentation, etc.) was arranged with enough room to engage in small group conversations without disturbing other areas. Tables were also set up away from the main areas of the workshop to provide attendees with space to write and share their comments.

All workshop materials were posted to the project webpage: https://www.swflroads.com/project/447878-1.

The Public Workshop was advertised in the following manner:

Email to Elected Officials	Published on Tuesday, February 6, 2025 Revised and resent on Monday, February 10, 2025*
Email to Appointed Officials	Published on Tuesday, February 6, 2025 Revised and resent on Monday, February 10, 2025*
Email to Interested Parties	Published on Tuesday, February 6, 2025 Revised and resent on Monday, February 10, 2025*
Newsletter to Property Owners	Mailed on Tuesday, February 11, 2025
FDOT Public Notice Website	Published on Tuesday, February 11, 2025
Florida Administrative Register	Published on Tuesday, February 18, 2025
Radio	Broadcast on the following stations at all times of day from Tuesday, February 18, 2025 through Monday, February 24, 2025: WAFZ – FM: 48 spots WAFC – AM: 58 spots

*The workshop was originally scheduled for Tuesday, February 11, 2025. The workshop was rescheduled to Tuesday, February 25, 2025 to provide more sufficient time for all parties to review workshop materials. The revised emails included updated newsletters and all subsequent notifications reflected the new date.

All workshop notifications are included in **Appendices N – P**.

15 comment forms were received at the workshop and 1 comment was received during the 14-day comment period following the workshop, ending Tuesday, March 11, 2025. All received comments are included in **Appendix Q**. The members of the City Commission also presented the project team with a signed Resolution insisting on the removal and/or relocation of the crosswalk at Martin St which includes a Rectangular Rapid Flashing Beacon. This Resolution is included in **Appendix R**.

See below a list of common topics of concern related to the project as identified within the submitted comments. Responses to each of the comments received will be provided at a later date.

- Some attendees believe the crosswalk is useful, though they feel it needs to be in a different location as it presently contributes to congestion in the area.
- Some businesses feel they will be negatively impacted when traffic increases and fewer patrons will be able to make turns into their properties.
- Some attendees feel the corridor would be better served by reducing vehicular speeds on the approaches to the City from east and west.
- Some attendees oppose the consideration of roundabouts related to the SR 29 Concept Re-evaluation.
- Some businesses feel that direct access to and from SR 80 should be provided to those with higher volumes.
- Some attendees feel strongly that a traffic signal is needed at Hall St before other improvements are considered.
- Some attendees feel that many vehicles would turn onto adjoining residential side streets to avoid the directional median openings being considered along SR 80.



Figure 1 Interior of LaBelle Civic Center during Public Workshop 1

Appendices

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A. Workshop Sign-In Forms

Name	Group	Phone Number	Email Address
Jacquline Garcia	Citizens	863-843-5409	Salgac69@gmail.com
Judi Kennington-Ko	Citizens	863-675-5770	judikk@plcdd.net
Daniel Peregrin	Citizens	501-258-4505	danperegrin@gmail.com
Kim Perkins	Citizens	863-673-0418	
Christina Contreras	Citizens	239-564-0124	lcbanda@comcast.net
Rosali C. Pequeno	Citizens	863-517-4575	rosalipequeno@yahoo.com
Christina Davidson	Citizens	239-243-1648	
Jessica Meador	Citizens	863-675-8500	j.meador@evergladesharvesting.com
Carey Soud	Citizens	863-902-3423	csoud@first1bank.com
Cindy Sutkowy	Citizens	863-902-3491	csutkowy@first1bank.com
Pinesh Patel	Citizens	863-735-8753	p.pinesh@gmail.com
RJ Steck	Citizens		drglassllc@yahoo.com
Kevin Berth	Citizens	863-678-6800	kevin@heartlandhomes.com
Ayman Kaki	Citizens	561-301-6686	aymankaki@gmail.com
Daniel Peregrin	Citizens	407-782-8202	dperegrin@firstplate.com
Terri Marsh	Citizens	863-675-0125	lchamberofcomm@embargmail.com
Jorge Rodriguez	Citizens	863-517-0088	Jorge_726@yahoo.com
Bob H.	Citizens		
Chip Dorn	Citizens	239-682-3399	
Robert Buck	Citizens	239-297-4842	
Adelina Contreras	Citizens	863-517-2283	
John Clark	Citizens	954-213-1243	jcstages@ad.com
Jackie Ratica	City Commission	863-517-2336	jackieratica@citylabelle.com
Bobbie Spratt	City Commission	863-675-2872	
Daniel Akin	City Commission	863-517-1358	danielakin@cityoflabelle.com
Julie Wilkins	City Commission (Mayor)	863-673-4529	juliewilkins@cityoflabelle.com
Yvette W.	City Utilities	863-675-2872	ywilliams@cityoflabelle.com
Ramon Iglesias	County Commissioner	863-599-0460	boccy@hendryfla.nd
Mitchell Wills	County Commissioner	863-835-2774	Bocc3@hendryfla.net
Bob Pastlla	County Emergency Manag	239-565-5835	emdirector@hendryfla.net
Jorge Hernandez	County Engineering	863-612-4726	Jorge.hernandez@hendryfla.net
David Wheeler	FDOT	239-898-5273	David.wheeler@dot.state.fl.us
Keri Nelson	FDOT	863-519-2709	Keri.nelson@dot.state.fl.us
Megan Stroud	FDOT	863-519-2258	Megan.stroud@dot.state.fl.us
Janella Newsome	FDOT	863-209-5589	Janella.newsome@dot.state.fl.us
Keith Robbins, PhD	FDOT		
Kyle Kemmish	FDOT		
John Kubicki	FDOT		
David Agacinski	Project Team		
Kris Karanxha	Project Team		
Gabe Gonzalez Jr	Project Team		
Katie Batil-Bigler	Project Team		
Sofia Orozco	Project Team		

In-Person Public Workshop (Taller Público Presencial)

DATE/TIME (FECHA/HORA): Tuesday, February 25 2025 (Martes, 25 de Febrero) | 4:00 pm – 7:00 pm

PROJECT (PROYECTO): **State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr (Mejoras de seguridad de la Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr)**

FPID No.: **447878-1-52-01**

LOCATION (UBICACIÓN): LaBelle Civic Center, 481 W Hickpochee Avenue, LaBelle, FL 33935

NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
Janella Newsome	FDOT Comms Dept	863-209-5589	janella.newsome@dot.state.fl.us
Ramon Iglesias	HendryCo Commissioner	863-599-0960	BOCC4@HendryFla.net
Bob Hall			
RJ Steele	HARRIS Linear		DGKassLLC@yahoo
Rosali C. Pegueno	Contreras Restaurant	863 517 4575	rosalipegueno@yahoo.com
Gabe Gonzalez Jr	PGA		
Christina Contreras	Contreras Restaurant	239524-0124	lcbanda@comcast.net
Sergio Orozco	PGA		

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Daniel Akin	City of LaBelle	863-517-1358	danielakin@citylabelle.com
Kevin Berth	Heartland Homes	863-675-6800	kevin@heartlandnewhomes.com
Cindy Sutkowy	First Bank	863 902 3491	csutkowy@firstbank.com
Chip Dorn		239-682-3399	
Mitchell Wills	Hendry County	863-835-2774	Bocc3@hendryfla.net
Daniel Peregrin	Belle Artisan	501-258-4585	danperegrin@gmail.com
Ayman Kuk	K & M Dry	561-301-6686	aymankuki@gmail.com
Yvette W.		863675-2872	Ywilliams@citylabelle.com
John Clark	Self	954-213-1243	jcstages@aol.com

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NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
Bob Pastula	EMA	239 [illegible]	EMDIRECTOR@HENDRYFLA.NET
Megan Stroud	FDOT	863-519-2258	megan.stroud@dot.state.fl.us
David Wheeler	FDOT	239-898-5273	david.wheeler@dot.state.fl.us
Keri Nelson	FDOT	863-519-2709	Keri.nelson@dot.state.fl.us
Jackie Ratica	City Commissioner	863-517-2336	jackieratica@citylabelle.com
Jorge Rodriguez	Life Ministries Church	863-517-0088	Jorge_726@Yahoo.com
Daniel Peregrin	LaBelle Brewing Co	407-782-8202	DPeregrin@Firstplate.com
Jessica Meador	Everglades Harvesting	(863) 675-8500	j.meador@everglades[illegible]harvesting.com
Julie Wilkins	City of LaBelle	863-673-4529	juliewilkins@CityLaBelle.com

In-Person Public Workshop (Taller Público Presencial)

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NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
Bobbie Spratt	City of LaBelle	863 675-2872	
Christina DAvidson	Davidson's Cleaners	239-243-1648	
Terri Marsh	LaBelle Chamber of Comm.	863-675-0135	lchamberofcomm@embarqmail.com
Kim Perkins	Big V Rest.	863-673-0418	
JUDI KENNINGTON-KORF	Pt. LABELLE CDD BARRON WCD	863-675-3770	judikkeplcdd.net
Adelina Contreras	owner	863 517 2283	
ROBERT BUCK	"	239 297 4842	
CAREY SOUD	FIRST BANK	863 902 3423	csoud@first1bank.com
Jorge Hernandez	Hendry Canty	863-612-4726	jorge.hernandez@hendryfla.net

In-Person Public Workshop (Taller Público Presencial)

DATE/TIME (FECHA/HORA): Tuesday, February 25 2025 (Martes, 25 de Febrero) | 4:00 pm – 7:00 pm

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NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
Pinesh PATEL	HARI'S LIQUOR	863 735 8753	P.Pinesh@Gmail.Com
Jacqueline Garcia	AMIGOS & BEER	863 843 5409	salgac69@gmail.com.

B. Welcome Board

WELCOME

FDOT District One

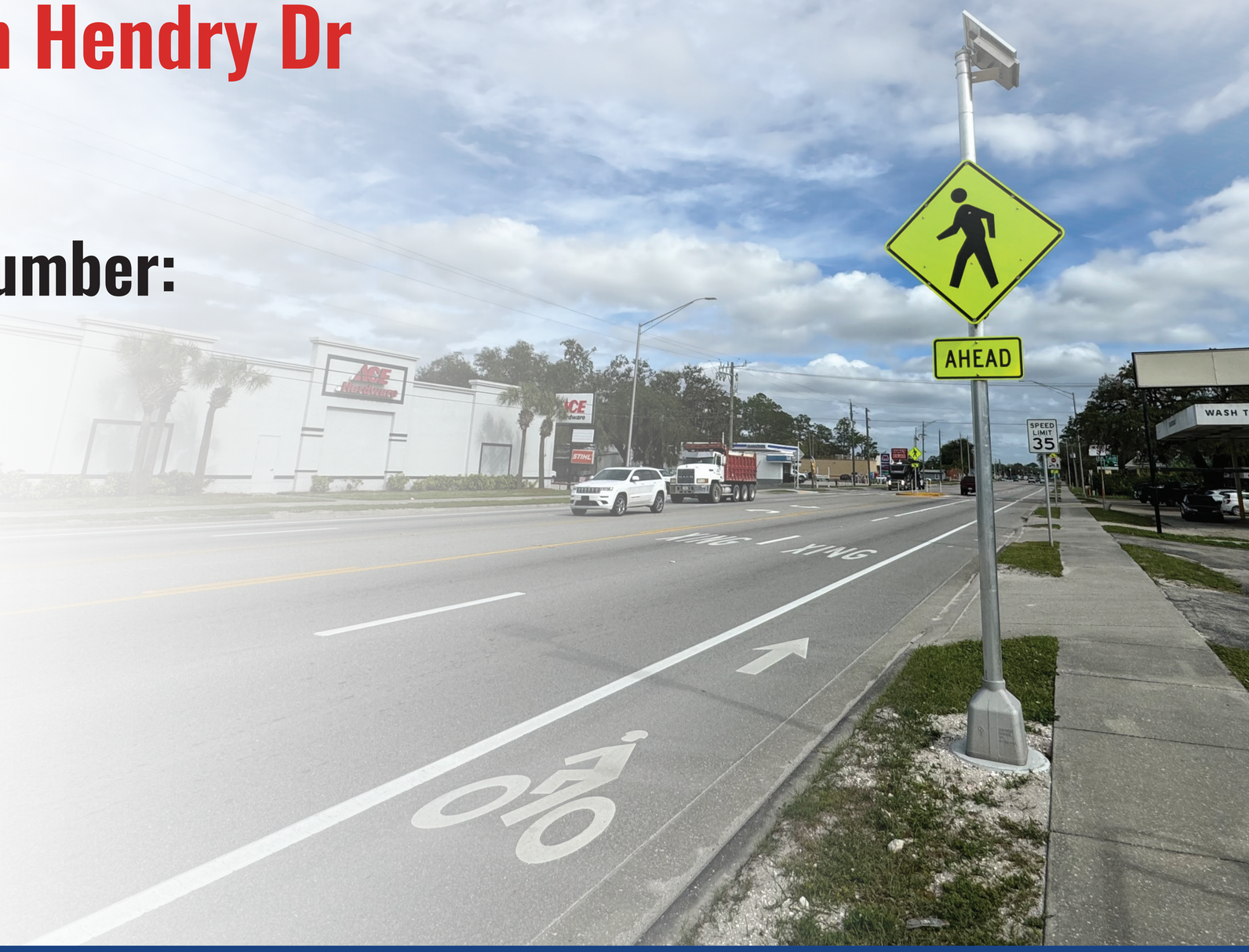
State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr

Financial Management Number:
447878-1-52-01

In-Person Public Meeting:

25 February 25, 2025

LaBelle Civic Center
481 W Hickpochee Avenue
LaBelle, FL 33935



C. Title VI Board

Title VI of the Civil Rights Act of 1964

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Cynthia Sykes
District One Title VI Coordinator

801 N Broadway Avenue
Bartow, FL 33830-3809

(863) 519-2287

Cynthia.Sykes@dot.state.fl.us

Stefan Kulakowski
State Title VI Coordinator

605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

(850) 414-4742

Stefan.Kulakowski@dot.state.fl.us

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

D. Project Overview Board

Project Overview

Purpose:

- Provide traffic calming
- Access management
- Reduce crashes



Project Activities:

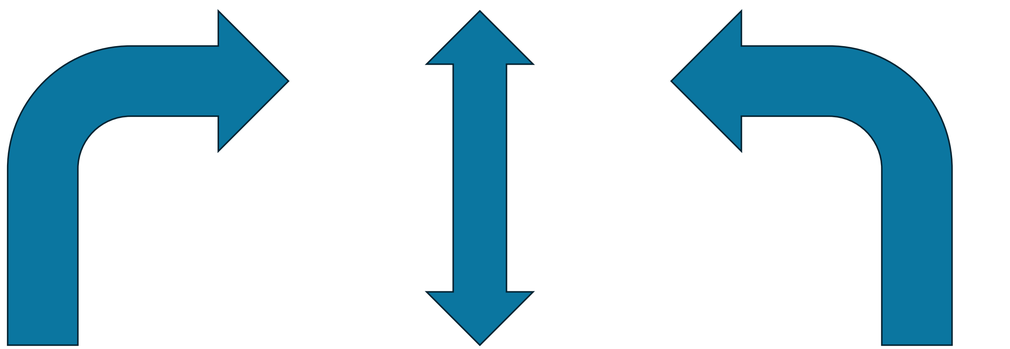
- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor
- Proposed signal at intersection with Dr. Martin Luther King Jr. Blvd with improved lighting

E. Intersection Safety Considerations Board

SR 80 Safety Improvements
Median Modifications

Intersection & Median Safety Concerns

Why are we doing this?
SR 80 has consistently remained the topmost dangerous corridor with high numbers of serious injury and fatal crashes in Hendry County.



Right Turn | Crossing | Left Turn

- **Misjudgment of gap or other's speed**
- **Increased Traffic Congestion**
- **Distracted or Inattention**
- **Line of Sight or Obstructed View**
- **Right of Way Confusion**
- **Illegal Maneuver**

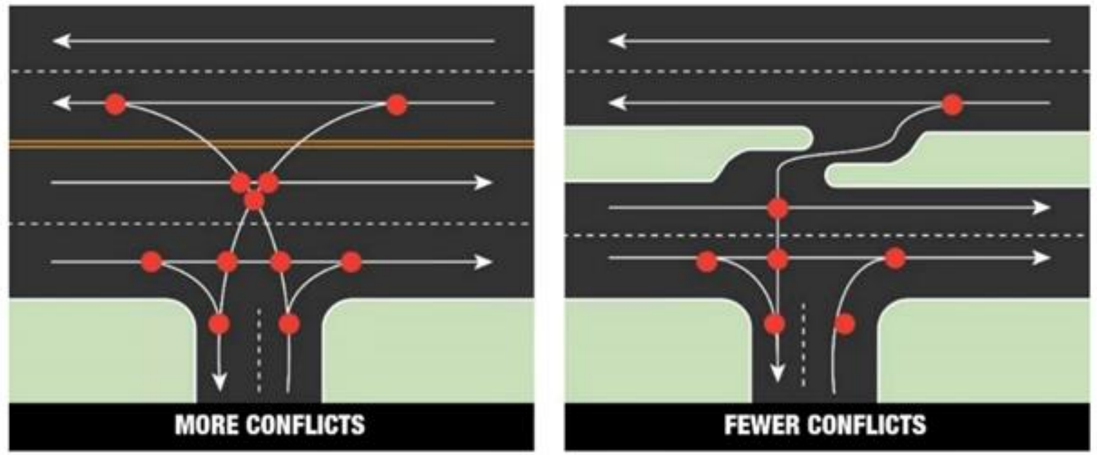
30% of all traffic fatalities occur from intersection-related crashes

F. Conflict Points Informational Board

SR 80 Safety Improvements
Median Modifications

Median Opening & Conflicts Points

Conflict Points: areas where paths legally cross within an intersection



Source: FDOT

Reducing the number of conflict increases safety

Changing crash types increases safety

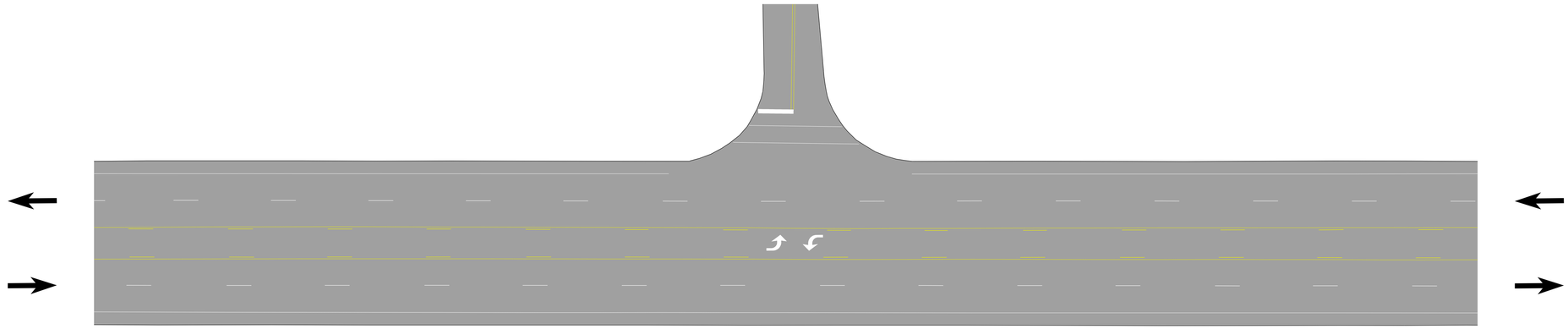
Restricting the number of conflict points reduces fatal and injury crashes by 54%

G. Directional Median Opening Concept Board

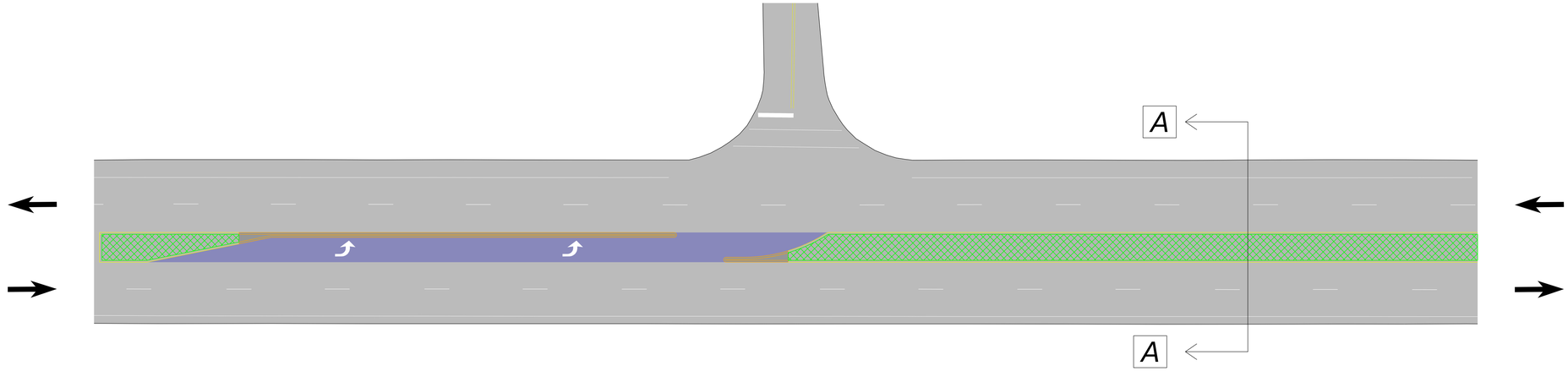
FDOT DISTRICT ONE | HENDRY COUNTY FPID: 447878-1-52-01 | SR 80 FROM N. OF CAPTAIN HENDRY DR. TO W. OF FORREY DR.

SAFETY IMPROVEMENT CONCEPT

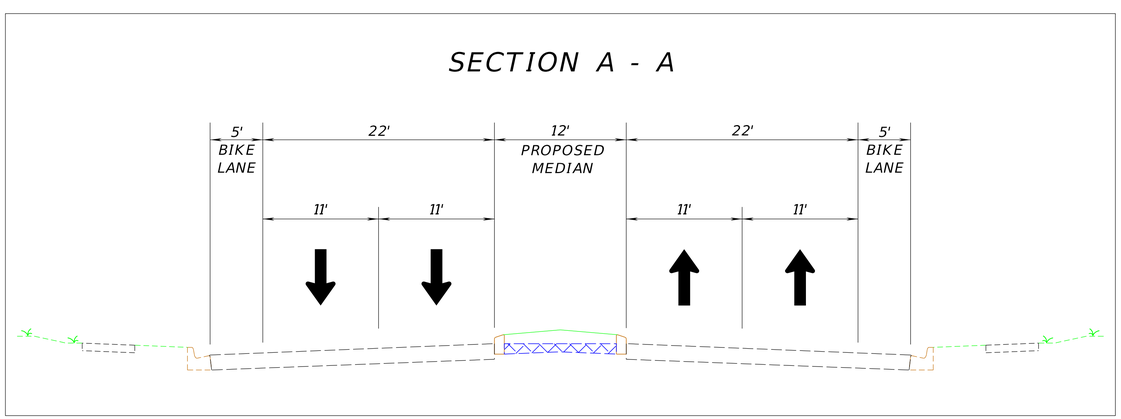
SR 80
EXISTING CONDITIONS



SR 80
PROPOSED CONCEPT

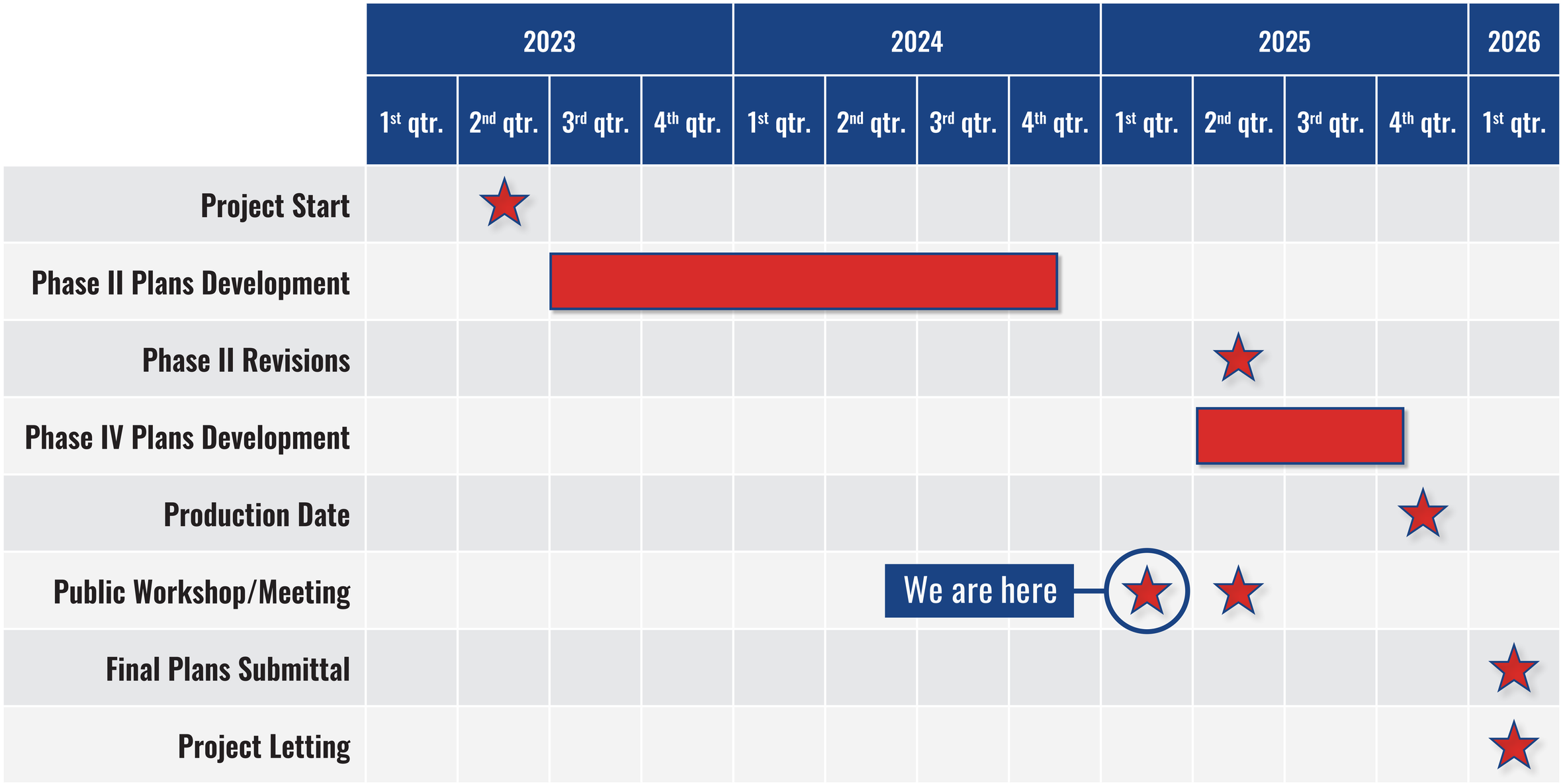


SECTION A - A



H. Tentative Schedule Board

Tentative Project Schedule



I. How to Submit Comments Board

Ways to Submit Comments or Questions

Virtually:

- Online at swflroads.com/project/447878-1

In-Person:

- Submit a Comment Form

Contact the FDOT Project Manager:

David Agacinski

10041 Daniels Parkway
Fort Myers, FL 33913-7785

David.Agacinski@dot.state.fl.us

(239) 225-1924

J. Roll Plots with Collision Diagrams



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	42
TOTAL PROPERTY DAMAGE ONLY	22
TOTAL INJURIES	19
TOTAL FATALITIES	1
TOTAL CORRECTABLE COLLISIONS	15

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION			COLLISION DIAGRAM	SHEET NO.
STATE 1409 N. LIBERTY AVE. SANTA FE, 32060	DIST. NO.	COUNTY	FINANCIAL PROJECT ID.		1
	SR 80	NEW	445978-1-52-01		



COLLISION SUMMARY	
TOTAL DIAGRAMMED COLLISIONS	147
TOTAL PROPERTY DAMAGE ONLY	102
TOTAL INJURIES	42
TOTAL FATALITIES	3
TOTAL CORRECTABLE COLLISIONS	28

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

PREPARED BY (BLANK)
CITY
ADDRESS
CITY, FL 33965

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

COLLISION DIAGRAM

SHEET NO.
2

K. Access Management & Intersection Treatment Handouts (English & Spanish)

Access Management & Intersection Treatments

What is access management?

"Access management is the coordinated planning, regulation, and design of access between transportation facilities and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel."

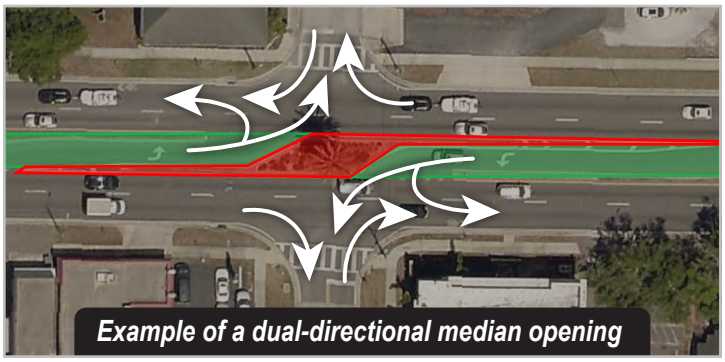
Source: *FDOT Access Management Guidebook*

Considerations

- Driveway spacing
- Number of travelers
- Types of travelers
- Distance between signals
- Travel speed
- Types of businesses present
- Number of road lanes
- Landscaping
- Visibility

Intersection Treatments on State Road 80

Directional Median Openings: *Restrict certain traffic movements by constructing a median*



Example of a dual-directional median opening

Legend

Non-traversable zones | Traversable turn lanes

Source: *Clearwater, FL – FDOT APLUS*

Pros

- 15-57% fewer crashes when replacing two-way left-turn lanes on four-lane roads
- 30% less traffic delay after adding a non-traversable median
- 30% more vehicles served after adding a non-traversable median
- U-turns are typically a safer alternative to direct left turns

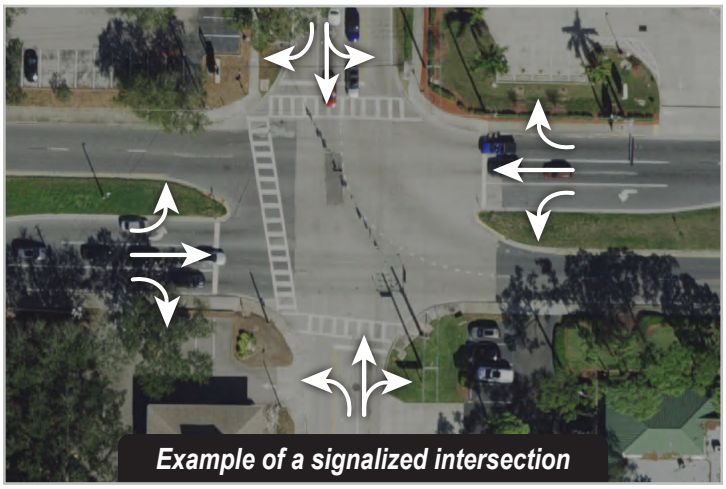
Cons

- Traffic cannot make left turns directly across main road

Source: *FDOT Access Management Guidebook*

Visit our project website for more information:
www.swflroads.com/project/447878-1

Signals: *Control the flow of all traffic directions based in part on the number of vehicles*



Example of a signalized intersection

Source: *Clearwater, FL – FDOT APLUS*

Pros

- Full median opening that allows all directional turns to occur
- Reduce frequency and severity of certain crashes (especially right-angle collisions and crashes involving vulnerable users)
- Provide for the orderly movement of traffic
- Can enable pedestrians and vehicles on low-volume side streets a dedicated time to cross or make turns

Cons

- Requires proper physical layouts, spacing and signal coordination for effective use
- Can result in excessive delays, signal disobedience, signal avoidance through other routes, and increases in the frequency of crashes (especially rear-end collisions)

Source: *Manual on Uniform Traffic Control Devices 11th Edition – Part 4*

Manejo de Acceso y Soluciones de Intersección

¿Qué es el manejo de acceso?

"El manejo de acceso es la planificación, regulación y diseño coordinados del acceso entre las instalaciones de transporte y desarrollo urbano. Este promueve el movimiento eficiente y seguro de personas y mercancía al reducir los conflictos en el sistema vial y en su interacción con otros medios de transporte."

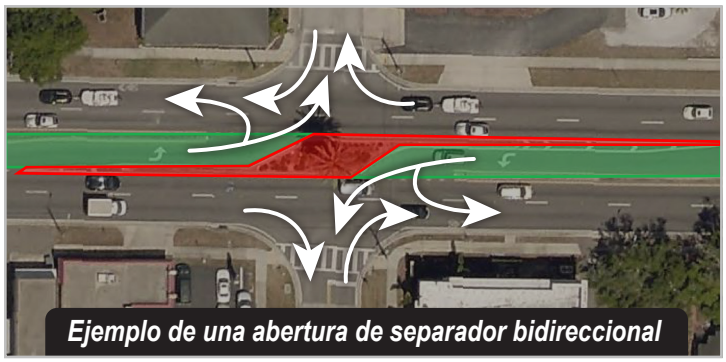
Fuente: *FDOT Access Management Guidebook*

Consideraciones

- Distancia entre entradas
- Número de viajeros
- Tipos de viajeros
- Distancia entre semáforos
- Velocidad de viaje
- Tipos de negocios presentes
- Número de carriles en la via
- Paisaje
- Visibilidad

Soluciones de Intersección en la Carretera Estatal 80 (SR-80)

Aberturas de Separador Direccional: *Limita ciertos movimientos de tráfico mediante la construcción de un separador.*



Ejemplo de una abertura de separador bidireccional

Leyenda

Zonas no transitables — Carriles de giro transitables

Fuente: *Clearwater, FL – FDOT APLUS*

Ventajas

- 15-57% menos accidentes al reemplazar los carriles bidireccionales de giro a izquierda en carreteras de cuatro carriles.
- 30% menos retrasos en el tráfico después de agregar un separador no transitable.
- 30% más vehículos gestionados después de agregar una separador no transitable.
- Los giros en U suelen ser una alternativa más segura que los giros a izquierda directos.

Contras

- El tráfico no puede realizar giros a izquierda directamente a través de la carretera principal.

Fuente: *FDOT Access Management Guidebook*

Visita nuestro web del proyecto para más información:
www.swflroads.com/project/447878-1

Semáforos: *Controlan el flujo de todas las direcciones de tráfico basado, en parte, en el número de vehículos.*



Ejemplo de una intersección señalizada

Fuente: *Clearwater, FL – FDOT APLUS*

Ventajas

- Abertura completa del separador, lo cual permite que se realicen giros en todas las direcciones.
- Reduce la frecuencia y la gravedad de ciertos accidentes (especialmente colisiones laterales y accidentes que involucran a usuarios vulnerables).
- Facilita el movimiento ordenado del tráfico.
- Puede permitir que los peatones y vehículos en vías secundarias de bajo volumen tengan un tiempo asignado para cruzar o hacer giros.

Contras

- Requiere un diseño físico y un espaciado adecuado, además de coordinación entre semáforos para su uso efectivo.
- Puede resultar en demoras excesivas, desobediencia a los semáforos, evasión de señales a través de otras rutas y un aumento en la frecuencia de accidentes (especialmente colisiones traseras).

Fuente: *Manual on Uniform Traffic Control Devices 11th Edition – Part 4*

L. General Comment Forms (Blank)

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

Comment Form

Please provide your comments below. If more space is needed, please use the back of this sheet or an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send them to David Agacinski, Project Manager, at the address on the back of this comment form, by March 11, 2025. Comments may also be sent by email to David.Agacinski@dot.state.fl.us. You may visit the project website at https://www.swflroads.com/project/447878-1 to submit your comments.

Please note that the information submitted on this form becomes part of the project's files. This information may be provided to other individuals who make a public records request.

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Contact Information (please print):

Name:_____

Address:_____

_____

_____

Phone:_____

Email:_____

Comments submitted or postmarked by **March 11, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

In-Person Public Workshop
Tuesday, February 25, 2025; 4:00 p.m. to 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

Place
Stamp
Here

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

FDOT Distrito Uno | Condado de Hendry, FL | FPID No.: 447878-1-52-01
Mejoras de Seguridad de la Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr

Formulario de Comentarios

Por favor, deje sus comentarios a continuación. Si necesita más espacio, puede usar la parte de atrás de esta página. También puede dejar sus comentarios en la 'Caja de Comentarios' en la reunión, o enviarlos a David Agacinski, Gerente de Proyecto, a la dirección abajo de este formulario de comentarios, antes del 11 de marzo de 2025. Los comentarios también pueden enviarse por correo electrónico a David.Agacinski@dot.state.fl.us. Puede visitar el sitio web del proyecto en https://www.swflroads.com/project/447878-1 para enviar sus comentarios.

Tenga en cuenta que la información enviada en este formulario formará parte de los archivos del proyecto. Esta información puede ser proporcionada a otras personas que realicen una solicitud de registros públicos.

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Información de contacto (por favor, escriba en letra imprenta):

Nombre:_____

Dirección:_____

_____

_____

Número de teléfono:_____

Correo electrónico:_____

Los comentarios enviados o con fecha de envío antes del **11 de marzo** de 2025 serán incluidos en el registro público.

David Agacinski
Gerente de Proyecto del FDOT
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

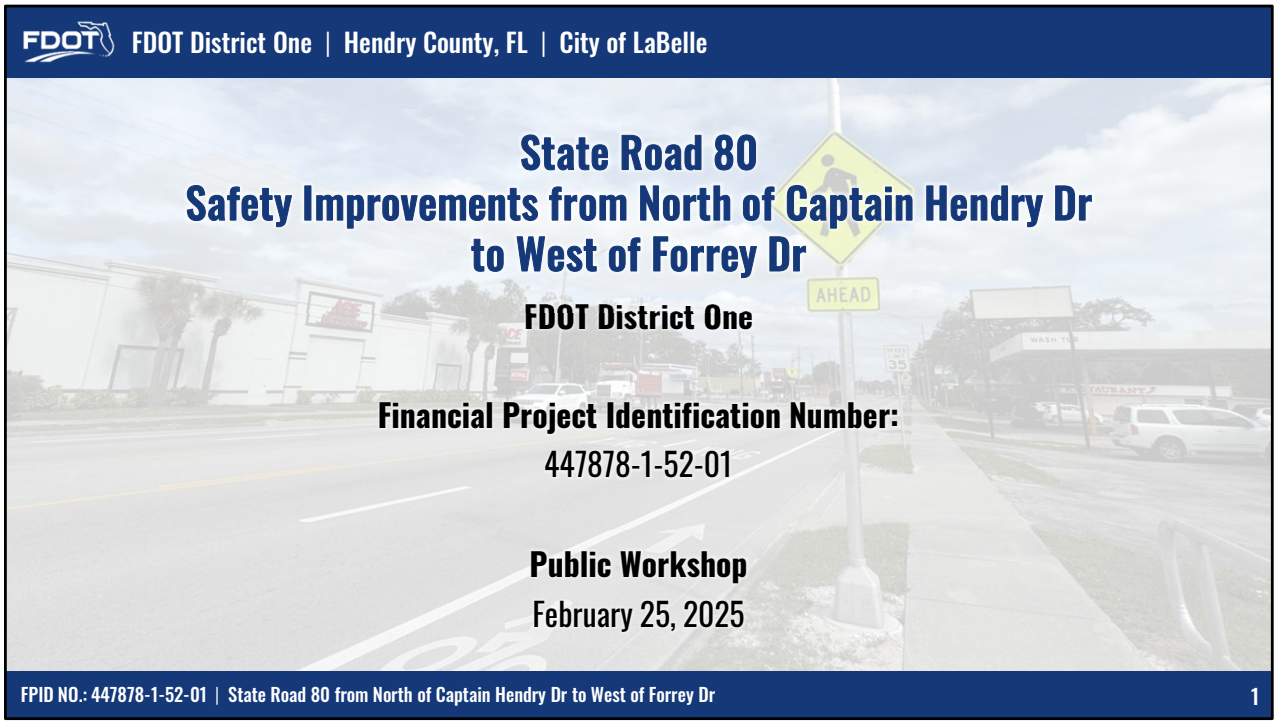
Se solicita la participación pública sin tener en cuenta la raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar.

Taller Público Presencial
Martes, 25 de febrero de 2025; 4:00 p.m. a 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

Place
Stamp
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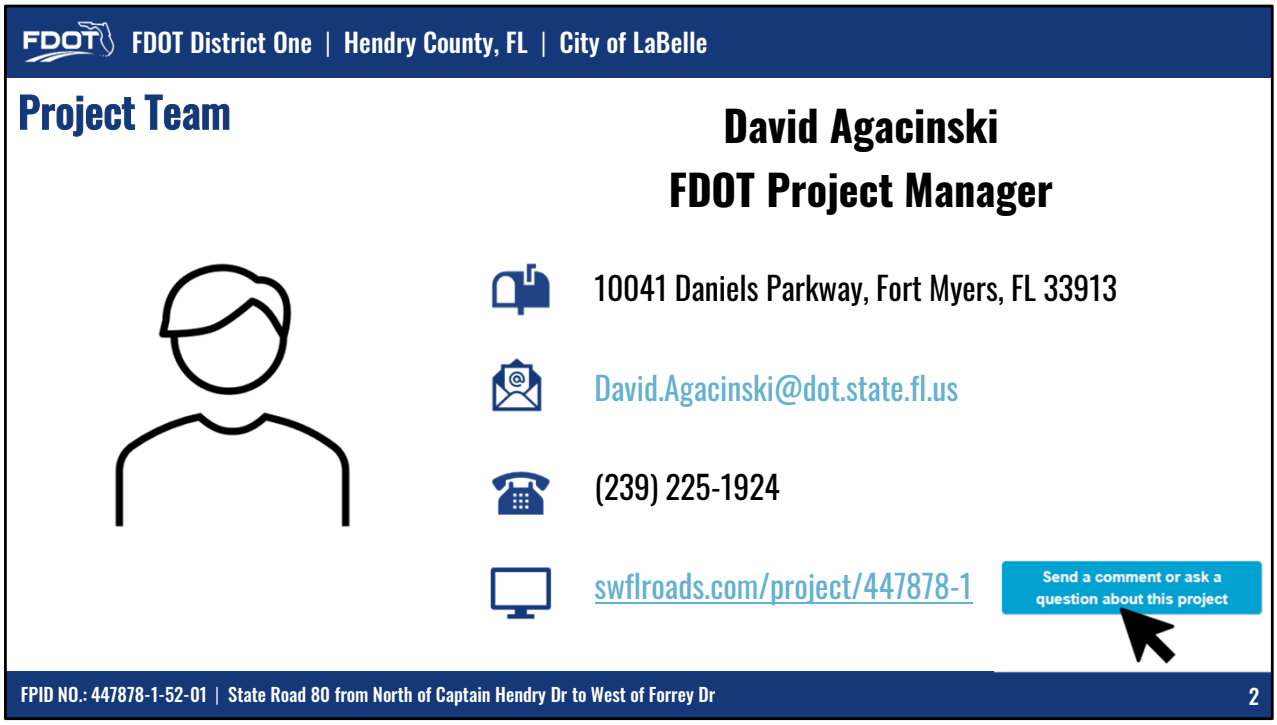
David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

M. Project Presentation Transcripts (English & Spanish)

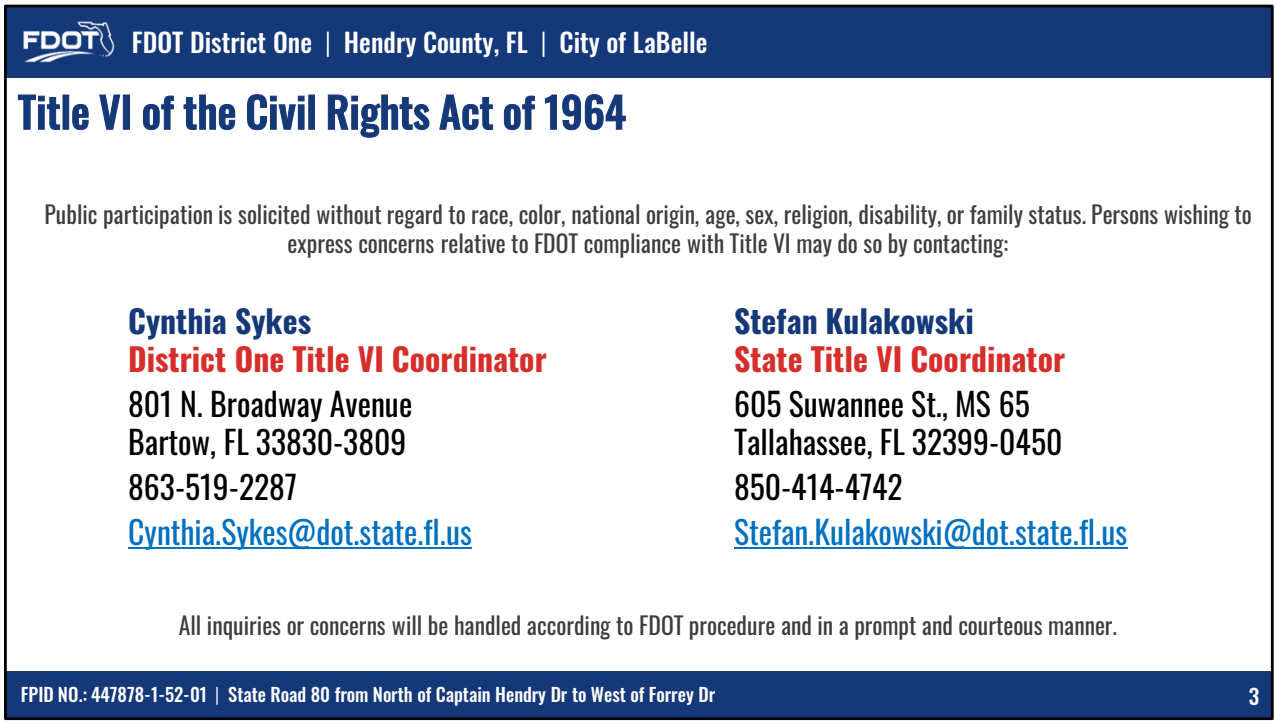


Thank you for tuning into the presentation for the State Road 80 Safety Improvements from North of Captain Hendry Drive to West of Forrey Drive. This presentation is being conducted by the Florida Department of Transportation, or FDOT, District One in Hendry County.

During this presentation, we will share information on the status of State Road 80 and discuss design concepts meant to improve safety and operations within the project corridor.



The FDOT Project Manager, David Agacinski, is available to respond to questions before, during, and after the in-person public workshop. You may contact him directly by mail at 10041 Daniels Parkway in Fort Myers, Florida – 33913, by email at David dot Agacinski at d-o-t dot state dot f-l dot u-s, or by phone at 239-225-1924. Only comments submitted by March 11, 2025 will be included in the public record. You may also contact him via the project website at s-w-f-l-roads dot com slash project slash 447878 dash 1.



This public meeting was advertised and is being conducted in accordance with state and federal requirements, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

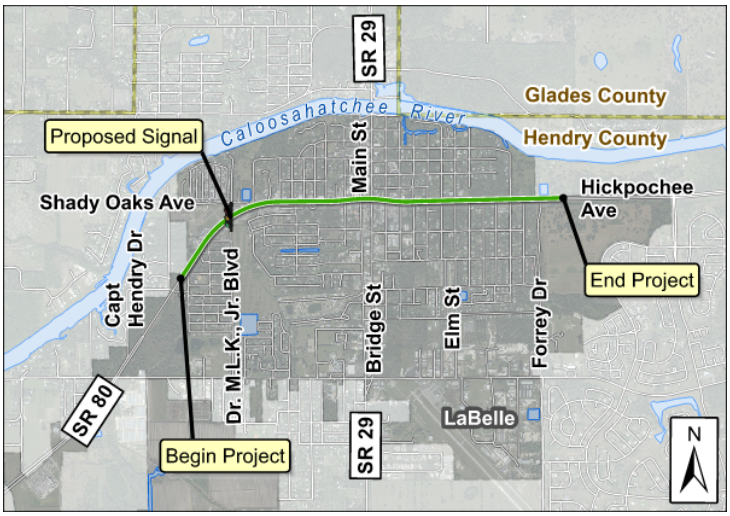
Persons wishing to express their concerns about Title Six may do so by contacting Cynthia Sykes, the District One Title Six Coordinator, by mail at 801 North Broadway Avenue, Bartow, Florida 33830, by phone at 863-519-2287, or email at Cynthia dot Sykes at d-o-t dot state dot f-l dot u-s.

You may also contact Stefan Kulakowski, the State Title Six Coordinator, by mail at 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399 by phone at 850-414-4742 or email at Stefan dot Kulakowski at d-o-t dot state dot f-l dot u-s.

FDOT District One | Hendry County, FL | City of LaBelle

Project Overview

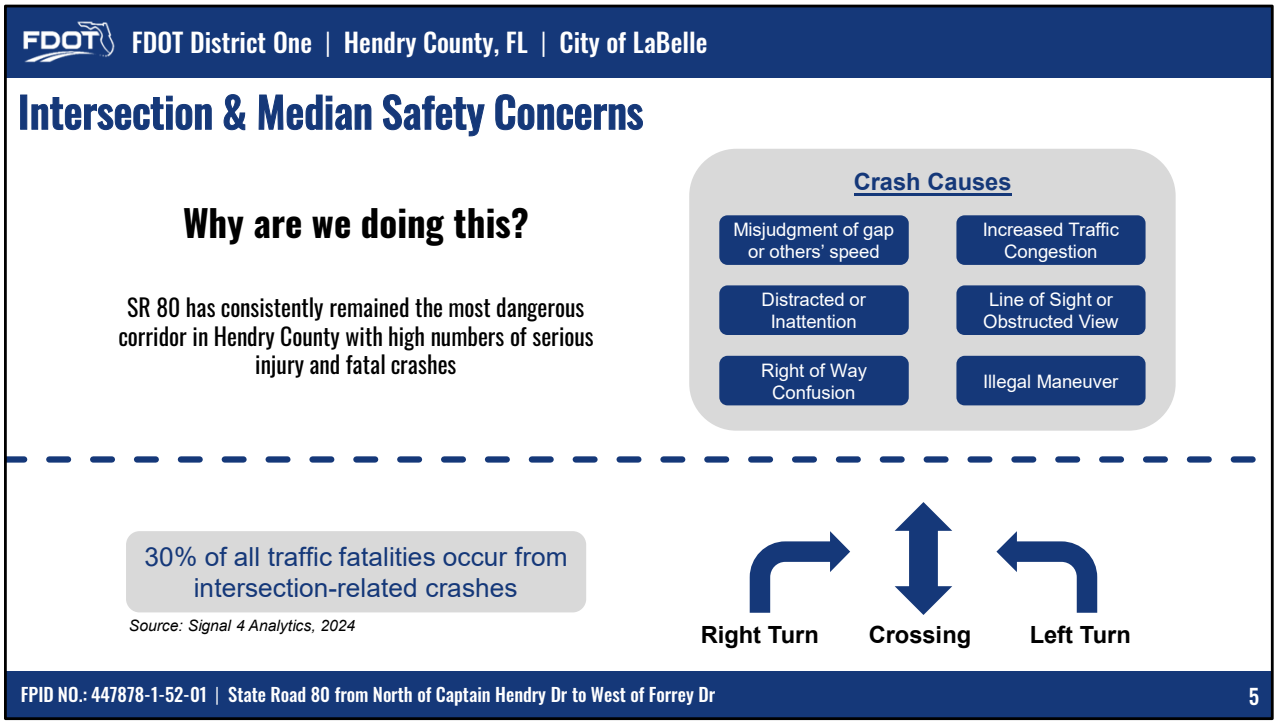
- **Purpose:**
  - Provide traffic calming
  - Access management
  - Reduce crashes
- **Project Activities**
  - Replace existing two-way left-turn lanes with raised medians
  - Provide directional median openings at strategic locations along corridor
  - Proposed signal at intersection with Dr. Martin Luther King Jr. Blvd with improved lighting



FPID NO.: 447878-1-52-01 | State Road 80 from North of Captain Hendry Dr to West of Forrey Dr 4

State Road 80 from North of Captain Hendry Drive to West of Forrey Drive is currently a four-lane urban highway divided by a two-way left-turn lane running east and west through the City of LaBelle. The posted speed limit varies between 35 and 40 miles per hour through the downtown area, and is 50 miles per hour near the project limits. The corridor includes sidewalks and bicycle lanes on both sides of the roadway.

This design project seeks to improve the safety and operations of State Road 80 through LaBelle. The roadway modifications may include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.



Within Hendry County, State Road 80 has consistently remained the most dangerous corridor with high numbers of serious injury and fatal crashes. Crashes along the corridor can happen for many different reasons including – but not limited to – distracted driving, obstructed views, and driver confusion.

Of all crashes, 30% of traffic fatalities occur from intersection-related crashes. These crashes include vehicles making turns or crossing travel lanes at signalized and unsignalized locations.

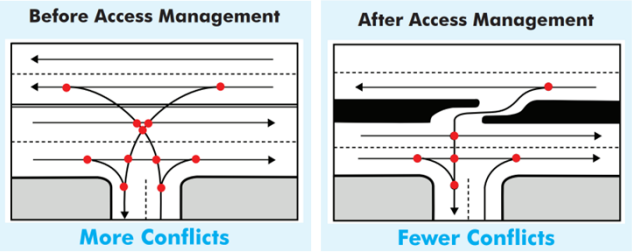
FDOT District One | Hendry County, FL | City of LaBelle

Median Opening & Conflict Points

Conflict Points:

"*Areas where paths legally cross within an intersection*"

- **Reducing the number of conflicts increases safety**
- **Changing crash types increases safety**



Source: FDOT Access Management Brochure

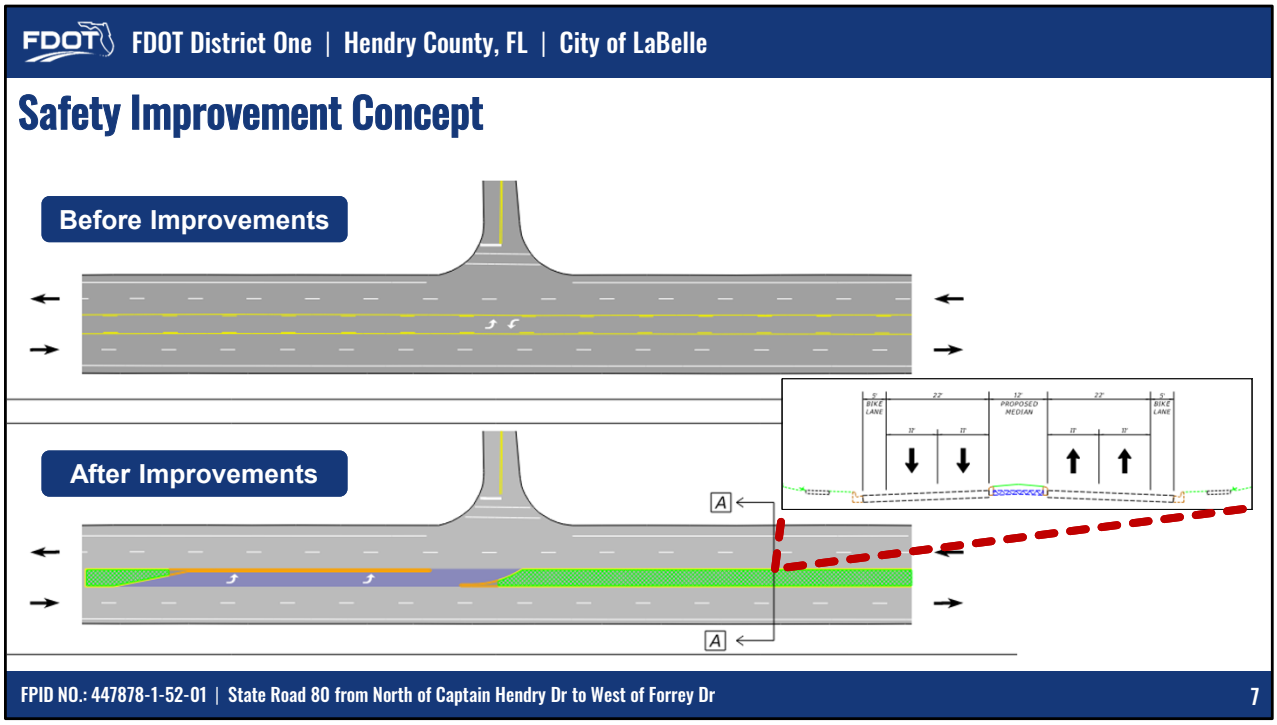
Restricting the number of conflict points reduces fatal and serious injury crashes by 54%

Source: Federal Highway Administration, Reduced Left-Turn Conflict Intersections

FPID NO.: 447878-1-52-01 | State Road 80 from North of Captain Hendry Dr to West of Forrey Dr 6

Crashes at intersections occur more frequently at locations with more conflict points. Conflict points are areas on a roadway where two vehicles' paths legally cross. By reducing the number of conflict points within an intersection, safety can be improved. Changing intersection geometry can also change the types of conflicts that occur, resulting in less severe crashes overall.

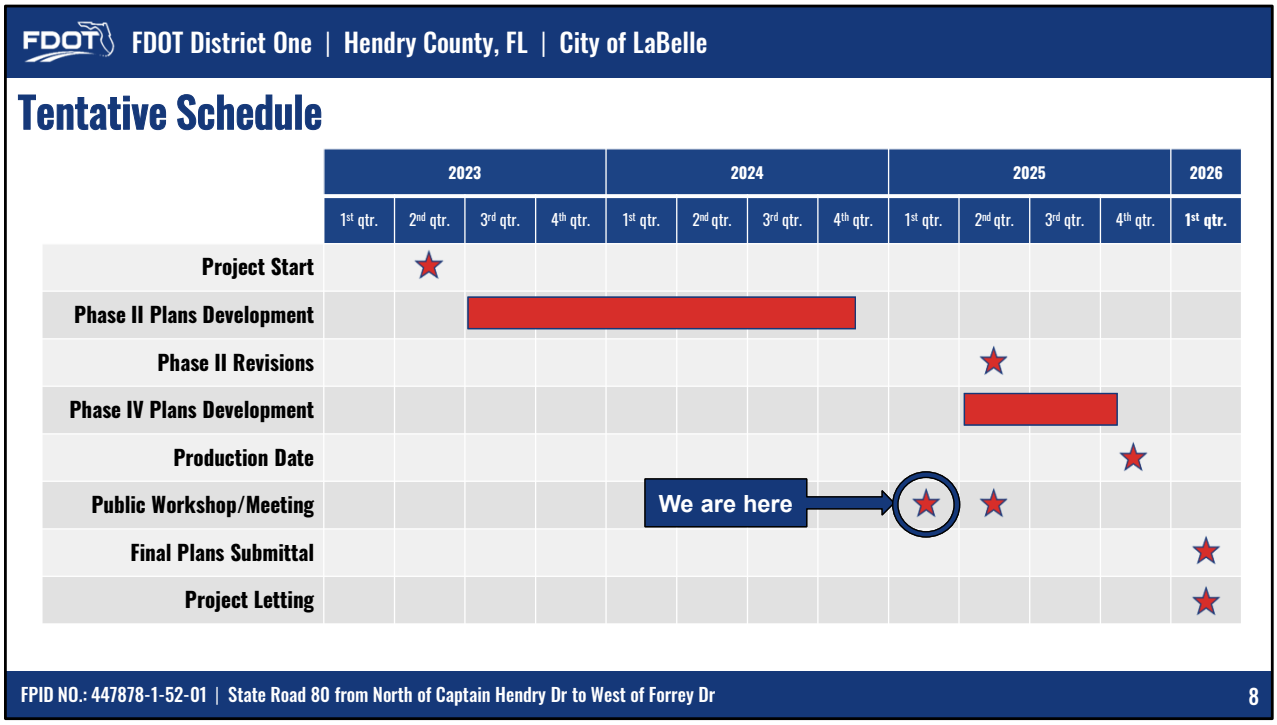
Restricting the number of conflict points can reduce fatal and serious injury crashes by 54%.



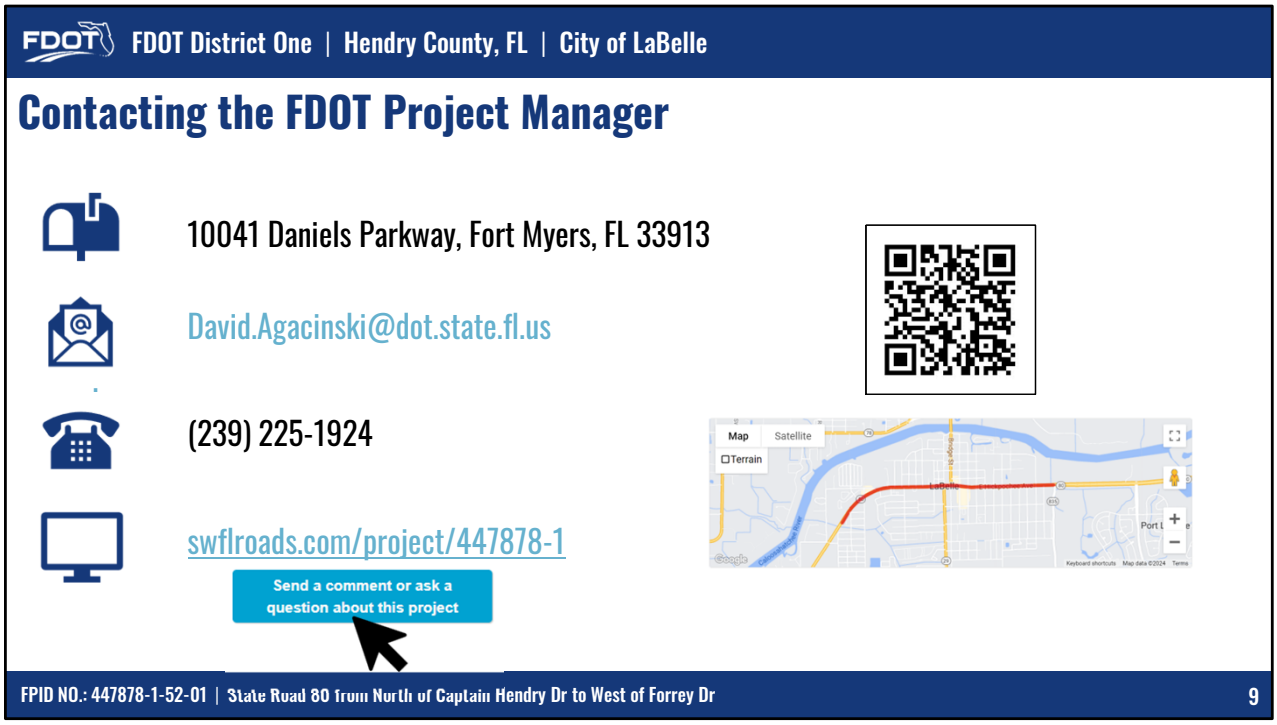
One way to reduce the number of conflict points along State Road 80 would be to install a "directional median opening." This concept accomplishes multiple goals to improve overall operations and reduce crashes.

1. Limiting the number of potential turning locations along the roadway will reduce the overall number of conflict points.
2. Turning vehicles become much more predictable, reducing driver confusion overall.
3. Vehicles are still able to make U-turns to access businesses that are not directly accessed by the directional median opening. Crashes causing injuries are reduced by more than 25% by encouraging right-turns followed by U-turns, compared to direct left-turns.

For more information, please visit the FDOT Access Management Guidebook and Resources shared under the F-A-Qs the project website.



The project team anticipates submitting final plans in the first quarter of 2026. This will provide ample time to incorporate comments received from this and one other public meeting, expected to be held in the second quarter of 2025.



We encourage your input and welcome all comments for this project. Comments submitted in any format will be considered equal. As a reminder, you may contact the FDOT Project Manager, David Agacinski, directly by mail at 10041 Daniels Parkway in Fort Myers, Florida – 33913, by email at David dot Agacinski at d-o-t dot state dot f-l dot u-s, or by phone at 239-225-1924. Only comments submitted by March 11, 2025 will be included in the public record. You may also contact him via the project website at s-w-f-l-roads dot com slash project slash 447878 dash 1.



Gracias por sintonizar la presentación sobre las Mejoras de Seguridad en la Carretera Estatal 80, desde el Norte de Captain Hendry Drive hasta el Oeste de Forrey Drive. Esta presentación está siendo realizada por el Departamento de Transporte de la Florida, o FDOT, del Distrito Uno en el Condado de Hendry.

Durante esta presentación, compartiremos información sobre el estado de la Carretera Estatal 80 y discutiremos los conceptos de diseño para mejorar la seguridad y las operaciones dentro del corredor del proyecto.



El Gerente de Proyecto, David Agacinsky, está disponible para responder a preguntas antes, durante y después del taller público presencial. Puede contactarlo directamente por correo a 10041 Daniels Parkway en Fort Myers, Florida – 33913, por correo electrónico a David punto Agacinski arroba d-o-t punto state punto f-l punto u-s, o por teléfono al 239-225-1924. Solo los comentarios presentados antes del 11 de marzo de 2025 serán incluidos en el registro público. También puede contactarlo a través de la web del proyecto en s-w-f-l-roads punto com barra proyecto barra 447878 guion 1.



Esta reunion publica fue anunciada y se está llevando a cabo de acuerdo con los requisitos estatales y federales, incluyendo el Título VI de la Ley de Derechos Civiles de 1964. Se solicita la participación pública sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar.

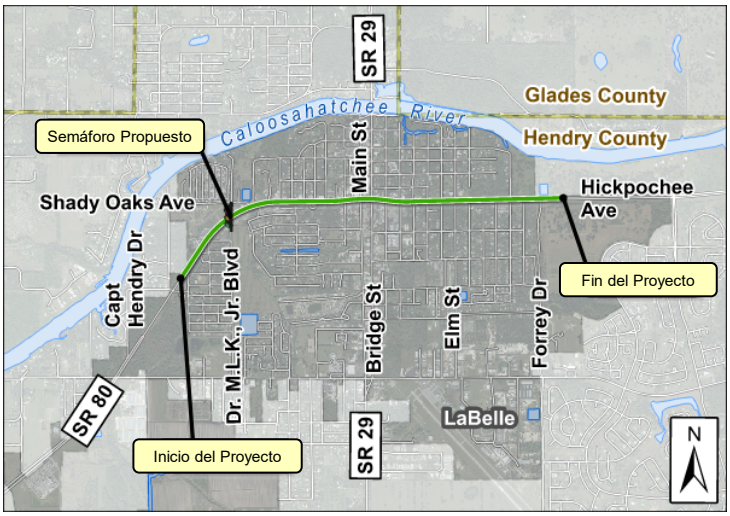
Las personas que deseen expresar sus inquietudes sobre el Título Seis pueden hacerlo contactando a Cynthia Sykes, la Coordinadora del Título Seis del Distrito Uno, por correo a 801 North Broadway Avenue, Bartow, Florida 33830, por teléfono al 863-519-2287 o por correo electrónico a Cynthia punto Sykes arroba d-o-t punto state punto f-l punto u-s.

También puede contactar a Stefan Kulakowski, el Coordinador Estatal del Título Seis, por correo a 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399, por teléfono al 850-414-4742 o por correo electrónico a Stefan punto Kulakowski arroba d-o-t punto state punto f-l punto u-s.

FDOT Distrito Uno | Condado de Hendry, FL | Ciudad de LaBelle

Resumen del Proyecto

- **Propósito:**
  - Proveer calmamiento del tráfico
  - Manejo de accesos
  - Reducción de accidentes
- **Actividades del Proyecto:**
  - Reemplazar los carriles bidireccionales existentes de giro a la izquierda con separadores elevados
  - Proveer aberturas direccionales del separador en ubicaciones estratégicas a lo largo del corredor
  - Semáforo propuesto en la intersección con Dr. Martin Luther King Jr. Blvd con mejora en la iluminación



FPID NO.: 447878-1-52-01 | Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr 4

La Carretera Estatal 80, desde el Norte de Captain Hendry Drive hasta el Oeste de Forrey Drive, es actualmente una carretera urbana de cuatro carriles, dividida por un carril de giro a la izquierda de doble sentido que va de este a oeste a través de la ciudad de LaBelle. El límite de velocidad varía entre 35 y 40 millas por hora a través del área del centro de la ciudad, y es de 50 millas por hora cerca de los límites del proyecto. El corredor incluye aceras y carriles para bicicletas en ambos lados de la carretera.

Este proyecto de diseño tiene como objetivo mejorar la seguridad y las operaciones de la Carretera Estatal 80 a través de LaBelle. Las modificaciones de la carretera pueden incluir reconfiguraciones de intersecciones, incorporar separadores elevados a los carriles de giro a la izquierda de doble sentido existentes, y un nuevo semáforo en la intersección de Dr. Martin Luther King Blvd. Los elementos adicionales del proyecto incluyen cualquier deficiencia estructural o de drenaje que sea necesaria. Se anticipa que todos los elementos del proyecto ocurran dentro del derecho de vía público existente.



Dentro del Condado de Hendry, la Carretera Estatal 80 ha permanecido constantemente como el corredor más peligroso, con un alto número de accidentes graves y fatales. Los accidentes a lo largo del corredor pueden ocurrir por diversas razones, incluyendo, pero no limitándose a, distracción al conducir, vistas obstruidas y confusión al conducir.

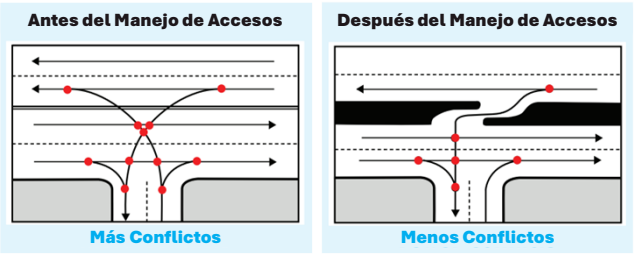
De todos los accidentes, el 30% de las muertes de tráfico provienen de accidentes relacionados con intersecciones. Estos accidentes incluyen vehículos que giran o cruzan carriles de circulación vehicular en lugares con semáforos y sin semáforos.

Abertura del Separador & Puntos de Conflicto

Puntos de Conflicto:

"Áreas donde los caminos se cruzan legalmente dentro de una intersección"

- **Reducir el número de conflictos aumenta la seguridad**
- **Cambiar los tipos de accidentes aumenta la seguridad**



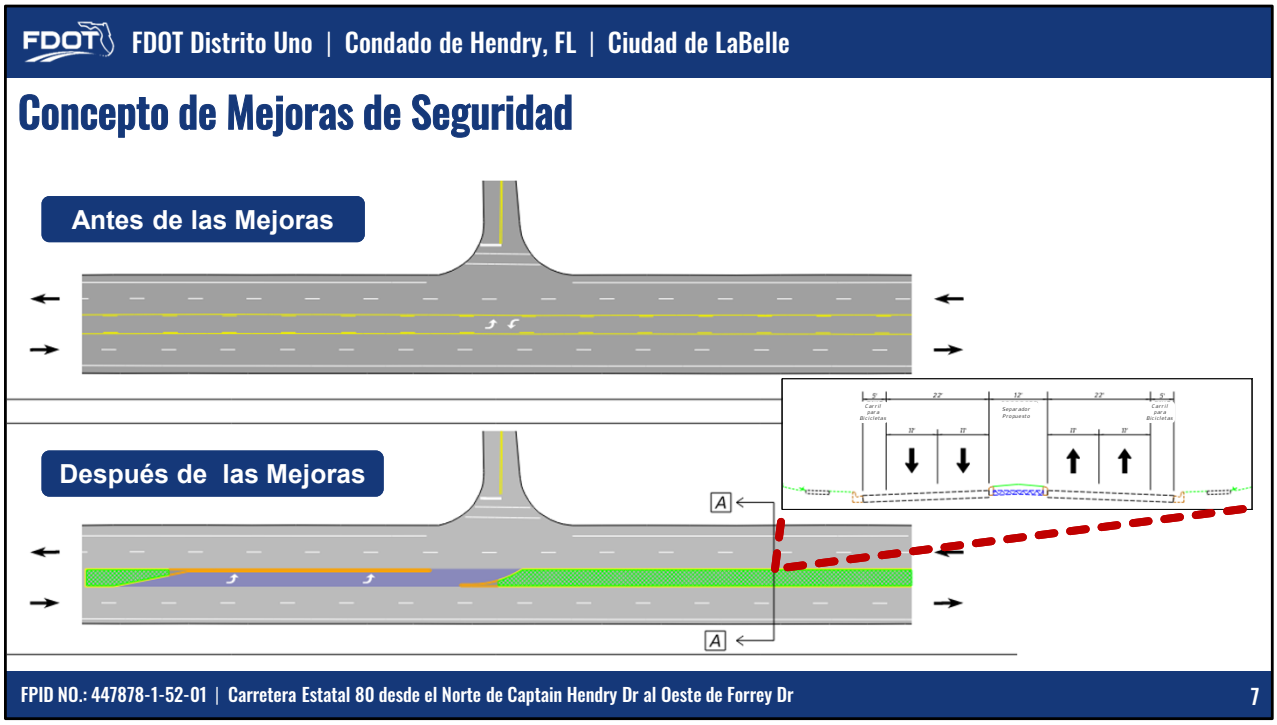
Fuente: FDOT Access Management Brochure

Limitar el número de puntos de conflicto reduce los accidentes fatales y con lesiones graves por un 54%

Fuente: Federal Highway Administration, Reduced Left-Turn Conflict Intersections

Los accidentes en intersecciones ocurren con mayor frecuencia en lugares con más puntos de conflicto. Los puntos de conflicto son áreas en una carretera donde los caminos de dos vehículos se cruzan legalmente. Al reducir el número de puntos de conflicto dentro de una intersección, se puede mejorar la seguridad. Cambiar la geometría de la intersección también puede cambiar los tipos de conflictos que ocurren, lo que resulta en accidentes menos graves en general.

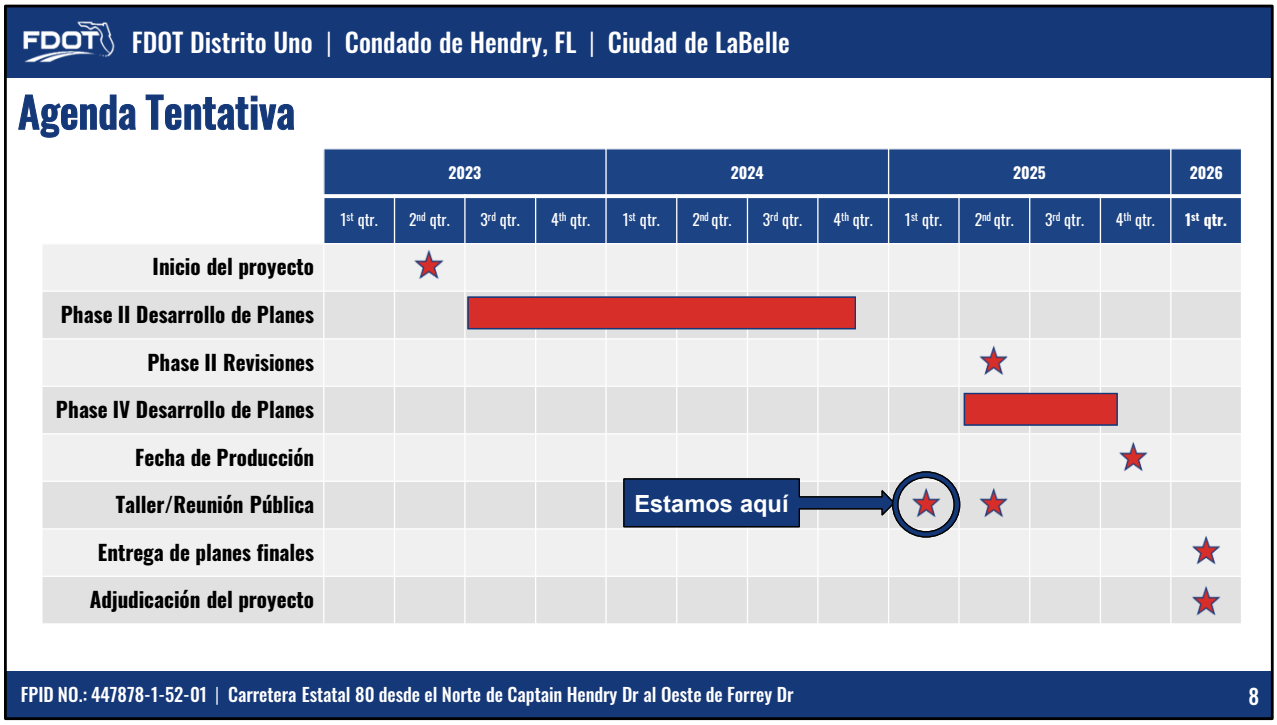
Restringir el número de puntos de conflicto puede reducir los accidentes fatales y graves en un 54%.



Una forma de reducir el número de puntos de conflicto a lo largo de la Carretera Estatal 80 sería instalar una "abertura direccional del separador ". Este concepto logra varios objetivos para mejorar las operaciones generales y reducir los accidentes.

1. Limitar el número de posibles lugares de giro a lo largo de la carretera reducirá el número total de puntos de conflicto.
2. Los vehículos que giran se vuelven mucho más predecibles, lo cual reduce la confusión de los conductores en general.
3. Los vehículos aún pueden hacer giros en U para acceder a los negocios que no se encuentran directamente accesibles por la abertura direccional del separador. Los accidentes con lesiones se reducen en más del 25% al incentivar giros a la derecha seguidos de giros en U, en comparación con los giros a la izquierda directos.

Para más información, por favor visite la Guía de Gestión de Accesos de FDOT y los recursos compartidos en las Preguntas Frecuentes (F-A-Qs) en el sitio web del proyecto.



El equipo del proyecto anticipa entregar los planes finales en el primer cuarto de 2026. Esto dara tiempo suficiente para incorporar los comentarios recibidos en esta y otra reunión pública, que se espera se realice en el segundo cuarto de 2025.



Los animamos a que compartan sus opiniones y los invitamos a compartir todos sus comentarios sobre este proyecto. Los comentarios presentados en cualquier formato serán considerados de igual manera. Como recordatorio, pueden contactar directamente al Gerente de Proyecto de FDOT, David Agacinski, por correo a 10041 Daniels Parkway en Fort Myers, Florida – 33913, por correo electrónico a David punto Agacinski arroba d-o-t punto state punto f-l punto u-s, o por teléfono al 239-225-1924. Solo los comentarios presentados antes del 11 de marzo de 2025 serán incluidos en el registro público. También pueden contactarlo a través del sitio web del proyecto en s-w-f-l-roads punto com barra proyecto barra 447878 guion 1.

N. Project Newsletter (English & Spanish)

State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr

Financial Project ID No.: 447878-1-52-01 | Hendry County, FL

Feb. 2025

Public Meeting

The Florida Department of Transportation (FDOT), District One, invites you to participate in a project workshop for the State Road (SR) 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr.

For your convenience, the FDOT is providing multiple options for participation in the public workshop. No formal presentation will be made, though a looped set of slides with project information will be available for review at the meeting venue. Attendees will be able to view project exhibits, ask questions, and discuss potential design solutions with members of the project team. Meeting materials will be made available for review on the project website on February 18, 2025.

The in-person meeting will take place on Tuesday, February 25, 2025, from 4:00 p.m. to 7:00 p.m. at the LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935.

Website:
View the materials and share comments online at
https://www.swflroads.com/project/447878-1

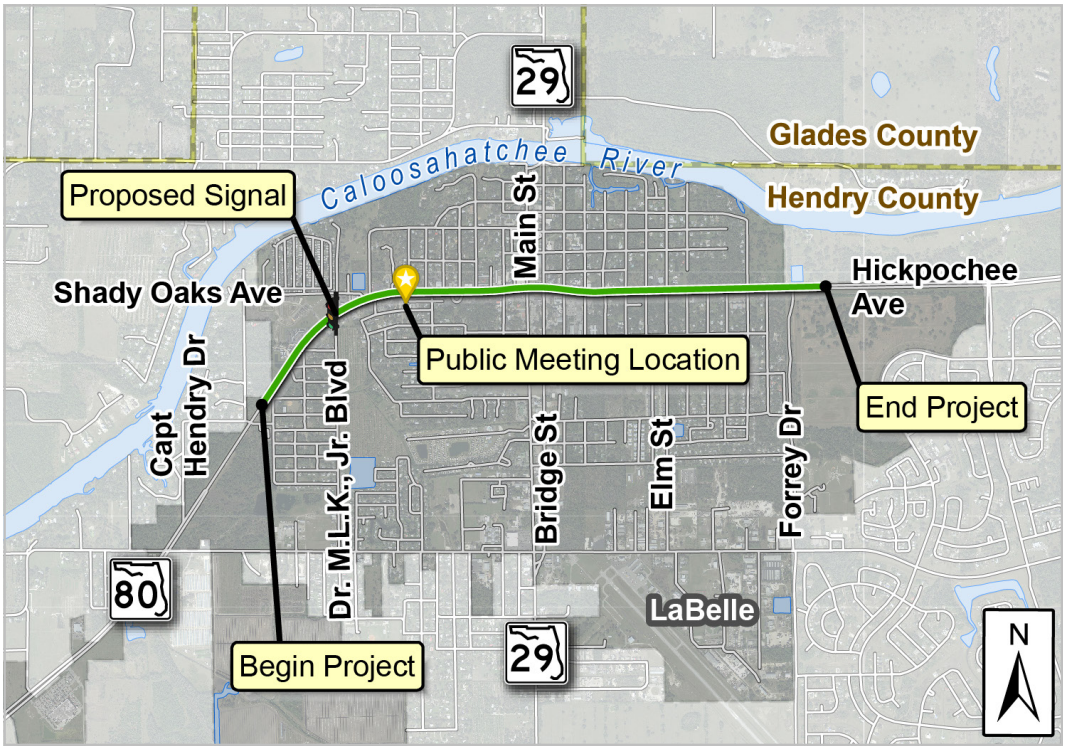
If you have questions or comments regarding the project, please share them with us in the following ways:

- During the live in-person workshop
- Online, through the project website
- By mail or email, to the project manager, David Agacinski
  - *10041 Daniels Parkway, Fort Myers, FL 33913-7785*
  - *David.Agacinski@dot.state.fl.us*
- Call the project manager at
  - *(239) 225-1924*

While you are able to provide written comments about the project at any time, only comments submitted by March 11, 2025 will be included in the public record.

About the Project

This design project seeks to improve the safety and operations of SR 80 through LaBelle. The roadway modifications may include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting.

Mejoras de Seguridad de la Carretera Estatal 80 (SR-80) desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr

Número Financiero del Proyecto: 447878-1-52-01 | Condado de Hendry, FL

Feb. 2025

Reunión Pública

El Departamento de Transporte de la Florida (FDOT), Distrito Uno, le invita a participar en un taller sobre el proyecto de mejoras de seguridad de la Carretera Estatal 80 (SR-80) desde el norte de Captain Hendry Dr hasta el oeste de Forrey Dr.

Para su conveniencia, el FDOT estará ofreciendo diferentes opciones de participación en el próximo taller público. Aunque no se hará una presentación formal, habrá una serie de diapositivas del proyecto que se repetirá de manera continua y estará disponible para su revisión en el lugar del evento. Los asistentes podrán ver la exposición del proyecto, hacer preguntas y discutir posibles soluciones de diseño con los miembros del equipo del proyecto. El material del taller estará disponible para su revisión en el sitio web del proyecto el 18 de febrero de 2025.

La reunión presencial se llevará a cabo el martes 25 de febrero de 2025, de 4:00 p.m. a 7:00 p.m. en LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935.

Pagina web: Consulte los materiales y comparta comentarios en línea en https://www.swflroads.com/project/447878-1

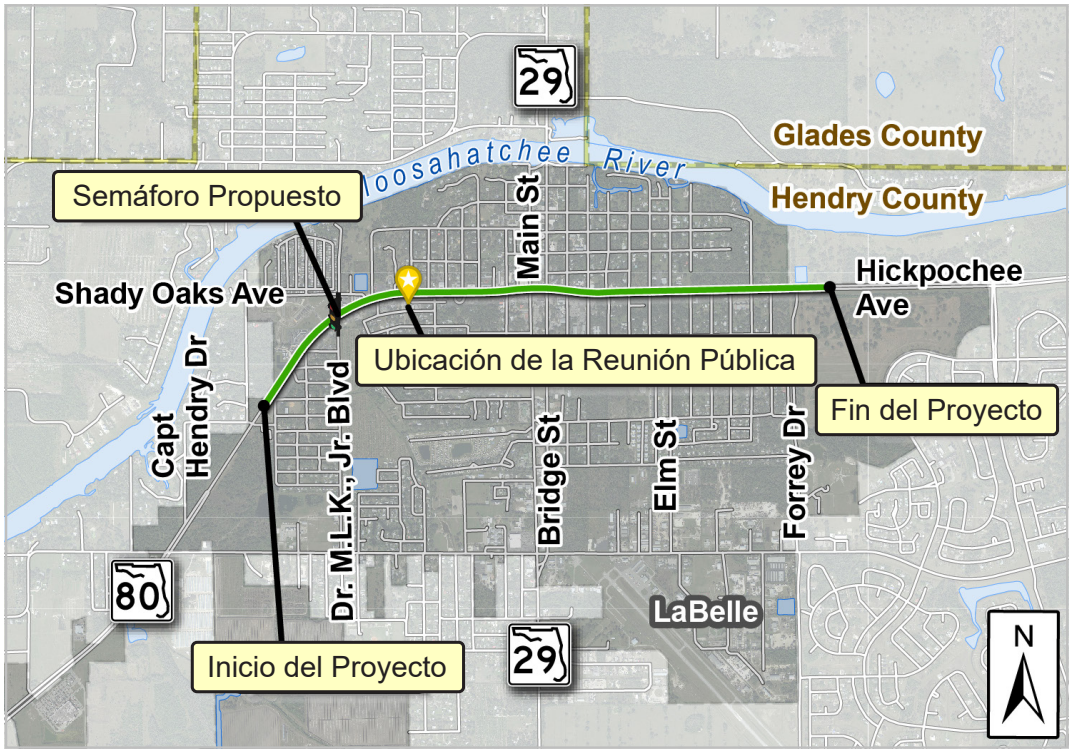
Si tiene preguntas o comentarios sobre el proyecto, compártalos con nosotros de las siguientes maneras:

- Durante la reunión presencial en vivo
- En línea, a través del sitio web del proyecto (utilice el cuadro de contacto a la derecha)
- Por correo o correo electrónico, al gerente del proyecto, David Agacinski
  - *10041 Daniels Parkway, Fort Myers, FL 33913-7785*
  - *David.Agacinski@dot.state.fl.us*
- Llame al gerente del proyecto al
  - *(239) 225-1924*

Aunque puede enviar comentarios por escrito sobre el proyecto en cualquier momento, solo los comentarios enviados antes del 11 de marzo de 2025 serán incluidos en el registro público.

Sobre el Proyecto

Este proyecto de diseño tiene como objetivo mejorar la seguridad vial y funcionamiento de la Carretera Estatal 80 (SR-80) a través de LaBelle. Las modificaciones de la carretera podrían incluir reconfiguraciones de las intersecciones, la incorporación de separadores elevados a los carriles de doble sentido existentes para girar a la izquierda y un nuevo semáforo en la intersección de Dr. Martin Luther King Blvd. Elementos adicionales del proyecto incluyen abordar cualquier deficiencia estructural o de drenaje que sea necesaria. Se anticipa que todos los elementos del proyecto se realicen dentro del derecho de vía existente.



Se solicita la participación pública sin distinción de raza, color, origen nacional, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales bajo la Ley de Estadounidenses con Discapacidades (Americans with Disabilities Act) o las que necesiten servicios de traducción (sin costo alguno) deben comunicarse con Cynthia Sykes, Coordinadora del Título VI del Distrito Uno, al (863) 519-2287, o por correo electrónico a Cynthia.Sykes@dot.state.fl.us, al menos siete días antes de la reunión.

O. FAR Ad

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS
PATEL, GREENE AND ASSOCIATES, PLLC

The Florida Department of Transportation (FDOT), District One, announces a workshop to which all persons are invited.

DATE AND TIME: Tuesday, February 25, 2025, 4:00 p.m. – 7:00 p.m.

PLACE: LaBelle Civic Center, 481 W Hickpochee Ave., LaBelle, FL 33935

GENERAL SUBJECT MATTER TO BE CONSIDERED: This design project seeks to improve the safety and operations of SR 80 through LaBelle. The roadway modifications may include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way. For your convenience, the FDOT is providing multiple options for participation in the public workshop. No formal presentation will be made, though a looped set of slides with project information will be available for review at the meeting venue. Attendees will be able to view project exhibits, ask questions, and discuss potential design solutions with members of the project team. If you have questions or comments regarding the project, please visit the project website at https://www.swflroads.com/project/447878-1. Meeting materials will be made available for review on the project website on February 18, 2025.

A copy of the agenda may be obtained by contacting: FDOT Project Manager, David Agacinski, by mail at 10041 Daniels Parkway, Fort Myers, FL 33913-7785, by phone at (239)225-1924 or by email at David.Agacinski@dot.state.fl.us

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Cynthia Sykes, District One Title VI Coordinator at (863)519-2287, or email at Cynthia.Sykes@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

P. Radio Script

CLIENT
:60 SPOT

*****ALL COPY THAT IS HANDED IN SHOULD BE TYPED ON THIS GRID*****

16 LINES, ALL CAPS, 12 POINT ARIAL FONT

1	SAVE THE DATE!! FEBRUARY 25TH FROM 4PM-7PM AT THE LABELLE CIVIC
2	CENTER,THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT), DISTRICT
3	ONE, INVITES YOU TO PARTICIPATE IN A PROJECT WORKSHOP FOR THE STATE
4	ROAD 80 SAFETY IMPROVEMENTS FROM NORTH OF CAPTAIN HENDRY DRIVE TO
5	WEST OF FORREY DRIVE. FOR YOUR CONVENIENCE, THE FDOT IS PROVIDING
6	MULTIPLE OPTIONS FOR PARTICIPATION IN THE PUBLIC WORKSHOP. ATTENDEES
7	WILL BE ABLE TO VIEW PROJECT EXHIBITS, ASK QUESTIONS, AND DISCUSS
8	POTENTIAL DESIGN SOLUTIONS WITH MEMBERS OF THE PROJECT TEAM. THE IN-
9	PERSON MEETING WILL TAKE PLACE ON TUESDAY, FEBRUARY 25TH FROM 4P TO
10	7P AT THE LABELLE CIVIC CENTER, 481 WEST HICKPOCKEE AVENUE IN LABELLE.
11	FOR MORE INFORMATION, VISIT THE PROJECT WEBSITE AT WWW DOT
12	SWFLROADS DOT COM SLASH PROJECT SLASH 447878 DASH 1
13	
14	
15	
16	

Q. Received Comments

No.	Format	Comment	Name	Address	Phone	Email
1	Website	Dear Mr. Agacinski: As a resident of LaBelle for many years, I am well-familiar with the traffic problems associated with intersections of State Route 80 (SR 80) and its cross streets. As an engineer I can visualize the formidable difficulties associated with your attempts to alleviate these problems. A traffic circle at the intersections of SR80 and route 29 (Main and Bridge Streets) has been mentioned, though I don't see how that could alleviate said problems without major alterations and construction in what is essentially the center of our town. I know things like traffic circles and fly-overs really help solve problems in some cases, but they can be destructive to the quality of life for those residing in the area. My concern revolves around the end result of the changes proposed. When all is said and done, I think the citizens of our town adamantly don't want us to become known (facetiously) as that "cute little country town under the bridge at the intersection of SR 80 and route 29". We absolutely want to preserve, as much as is possible, the ambience of what we have now . . . and therein lies the major problem that FDOT faces. Sincerely, David Capitanio 1596 Frontier Circle LaBelle, FL 33935	David Capitanio	1596 Frontier Circle LaBelle, FL 33935		davecap21@embarqmail.com

No.	Format	Comment	Name	Address	Phone	Email
2	Physical form	Life Ministries Church is on the S.E. corner of MLK and 80 (725 West Hickpochee Ave.). Our main entrance is around 200 + feet east of MLK and 80 int. People coming from east 80 make a left turn to the church. If raised median is installed on 80, plus a traffic light, people coming from east will have to wait for traffic light, then do a U-turn and go east 200 + ft to get to our main entrance. There is an entrance on the MLK side, but if the traffic light is red on MLK and there are a few cars waiting for the light (coming north on MLK), then those cars would block entrance to our church. The only access to the church would be going east on 80… Place slow-down signs on 80, west of MLK. Don't do raised medians and keep turn lanes where you can go north or south on 80.	Jorge D. Rodriguez – Preston	726 Caloosa Estates Dr. LaBelle, FL, 33935	863-517-0088	Jorge_726@yahoo.com
3	Physical form	LaBelle NEEDS beautification can whatever you guy design include trees in the medians and on the right – of – ways on both sides of the road. Clewiston has royal palms / Lake placid has oaks. LaBelle is the "City of Oaks" but we would settle for Royals Palms THANK YOU – p.s. sorry about my angry neighbors	Daniel Peregrin	670 W Hickpochee Ave LaBelle, FL 33935	407-782-8202	dperegrin@rocktide.com
4	Physical form	NO ROUND - ABOUTS!! Move cross walk to better location! RED LIGHT AT HALL ST. Keep 2 directional turn lanes	Bobbie Spratt	250 Hall St. LaBelle, FL	863-675-2872	bobbiespratt@citylabelle.com
5	Physical form	Being at this place of business for 7-5 for 20 years. I agree with the crosswalk, however the location where it is located aligns with entrances to 2 other businesses or both sides of the highways causing piles ups on center of highway. This place of business has no other alternate entrances. It has caused more problems than not!! Move crosswalk to better location.	Contreras Restaurant	125 highway 80 west	861-517-4575	roscalipequeno@yahoo.com

No.	Format	Comment	Name	Address	Phone	Email
6	Physical form	Where the crosswalk and business entrance align, it causes major congestion and road rage with the traffic exiting Ace and trying to enter Contreras Restaurant. Where the crosswalk is located at the entrance, the cars have to wait on the inner lane to enter causing back up traffic to pile vs them just waiting in the turning lane if there was no crosswalk there. When cars (trucks / with trailers) exit Ace hardware there's no room for vehicles to wait in the turning lane because of crosswalk, so they wait on the inner lane block traffic.	Contreras Restaurant	125 Highway 80 west	863-517-4575	roscalipequeno@yahoo.com
7	Physical form	Reflective pavement markers suggested I represent 1st Bank - 301 W. Hickpochee. We only have access into and out of the bank onto St. Route 80 (W. Hickpochee). We have no other access. I know the traffic is heavy every day on this road, but putting in a median will hinder our ability to conduct business. Taking away the middle tun lane will slow traffic down even more. Lights need to be brighter at the crosswalk. Account data – 10,000 transactions per month - so 10,000 cars per month driving through our back property.	Cindy Sutkowy	301 W. Hickpochee LaBelle, FL 33935	863-902-3491	csutkowy@first1bank.com
8	Physical form	Bad Decision!!! Please move or do away with crosswalk on Hwy 80 in front Contreras Restaurant. This is the worst place. It interferes with cars from Ace Hardware turning east and crossing 80. It most definitely interferes with the entrance of our business Contreras Restaurant. Several people have been hit there already, it causes a backup in traffic. Lots don't even use it, some cross it but without flashing lights. I've witnessed this myself. I myself have almost been hit a few times. This has caused more issues at the crosswalk than when it wasn't there.	Christina Contreras Banda	720 Bryan Ave. P.O. Box 12 LaBelle, FL 33975	239-564-0124	lcbanda@comcast.net

No.	Format	Comment	Name	Address	Phone	Email
9	Physical form	I heard you don't want to show preference to any business, which I understand, but also recognize there are some larger businesses that have more traffic flow - for example First Bank does 10,000 transactions at its drive thru per month and I would venture at least have come from the East so for 5,000 cars to do a U-turn is not safe or efficient to traffic flows. We should have a direct access median at our location. Thx.	Carey Soud	161 Riverbend Dr. LaBelle	863-902-3423	csoud@first1bank.com
10	Physical form	30 N. Hall St. Concern with people turning in and out of Hall St. to get to my business. East bond left turn.			863-673-0418	
11	Physical form	Move existing crosswalk (RRFB) to Hendryst and Campbell St. – Trailer Park is behind First Bank - people use this area to do business at Family Dollar and Crazy Papa's store. Need cross walk at S. Davis Street and E. Fort Thompson. Lots of foot and bicycle traffic from Port LaBelle and south side 80 to go down Ft. Thompson Ave to get to Barron Park @ River – Lots of automobile traffic making short cut on Ft. Thompson to get around traffic in town of LaBelle to miss red lights. South Elm and North Elm Street. Full median opening church and funeral home on North side of 80 and south elm extends to cowboy way near businesses.	Christina Davidson	1075 Ft. Thompson Ave LeBelle, FL 33935	239-243-1648	
12	Physical form	Reduce speed entering into town on SR80 immediately. Reduce speed at Walmart heading east from 60 to 50. Reduce speed after cowboy Way from 50 to 40. Reduce speed at curb before MLK heading east to 35 mph. Keep 35 mph completely through town to Collingswood dr. Increase speed to 45 at Collingswood heading east to Cedarwood. Increase speed to 60 at Cedarwood heading east. Enter town heading west from east at Cedarwood make speed limit 50, at CHL Homes make speed limit 35 mph. Keep 35 mph throughout town traveling west until just past MLK increase limit to 40, then 50. Before Cowboy Way, increase 60 past Walmart heading west.	Daniel Akin	715 Oklahoma Ave. LaBelle FL, 33935	863-517-1358	danielakin@citylabelle.com

No.	Format	Comment	Name	Address	Phone	Email
13	Physical form	1. Light at Hall St. with crosswalks 2. Light at Belmont with crosswalks 3. Light at Forrey with Crosswalks 4. Warning signals with reduced speed limit 5. Add additional crosswalks at Ft. Thompson Ave., Riverview St, Hendry St, James Singleton Place / Captain Hendry dr.	Daniel Akin	715 Oklahoma Ave. LaBelle, FL 33935	863-517-1358	danielakin@citylabelle.com
14	Physical form	For the median on Hall street it's going to increase more contents, more traffic on residential streets then now with delivery trucks.	Pinesh Patel	111 W Hickpochee Ave.	863-234-8753	p.pinesh@gmail.com
15	Physical form	I am concerned for the additional traffic this project will create to my city residential streets. I did hear the gentleman state we did not have to have the turn lane completely removed. I will like to see a design for how that would work. I also think a red light at Hall St. is desperately needed. I do not like the narrowing of the lanes. If a bypass does not happen the number of truck is way too much to narrow the lanes. Thank you for listening!	Jackie Ratica	130 Martin St. LaBelle, FL 33935	863-517-2336	jackieratica@citylabelle.com
16	Physical form	K&M Drugs is the only pharmacy in town. A median would inconvenience our elderly citizens. We need to find an easier and safer way for customers to access the pharmacy. Please come to the Pharmacy location during business hours to witness the traffic is all I ask. Thank you.	Ayman Kaki (K&M Drugs)	149 W. Hickpochee Ave. Labelle 33935	561-301-6686	aymankaki@gmail.com

Gabriel Gonzalez Jr

From: commentform@swflroads.com
Sent: Wednesday, February 26, 2025 10:42 AM
To: fdot-d1comm@dot.state.fl.us; kris@fteinc.net; Gabriel Gonzalez Jr; gary@fteinc.net
Subject: swflroads.com comment form submission - Project: 447878-1 : SR 80 from North of Captain Hendry Dr to West of Forrey Dr

Regarding Project: 447878-1 : SR 80 from North of Captain Hendry Dr to West of Forrey Dr

From Name: David Capitanio

From Email: davecap21@embarqmail.com

Question or Comment:
As a resident of LaBelle for many years, I am well-familiar with the traffic problems associated with intersections of State Route 80 (SR 80) and its cross streets. As an engineer I can visualize the formidable difficulties associated with your attempts to alleviate these problems.

A traffic circle at the intersections of SR80 and route 29 (Main and Bridge Streets) has been mentioned, though I don't see how that could alleviate said problems without major alterations and construction in what is essentially the center of our town. I know things like traffic circles and fly-overs really help solve problems in some cases, but they can be destructive to the quality of life for those residing in the area.

My concern revolves around the end result of the changes proposed. When all is said and done, I think the citizens of our town adamantly don't want us to become known (facetiously) as that "cute little country town under the bridge at the intersection of SR 80 and route 29". We absolutely want to preserve, as much as is possible, the ambience of what we have now . . . and therein lies the major problem that FDOT faces.

Sincerely, David Capitanio
1596 Frontier Circle
LaBelle, FL 33935

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

Comment Form

Please provide your comments below. If more space is needed, please use the back of this sheet or an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send them to David Agacinski, Project Manager, at the address on the back of this comment form, by March 11, 2025. Comments may also be sent by email to David.Agacinski@dot.state.fl.us. You may visit the project website at https://www.swflroads.com/project/447878-1 to submit your comments.

Please note that the information submitted on this form becomes part of the project's files. This information may be provided to other individuals who make a public records request.

LIFE MINISTRIES CHURCH is on the S.E. corner of MLK + 80 (725 West Hickpochee Ave.). OUR MAIN ENTRANCE IS AROUND 200+ FEET EAST OF MLK + 80 int. People coming from EAST 80 make a left turn to the Church. IF RAISED MEDIAN is installed on 80, plus a TRAFFIC light, People coming from east will HAVE to wait for traffic light, then do A U-TURN and go EAST 200+ ft to get to OUR MAIN entrance. There is an entrance on the MLK side, but if the traffic light is red on MLK and there are a few CARS waiting for the light (coming North on MLK), then those cars would block entrance to OUR Church. The only Access to the Church would be GOING East on 80...

See Back for more...

Contact Information (please print):

Name: Jorge D. Rodriguez - Pastor

Address: 726 Caloosa Estates DR
LaBelle, FL 33935

Phone: 863-517-0088

Email: Jorge_726@Yahoo.com

Comments submitted or postmarked by **March 11, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

In-Person Public Workshop
Tuesday, February 25, 2025; 4:00 p.m. to 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

Place slow-down signs on 80, west of MLK, Don't do raised medians, and keep turn lanes where you can go north or south on 80.

Place Stamp Here

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

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Please note that the information submitted on this form becomes part of the project's files. This information may be provided to other individuals who make a public records request.

LaBelle NEEDS Beautification can whatever you guy design Include Trees in the Medians and on the Right-of-Ways on Both Sides of the Road. Clewiston has Royal palms / Lake placid has oaks

LaBelle is the "City of oaks" But we would settle for Royal Palms "

THANK YOU - P.S. Sorry about my angry Neighbors

Contact Information (please print):

Name: Daniel Peregrin

Address: 670 W Hickpochee Ave
LaBelle, FL 33935

Phone: 407-782-8202

Email: DPeregrin@RockTide.com

Comments submitted or postmarked by **March 11, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

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Tuesday, February 25, 2025; 4:00 p.m. to 7:00 p.m.
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Place
Stamp
Here

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

FDOT Distrito Uno | Condado de Hendry, FL | FPID No.: 447878-1-52-01
Mejoras de Seguridad de la Carretera Estatal 80 desde
el Norte de Captain Hendry Dr al Oeste de Forrey Dr

Formulario de Comentarios

Por favor, deje sus comentarios a continuación. Si necesita más espacio, puede usar la parte de atrás de esta página. También puede dejar sus comentarios en la 'Caja de Comentarios' en la reunión, o enviarlos a David Agacinski, Gerente de Proyecto, a la dirección abajo de este formulario de comentarios, antes del 11 de marzo de 2025. Los comentarios también pueden enviarse por correo electrónico a David.Agacinski@dot.state.fl.us. Puede visitar el sitio web del proyecto en https://www.swflroads.com/project/447878-1 para enviar sus comentarios.

Tenga en cuenta que la información enviada en este formulario formará parte de los archivos del proyecto. Esta información puede ser proporcionada a otras personas que realicen una solicitud de registros públicos.

NO ROUND-ABOUTS!!

Move Cross Walk to better location!

RED LIGHT AT HALL ST.

Keep 2 directional turn Lanes

Información de contacto (por favor, escriba en letra imprenta):

Nombre: Bobbie Spratt

Dirección: 252 Hall St.
LaBelle, FL

Número de teléfono: 863-675-2872

Correo electrónico: bobbiespratt@cityLaBelle.com

Los comentarios enviados o con fecha de envío antes del **11 de marzo** de 2025 serán incluidos en el registro público.

David Agacinski
Gerente de Proyecto del FDOT
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Se solicita la participación pública sin tener en cuenta la raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar.

Taller Público Presencial
Martes, 25 de febrero de 2025; 4:00 p.m. a 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

Place
Stamp
Here

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

Comment Form

Please provide your comments below. If more space is needed, please use the back of this sheet or an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send them to David Agacinski, Project Manager, at the address on the back of this comment form, by March 11, 2025. Comments may also be sent by email to David.Agacinski@dot.state.fl.us. You may visit the project website at https://www.swflroads.com/project/447878-1 to submit your comments.

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Being at this place of business for 7-5 for 20 years. I agree with the crosswalk however the location where it is located ~~across~~ across. with entrances to 2 other business on both sides of the highways. a causing pile ups on center of highway. This place of busines has no other alternative entrances.

It has caused more problems then not!! Rosa Antonia Aguilera

Move crosswalk to better location.

Contact Information (please print):

Name: Cuttens Restaurant

Address: 125 highway 80 west

Phone: 8135174575

Email: Rosaiaguilera@yahoo.com

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In-Person Public Workshop
Tuesday, February 25, 2025; 4:00 p.m. to 7:00 p.m.
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where the crosswalk and business entrance align, it cause major conjestion and road rage with the traffic exiting ACE & trying to enter Contreras Restaurant. where the crosswalk is located the entrance, the cars have to wait on the inner lane to enter causing back up traffic to pile. vs them just waiting in turning lane if there was NO crosswalk there.

when cars / exit ACE hardware there no room for vehicles to (TRUCKS / with trailers)

wait in turning lane because of crosswalk, SO they wait on the inner lane block traffic.

Rosa
Contreras Requena

Contact Information (please print):

Name: Contreras Restaurant

Address: 25 highway 80 west

Phone: 863 517 4575

Email: rosaisequena@yahoo.com

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I represent 1st Bank - 301 W. Hickpochee.
We only have access into and out of the bank onto St. Route 80 (W. Hickpochee), we have no other access. I know the traffic is heavy every day on this road, but putting in a median will hinder our ability to conduct business. Taking away the middle turn lane will slow traffic down even more.
Lights need to be brighter at the cross walk.
Account data - 10,000 transactions per month - so 10,000 cars per month driving through our bank property.

Contact Information (please print):

Name: Cindy Sutkowy
Address: 301 W. Hickpochee
LaBelle, FL 33935

Phone: 863 902-3491
Email: CSutkowy@first1bank.com

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Please move or do away with crosswalk on Hwy 80 in front Contreras Restaurant. This is the worst place. It interferes w/ cars from Ace Hardware turning east + crossing 80. It most definately interferes with the entrance of our business Contreras Restaurant. Several people have been hit there already. Causes a backup in traffic. Lots don't even use it, some cross it but without flashing lights. I've witnessed this myself. I myself have almost been hit a few times. [redacted] This has caused more issues at the [redacted] crosswalk then when it wasn't there.

Contact Information (please print):

Name: Christina Contreras Banda

Address: 720 Bryan Ave
P.O. Box 12
LaBelle, FL 33975

Phone: 239 564-0124

Email: Lcbanda@comcast.net

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I heard you don't want to show preference to any business, which I understand, but also recognize there are some larger businesses that have more traffic flow – for example First Bank does 10,000 transactions at its drive thru per month and I would venture at least have come from the East so for 5,000 cars to do a u turn is not safe or efficient to traffic flows. We should have a direct access median at our location.

Thx

Contact Information (please print):

Name: CAREY SOUD

Address: 161 RIVERBEND DR
LABELLE

Phone: 863 902 3423

Email: csoud@firstlbank.com

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Mejoras de Seguridad de la Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr

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30 N. Hall St.
Concern with people turning in and out of Hall St to get to my business. East Bound left turn.

863-673-0418

Información de contacto (por favor, escriba en letra imprenta):

Nombre:_____

Dirección:_____

_____

_____

Número de teléfono:_____

Correo electrónico:_____

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Move existing Cross Walk (RRFB) to Hendry st & Campbell st - Trailer Park is Behind First Bank - People use this Area to do Business at Family Dollar and Crazy Papa's store.

Need Cross Walk at S. Davis street and E. Fort Thompson Lots of foot & bicycle traffic. From Fort LaBelle & South side 80 to go down Ft Thompson Ave to get to Barron Park @ River - Lot of automobile traffic making short cut on Ft. Thompson to get around traffic in town of LaBelle to miss Red Lights. (over)

Contact Information (please print):

Name: Christina Davidson

Address: 1075 Ft. Thompson Ave
La Belle, Fl 33935

Phone: 239-243-1648

Email:

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South Elm and North Elm Street.
Full Median opening Church and Funeral Home
on North side of 80 and South Elm extends to
Cowboy Way near ~~Bus~~ Businesses.

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1) Reduce Speed entering into town on SR80 immediately. Reduce speed at walmart heading east from 60 to 50. Reduce Speed after cowboy way fm 50 to 40. Reduce speed at curve before MLK heading east to 35 mph. Keep 35 mph completely thru town to ~~Forrey~~ ~~Increase~~ ~~Speed~~ to Collingswood Dr. Increase speed to 45 at Collingswood heading east to Cedarwood. Increase speed to 60 at Cedarwood heading East. Entering town ~~[illegible]~~ heading west from east, at Cedarwood make Speed limit 50, at CHL Homes make Speed Limit 35 mph. Keep 35 mph throughout town traveling west Until 1st part MLK increase Limit to 40, then 50 ~~Before~~ Before Cowboy Way ~~Increase~~ to 60 past Hwd. Many [illegible] heading east

Información de contacto (por favor, escriba en letra imprenta):

Nombre: Daniel Akin

Dirección: 715 Oklahoma Av
LaBelle FL 33935

Número de teléfono: 863-517-1358

Correo electrónico: danielakin@citylabelle.com

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1) Light at Hall St with Crosswalks
2) Light at Belmont with Crosswalker
3) Light at Forrey with Crosswalker
4) Warning Signals @ Bus with reduced Speed limit
5) Add additional Crosswalker at Ft Thompson Ave Riverview St, Hendry St, Jane Singleton Place/ Captain Hendry Dr.

Contact Information (please print):

Name: Daniel Akin
Address: 715 Oklahoma Av
LaBelle FL 33935
Phone: 863-517-1358
Email: daniel.akin@citylabelle.com

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For the median on Main Street it's going to increase more conflicts, more TRAFFIC on Residential Street then now with Delivery TRUCKS.

Información de contacto (por favor, escriba en letra imprenta):

Nombre: Pinesh PATEL

Dirección: 111W Hickpochee AVE

Número de teléfono: 863 234 8753

Correo electrónico: P.Pinesh@Gmail.com

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I am concerned for the additional traffic on this project will create to my city residential streets. I did hear the gentleman state we did not have to have the turn lane completly remarked I will like to see a design for how that would work. I also think a red light at Hall St. is defiately needed. I do not like the narrowing of the lanes. If a bypass does not happen the number of trucks is WAY to much to narrow the lanes.

Thank You for listening.

Contact Information (please print):

Name: Jackie Ratica

Address: 130 Martin St.
LaBelle, FL. 33935

Phone: 863-517-2336

Email: JackieRatica@CityLabelle.com

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K & M Drugs is the only pharmacy in town. A Median would inconvinient our elderly citizens. We need to find a easier & safer way for customer to access the pharmacy. Please come to the Pharmacy location during business hours to witness the traffic is All I ask. Thank you

Contact Information (please print):

Name: Ayman Kaki (K & M Drugs)

Address: 149 W hickpochee ave
LaBelle 33935

Phone: (561) 301 6086

Email: aymankaki@gmail.com

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R. City of LaBelle Resolution 2025-02

RESOLUTION 2025 - 02

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF LABELLE, FLORIDA, OPPOSING FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) SR80 CROSSWALK EAST OF MARTIN STREET A ND REQUESTING THE REMOVAL AND RELOCATION OF THE PROJECT DUE TO HEALTH AND SAFETY CONCERNS, AND TO EXPRESS THE CITY'S CONCERN OVER THE LACK OF CITIZEN INPUT IN THE APPROVAL PROCESS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the City of LaBelle, Florida, is deeply committed to ensuring the safety, well-being, and quality of life for its residents; and

WHEREAS, the Florida Department of Transportation (FDOT) has approved the crosswalk project without prior consultation or input from the citizens of LaBelle; and

WHEREAS, this project has generated significant public concern due to potential health and safety risks it poses to the residents of LaBelle, as well as, the disruption to traffic flow in and out of nearby businesses that have been in operation for many years; and

WHEREAS, the City Commission acknowledges that public feedback is a critical part of the decision-making process for infrastructure projects, and that the lack of community involvement in the planning and approval of this project has caused an outcry among LaBelle residents; and

WHEREAS, it is further noted that FDOT has indefinitely delayed a similar project in Clewiston due to substantial outcry from Hendry County residents, reflecting the critical need for the Department to consider community concerns when planning and executing such projects; and

WHEREAS, the City Commission believes that the health, safety, and quality of life for the citizens of LaBelle should be prioritized above all else, and as such, the City of LaBelle hereby respectfully requested that FDOT reevaluate the project and relocating it to a safer and more suitable location at the September 12, 2024 City Commission Meeting.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF LABELLE, FLORIDA:

Section 1. Opposition to FDOT Crosswalk: The City Commission of LaBelle expresses its opposition to FDOT's crosswalk, due to serious health and safety concerns raised by the LaBelle community.

Section 2. Request for Removal and Relocation: The City Commission formally requests that FDOT remove this project from its current location and relocate it to an alternative location that better protects the health, safety, and interests of the LaBelle residents.

Section 3. Call for Community Involvement: The City Commission urges FDOT to involve the citizens of LaBelle in the planning and approval process of future infrastructure projects to ensure that the voices of our community is heard and taken into consideration.

Section 4. Effectiveness: This resolution shall take effect immediately upon its adoption.

PASSED and **ADOPTED** this 13th day of February 2025.

Julie C. Wilkins, Mayor

ATTEST:

Tijauna Warner, MMC, Deputy City Clerk

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

Derek Rooney, City Attorney

Moved by: Comm. Katica

Seconded by: Comm. Akin

VOTE:

Commissioner Akin	____ (Yes)	✓ (No)
Commissioner Ratica	✓ (Yes)	____ (No)
Commissioner Spratt	✓ (Yes)	____ (No)
Commissioner Vargas	____ (Yes)	✓ (No)
Mayor Wilkins	✓ (Yes)	____ (No)

SECTION O PUBLIC MEETING SUMMARY

State Road 80 Safety Improvements

from North of Captain Hendry Dr to West of Forrey Dr

Financial Project Number: 447878-1-52-01
Hendry County

PUBLIC MEETING SUMMARY

Meeting Details

In-Person:

Date:	Tuesday, April 22, 2025
Time:	5:00 pm – 7:00 pm
Location:	LaBelle Civic Center 481 W Hickpochee Ave LaBelle, FL 33935

Virtual:

Date:	Thursday, April 24, 2025
Time:	5:00 pm – 6:00 pm
Location:	Microsoft Teams Webinar

Attendees: Citizens: 20

FDOT District One: 8

Christopher Speese	John Kubicki	Kim Strickland
Jason Heironimus	Keith Robbins	Kyle Kemmish
Jeffery Jones	Keri Nelson	Sean Push

Consultant Team: 3

Kris Karanxha	
Gabe Gonzalez Jr	Sofia Orozco

Other: 3

Julie Wilkins	**City Commission (Mayor)**
Jackie Ratica	**City Commission**
Bobbie Spratt	**City Commission**

The workshop sign-in forms are included in **Appendix A**.

Summary:

This public meeting for the State Road (SR) 80 Safety Improvements was held in-person on Tuesday, April 22, 2025 at the LaBelle Civic Center, 481 W Hickpochee Ave in LaBelle, FL 33935 and virtually through Microsoft Teams on Thursday, April 24, 2025.

This meeting served as a follow-up to a public workshop held for this project in February 2025. While the February workshop was meant to introduce preliminary feasible design concepts and collect feedback from the public, this April meeting served to present the 60% design plans, after previous feedback had been incorporated, and to collect feedback thereafter.

Attendees were asked to sign in before being invited to sit in front of a large projector screen. The meeting and presentation were introduced by Jason Heironimus, who proceeded to play a narrated project video before inviting attendees to navigate the meeting venue and engage with the project staff. Members of the project team were joined by members of the FDOT District One Safety Office and Public Information Office to answer questions related to the project, median locations, and other potential design solutions.

The meeting included the following elements:

- Welcome Board
- Title VI Board
- Project Overview Board
- Intersection Safety Concepts Board
- Project Schedule Board
- How to Submit Comments Board
- Roll Plots with the Proposed Corridor Design Layout and Collision Diagrams (3)
- Project Newsletters (English & Spanish)
- Access Management & Intersection Treatment Handouts (English & Spanish)
- General Comment Forms (English & Spanish)
- Comment Return Boxes
- Narrated Project Presentation on Repeat (English)
- Project Presentation Transcripts (English & Spanish)

The workshop materials are included in **Appendices B – L**.

All workshop materials were posted to the project webpage: https://www.swflroads.com/project/447878-1.

The Public Workshop was advertised in the following manner:

Email to Elected Officials	Published on Tuesday, April 15, 2025
Email to Appointed Officials	Published on Tuesday, April 15, 2025
Email to Interested Parties	Published on Tuesday, April 15, 2025
Newsletter to Property Owners	Mailed on Friday, March 28, 2025
FDOT Public Notice Website	Published on Tuesday, April 15, 2025
FDOT Press Release	Published on Tuesday, April 15, 2025 and Tuesday, April 22,2025
Florida Administrative Register	Published on Tuesday, April 15, 2025
Radio	Broadcast on the following stations at all times of day from Tuesday, April 15, 2025 through Monday, April 21, 2025: WAFZ – FM: 48 spots WAFC – AM: 58 spots

All meeting notifications are included in **Appendices M – P**.

12 total comments were received. 1 email was received before the meeting, 10 comment forms were submitted at the meeting, and 1 email was received during the 10-day comment period following the meeting, ending Friday, May 2, 2025. All received comments are included in **Appendix Q**. See below a list of common topics of concern related to the project as identified within the submitted comments.

- One commenter expressed concern related to the increased large truck traffic through the corridor.
- One commenter expressed interest in the interaction between this project and the nearby Bypass Study (453578-1). They also inquired as to how many/what types of crosswalks would be needed to further improve safety.
- Some commenters requested access/turn lanes to Forrey Dr and Belle Arbor Blvd.
- One commenter expressed concern over potential backups at Hall St that would reduce business to their store.
- One commenter noted that making U-turns occur at the proposed Martin Luther King Dr signal location would worsen traffic at a near by mobile home/shed business. They also requested that the intersection at Belle Arbor Blvd would greatly benefit from a streetlight.

- One commentor requested the directional opening at S Davis St should be moved to Clark St. They also requested a crosswalk be placed diagonally from the west side of Davis St to the east side of Ft. Thompson Ave.

After the meeting, the Public Information Office requested that a "Frequently Asked Question" Document be prepared for upload on the project website. That FAQ sheet is included in **Appendix R**.



Figure 1 Interior of LaBelle Civic Center during the narrated presentation for Public Meeting 2 from the middle-right of the meeting venue



Figure 2 Interior of LaBelle Civic Center during the narrated presentation for Public Meeting 2 from the middle-center of the meeting venue



Figure 3 Interior of LaBelle Civic Center during Open House portion of Public Meeting 2 featuring attendees conversing around a copy of the project roll plot



Figure 4 John Kubicki discussing the project with Mayor Julie Wilkins during Public Meeting 2



Figure 5 Interior of LaBelle Civic Center during the open house portion of Public Meeting 2 from near the entrance of the meeting venue

Appendices

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D. Project Overview Board 17
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A. Meeting Sign-In Forms

Name	Group	Phone Number	Email Address	Attendance
Cindy Drake	Citizens	501-301-8704	cidrake7373@att.net	In-Person
Dany Book	Citizens	863-673-2832		In-Person
Derek Felder	Citizens	414-232-0903	derekfelder87@gmail.com	In-Person
Dinesh Parmar	Citizens	863-234-8753	p.pinesh@gmail.com	Both
Elysia Carroll	Citizens			Virtual
Gail Pelletier	Citizens	863-673-4539		In-Person
James Holland	Citizens	863-697-3680	James.holland@nm.com	In-Person
John Clard	Citizens	954-213-1243	jcstages@aol.com	In-Person
Kyle Owens	Citizens	239-887-2947		In-Person
Leonard N. Enriquez	Citizens	305-926-3309	LNE@cambridgeprojectdev.com	In-Person
Martha L. Enriquez	Citizens	305-975-0149	martye15740@gmail.com	In-Person
Marybeth Soderstrom	Citizens		msoderstrom@cfrpc.com	Virtual
Mozetta Johnson	Citizens			Virtual
Phillip Pelletier	Citizens	863-673-3280		In-Person
PJ Steck	Citizens		drglassllc@yahoo.com	In-Person
Rosali Contreras Pequeno	Citizens	803-517-4575	rosalipequeno@yahoo.com	In-Person
Steve Coder	Citizens	814-364-7777	scoder@7mcs.com	In-Person
Terri Marsh	Citizens	954-465-4835	tm3579@msn.com	In-Person
Thomas Woosley	Citizens	239-771-3671	thomas.woosley@kinardstone.com	In-Person
Tom Deer	Citizens	239-340-3886	tom.deer@kinardstone.com	In-Person
Bobbie Spratt	City Commission	863-675-2872		In-Person
Jackie Ratica	City Commission	863-517-2336		In-Person
Julie Wilkins	City Commission (Mayor)	863-673-4529	juliewilkins@citylabelle.com	In-Person
Christopher Speese	FDOT			In-Person
Jason Heironimus	FDOT			In-Person
Jeffery Jones	FDOT			In-Person
John Kubicki	FDOT			Both
Keith Robbins	FDOT			In-Person
Keri Nelson	FDOT	863-205-0459	Keri.Nelson@dot.state.fl.us	In-Person
Kim Strickland	FDOT	863-519-2236	Kim.Strickland@dot.state.fl.us	In-Person
Kyle Kemmish	FDOT			In-Person
Sean Pugh	FDOT	239-225-1935	Sean.Pugh@dot.state.fl.us	Both
Gabe Gonzalez Jr	Project Team			Both
Kris Karanxha	Project Team			Both
Sofia Orozco	Project Team			Both

In-Person Public Workshop (Taller Público Presencial)

DATE/TIME (FECHA/HORA): Tuesday, April 22 2025 (Martes, 22 de Abril) | 5:00 pm – 7:00 pm

PROJECT (PROYECTO): **State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr (Mejoras de seguridad de la Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr)**

FPID No.: **447878-1-52-01**

LOCATION (UBICACIÓN): LaBelle Civic Center, 481 W Hickpochee Avenue, LaBelle, FL 33935

NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
Keri Nelson	FDOT	863-~~[illegible]~~ 205-0459	keri.nelson@dot.state.fl.us
Kim Strickland	FDOT	863-519-2236	Kim.Strickland@dot.state.fl.us
Sean Pugh	FDOT	239 225 1935	Sean.Pugh@dot.state.fl.us
Gail Pelletier	citizens	863-673-4539	
Phillip Pelletier	citizens	863-673-3280	
Danny Pool	Citizen	863 673 2832	
Kyle Owens	Citizen	239-887-2947	
Pinesh Patel	Citizen	863 234 8753	P.Pinesh@gmail.com

In-Person Public Workshop (Taller Público Presencial)

DATE/TIME (FECHA/HORA): Tuesday, April 22 2025 (Martes, 22 de Abril) | 5:00 pm – 7:00 pm

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FPID No.: **447878-1-52-01**

LOCATION (UBICACIÓN): LaBelle Civic Center, 481 W Hickpochee Avenue, LaBelle, FL 33935

NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
James Holland	Self / Company	863-697-3680	James.holland@vm.com
Rosali Contreras Pequeno	Contreras Restaurant	803 517 4575	rosalipequeno@yahoo.com
RJ Steele	Harris Ranch		DRGlassllc@yahoo
Cindy Drake	Moss Landing HOA	561 301 8704	cldrake7373@att.net
Julie Wilkins	City of LaBelle	863-673-4529	juliewilkins@citylabelle.com
Terri Marsh	Resident	954-465-4835	tlm3579@msn.com
Gabe Gonzalez Jr	PGA		

In-Person Public Workshop (Taller Público Presencial)

DATE/TIME (FECHA/HORA): Tuesday, April 22 2025 (Martes, 22 de Abril) | 5:00 pm – 7:00 pm

PROJECT (PROYECTO): **State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr (Mejoras de seguridad de la Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr)**

FPID No.: **447878-1-52-01**

LOCATION (UBICACIÓN): LaBelle Civic Center, 481 W Hickpochee Avenue, LaBelle, FL 33935

NAME (NOMBRE)	REPRESENTING (EN REPRESENTACIÓN DE)	PHONE NUMBER (NÚMERO DE TELÉFONO)	EMAIL ADDRESS (CORREO ELECTRÓNICO)
Martha L. Enriquez	self	305/975-0149	Martye15340@gmail.com
Leonard N. Enriquez	Second Bridge Group	305/926-3309	LNE@cambridgeprojectdev.com
Thomas Woosley	KSI	239-771-3671	thomas.woosley@kinarsfone.com
Derek Felder	Self	414-232-0905	DerekFelder87@gmail.com
STEVE COTTER	SELF	514-364-7777	SCODER@7MG.COM
Bekbie Spratt	City	863-675-2872	
Jackie Rotica	City	863-517-2336	
John Clark	self	954 213-1243	jcstages@aol.com
TOM DEER	KSI	239-340-3886	tom.deer@kinarsfone.com

B. Welcome Board

WELCOME

FDOT District One

State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr

Financial Management Number: 447878-1-52-01

In-Person Public Meeting:

April 22, 2025

LaBelle Civic Center
481 W Hickpochee Avenue, LaBelle, FL 33935

Virtual Meeting:

April 24, 2025 | 5:00 p.m. - 6:00 p.m

To participate in the virtual meeting, please register by using the following link:
https://bit.ly/3DONJeR



C. Title VI Board

Title VI of the Civil Rights Act of 1964

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons wishing to express concerns relative to FDOT compliance with Title VI may do so by contacting:

Cynthia Sykes
District One Title VI Coordinator

801 N Broadway Avenue
Bartow, FL 33830-3809

(863) 519-2287

Cynthia.Sykes@dot.state.fl.us

Stefan Kulakowski
State Title VI Coordinator

605 Suwannee Street, MS 65
Tallahassee, FL 32399-0450

(850) 414-4742

Stefan.Kulakowski@dot.state.fl.us

All inquiries or concerns will be handled according to FDOT procedure and in a prompt and courteous manner.

D. Project Overview Board

Project Overview

Purpose:

- Provide traffic calming
- Access management
- Reduce crashes



Project Activities:

- Replace existing two-way left-turn lanes with raised medians
- Provide directional median openings at strategic locations along corridor
- Proposed signal at intersection with Dr. Martin Luther King Jr. Blvd with improved lighting

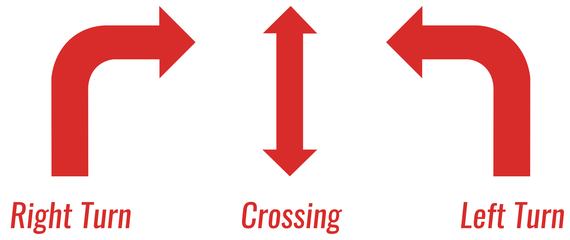
E. Intersection Safety Concepts Board

Intersection & Median Safety Concerns

Why Are We Doing This?

- 30% of all traffic fatalities occur from intersection-related crashes

Source: Signal 4 Analytics, 2024



Crash Causes

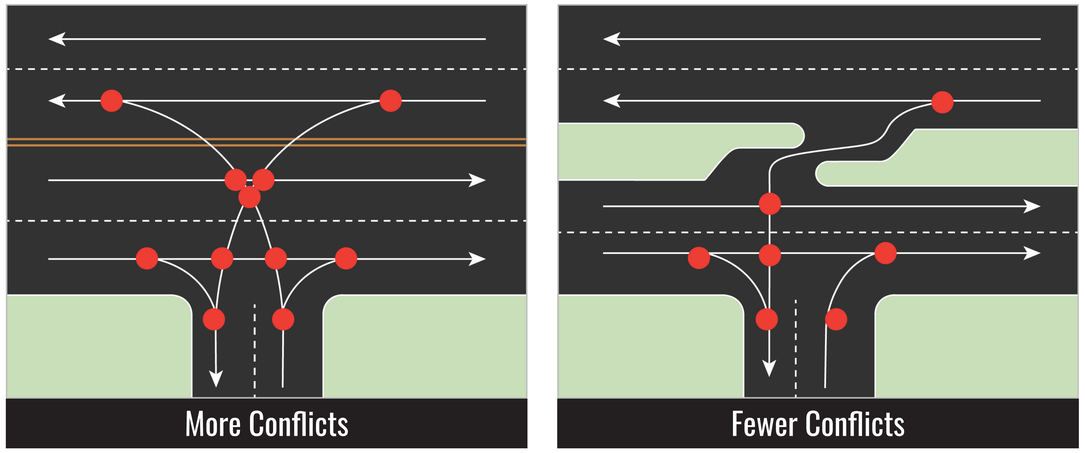
Misjudgment of Gap or Other's Speed	Increased Traffic Congestion	Distracted or Inattention
Line of Sight or Obstructed View	Right of Way Construction	Illegal Maneuver

Median Opening & Conflict Points

- Conflict Points: areas where paths legally cross within an intersection
- Reducing the number of conflict points increases safety
- Changing crash types increases safety

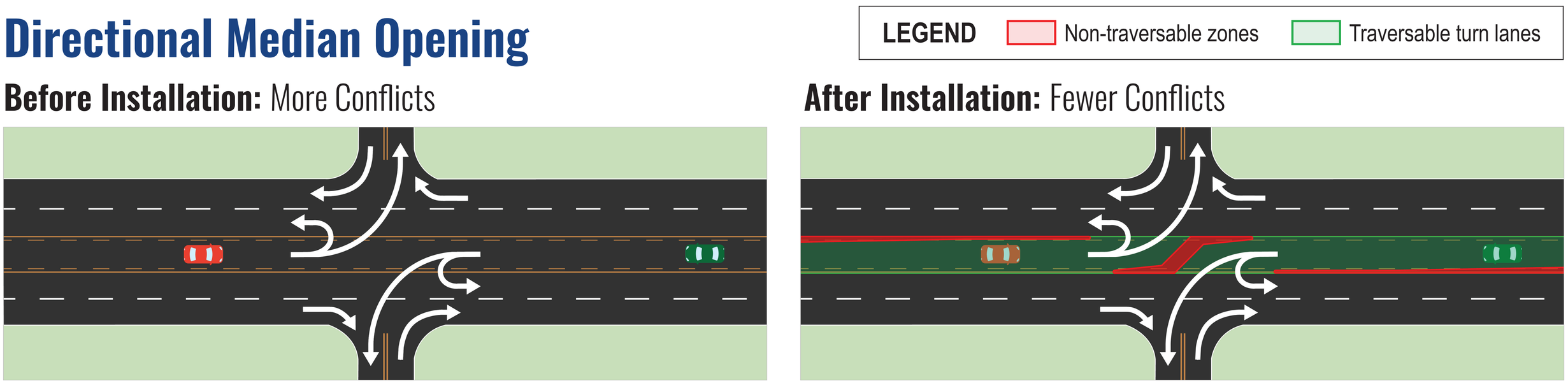
Restricting the number of conflict points reduces fatal and injury crashes by 54%

Source: Federal Highway Administration, Reduced Left-Turn Conflict Intersections



Source: FDOT Access Management Brochure

Directional Median Opening



Before Installation: More Conflicts

After Installation: Fewer Conflicts

F. Project Schedule Board

Tentative Project Schedule

	2023				2024				2025				2026
	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	1st qtr.
Project Start		★											
Phase II Plans Development			▬	▬	▬	▬	▬	▬					
Phase II Revisions										★			
Phase IV Plans Development										▬	▬		
Production Date												★	
Public Workshop/Meeting									★	★ (We are here)			
Final Plans Submittal													★
Project Letting													★

G. How to Submit Comments Board

Ways to Submit Comments or Questions

In-Person:

- Submit a Comment Form

Contact the FDOT Project Manager:

David Agacinski

10041 Daniels Parkway
Fort Myers, FL 33913-7785

David.Agacinski@dot.state.fl.us

(239) 225-1924

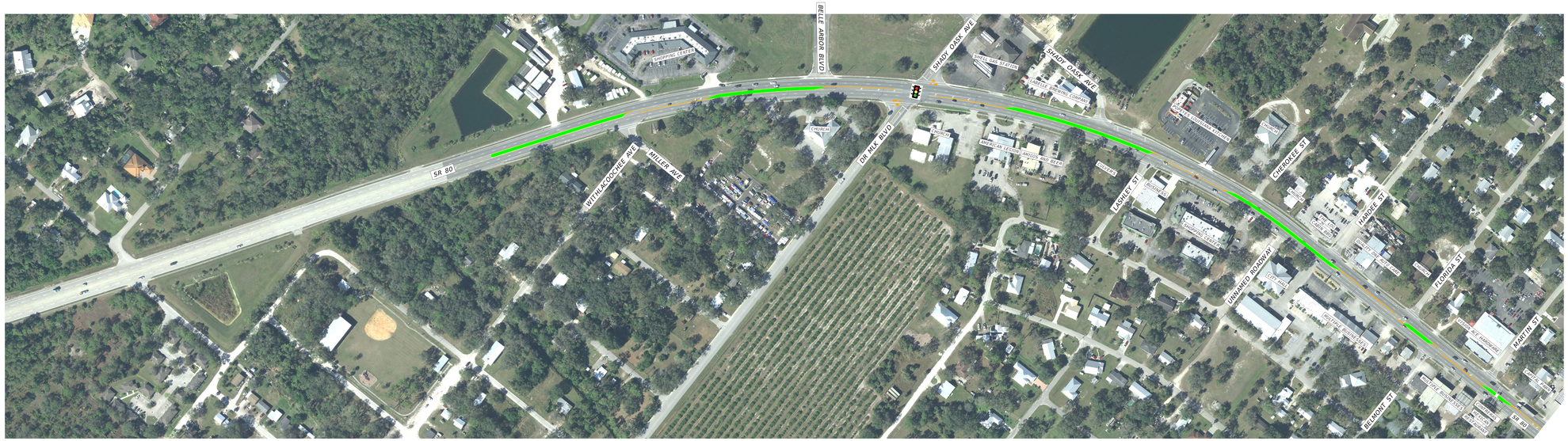
Virtually:

- Online at swflroads.com/project/447878-1

- The virtual meeting will take place on Thursday, April 24, 2025 from 5:00 p.m. to 6:00 p.m

- To participate in the virtual meeting, please register by using the following link: https://bit.ly/3DONJeR

H. Roll Plots with Collision Diagrams

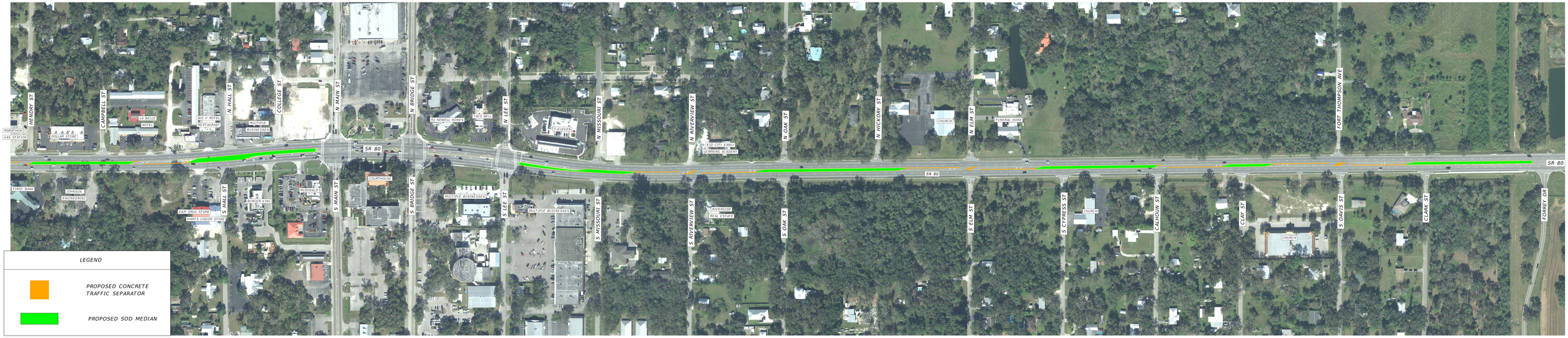


LEGEND	
	PROPOSED CONCRETE TRAFFIC SEPARATOR
	PROPOSED SOD MEDIAN
	PROPOSED SIGNALIZED INTERSECTION



COLLISION SEVERITY	TOTAL COLLISIONS
PROPERTY DAMAGE ONLY (PDO)	22
INJURIES (INJ)	19
FATALITIES (FAT)	1
TOTAL CORRECTABLE COLLISIONS (CC)	15

COLLISION DIAGRAM LEGEND			
REAR-END COLLISION	LEFT TURN COLLISION	OFF ROAD	HIT OTHER FIXED OBJECTS COLLISION
SIDESWIPE COLLISION	RIGHT TURN COLLISION	PEDESTRIAN	
OUT OF CONTROL	HEAD ON COLLISION	BYCICLE	ANIMAL COLLISION
ANGLE COLLISION	ROLLOVER		



LEGEND

PROPOSED CONCRETE TRAFFIC SEPARATOR

PROPOSED SOD MEDIAN



COLLISION SEVERITY	TOTAL COLLISIONS
PROPERTY DAMAGE ONLY (PDO)	102
INJURIES (INJ)	42
FATALITIES (FAT)	3
TOTAL CORRECTABLE COLLISIONS (CC)	28

COLLISION DIAGRAM LEGEND

- REAR-END COLLISION
- SIDESWIPE COLLISION
- OUT OF CONTROL
- ANGLE COLLISION
- LEFT TURN COLLISION
- RIGHT TURN COLLISION
- HEAD ON COLLISION
- ROLLOVER
- OFF ROAD
- PEDESTRIAN
- BYCICLE
- HIT OTHER FIXED OBJECTS COLLISION
- ANIMAL COLLISION

I. Newsletter (English & Spanish)

State Road 80 Safety Improvements from North of Captain Hendry Dr to West of Forrey Dr

Financial Project ID No.: 447878-1-52-01 | Hendry County, FL

April 2025

Public Meeting

The Florida Department of Transportation (FDOT), District One, invites you to participate in a public meeting for the State Road (SR) 80 Safety Improvements from North of Captain Hendry Dr. to West of Forrey Dr. For your convenience, the FDOT is providing multiple options for participation in the public meeting. Attendees will be able to view project exhibits, ask questions, and review the updated design with members of the project team.

1. **The in-person meeting will take place on Tuesday, April 22, 2025, from 5:00 p.m. to 7:00 p.m. at the LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935.**

2. **The virtual meeting will take place on Thursday, April 24, 2025 from 5:00 p.m. to 6:00 p.m.**

   No registration is necessary to participate in the in-person meeting. However, to participate in the virtual meeting, please register in advance by using the following link: https://bit.ly/3DONJeR

If you have questions or comments regarding the project, please share them with us in the following ways:

- During the live in-person meeting
- During the live virtual meeting
- Online, through the project website: https://www.swflroads.com/project/447878-1
- Directly with the FDOT project manager, David Agacinski
  - By mail: *10041 Daniels Pkwy, Fort Myers, FL 33913-7785*
  - By email: *David.Agacinski@dot.state.fl.us*
  - Or by phone: *(239) 225-1924*

While you are able to provide written comments about the project at any time, only comments submitted by Friday May 2, 2025 will be included in the public record.

Website:
View the materials and share comments online at https://www.swflroads.com/project/447878-1
Meeting materials will be made available for review on the project website on April 15, 2025.

About the Project

This design project seeks to improve the safety and operations of SR 80 through LaBelle. The roadway modifications include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.



Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting.

Mejoras de Seguridad en la Carretera Estatal 80 desde el Norte de Captain Hendry Dr hasta el Oeste de Forrey Dr

Número Financiero del Proyecto: 447878-1-52-01 | Condado de Hendry, FL

Abril 2025

Reunión Pública

El Departamento de Transporte de Florida (FDOT), Distrito Uno, le invita a participar en una reunión pública sobre las mejoras de seguridad en la Carretera Estatal (SR) 80, desde el norte de Captain Hendry Dr. hasta el oeste de Forrey Dr. Para su conveniencia, el FDOT ofrece múltiples opciones para participar en la reunión pública. Los asistentes podrán revisar los planos de diseño actuales, ver exhibiciones del proyecto, hacer preguntas y revisar el diseño con los miembros del equipo del proyecto.

1. **La reunión presencial se llevará a cabo el martes 22 de abril de 2025, de 5:00 p.m. a 7:00 p.m. en el LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935.**

2. **La reunión virtual se realizará el jueves 24 de abril de 2025, de 5:00 p.m. a 6:00 p.m.**

   No es necesario registrarse para asistir a la reunión presencial. Sin embargo, para participar en la reunión virtual, por favor regístrese con anticipación en el siguiente enlace: https://bit.ly/3DONJeR

¿Cómo compartir sus preguntas o comentarios sobre el proyecto? Puede compartir sus comentarios o preguntas de las siguientes maneras:

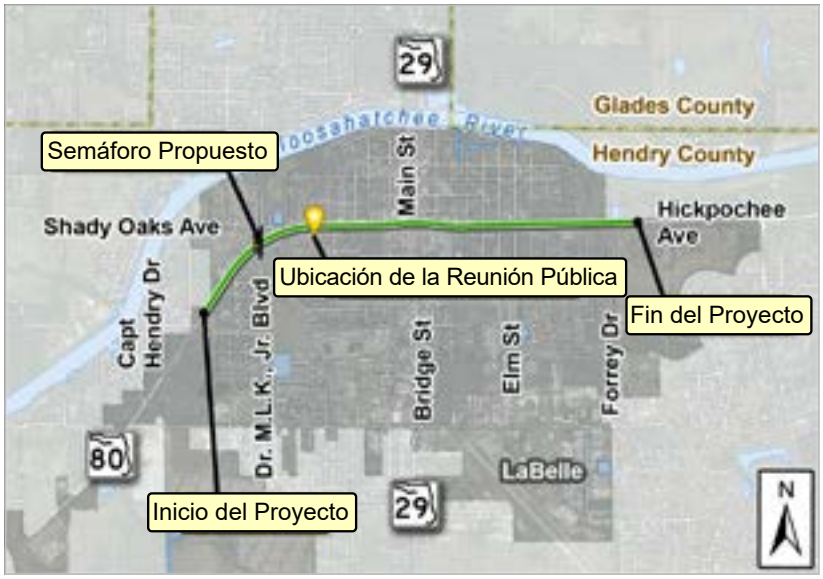
- Durante la reunión presencial en vivo
- Durante la reunión virtual en vivo
- En línea, a través del sitio web del proyecto: https://www.swflroads.com/project/447878-1
- Directamente con el gerente del proyecto del FDOT, David Agacinski
  - Por correo postal: *10041 Daniels Pkwy, Fort Myers, FL, 33913-7785*
  - Por correo electrónico: *David.Agacinski@dot.state.fl.us*
  - Por teléfono: *(239) 225-1924*

Aunque puede enviar comentarios escritos sobre el proyecto en cualquier momento, solo los comentarios recibidos antes del viernes 2 de mayo de 2025 serán incluidos en el registro público.

Sitio web del proyecto:
Revise los materiales del proyecto y comparta sus comentarios en línea en: https://www.swflroads.com/project/447878-1. Los materiales de la reunión estarán disponibles para revisión en el sitio web del proyecto a partir del 15 de abril de 2025.

Sobre el Proyecto

Este proyecto de diseño busca mejorar la seguridad y operación de la SR 80 a través de LaBelle. Las modificaciones en la carretera incluyen la reconfiguración de intersecciones, la adición de isletas elevadas en los carriles de giro izquierdo bidireccionales existentes y la instalación de un nuevo semáforo en la intersección con Dr. Martin Luther King Blvd. Otros elementos del proyecto incluyen mejoras estructurales y de drenaje según sea necesario. Se anticipa que todas las mejoras se realizarán dentro del derecho de vía público existente.



La participación pública es bienvenida sin importar raza, color, origen nacional, edad, sexo, religión, discapacidad o estado familiar. Las personas que requieran adaptaciones especiales bajo la Ley de Estadounidenses con Discapacidades (ADA) o servicios de traducción (sin costo) deben comunicarse con Cynthia Sykes, Coordinadora del Título VI del Distrito Uno, al (863) 519-2287 o por correo electrónico a Cynthia.Sykes@dot.state.fl.us al menos siete días antes de la reunión.

J. Access Management & Intersection Treatment Handouts (English & Spanish)

Access Management & Intersection Treatments

What is access management?

"Access management is the coordinated planning, regulation, and design of access between transportation facilities and land development. It promotes the efficient and safe movement of people and goods by reducing conflicts on the roadway system and at its interface with other modes of travel."

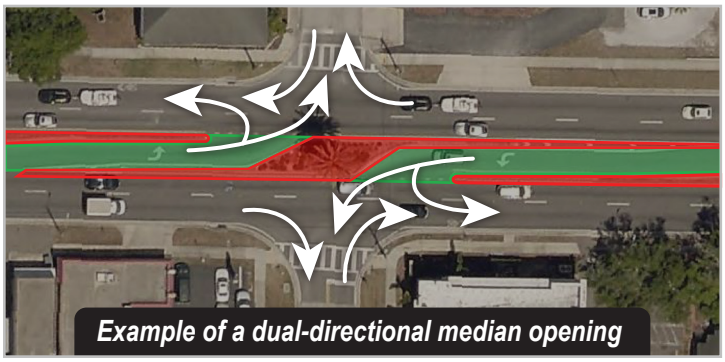
Source: *FDOT Access Management Guidebook*

Considerations

- Driveway spacing
- Number of travelers
- Types of travelers
- Distance between signals
- Travel speed
- Types of businesses present
- Number of road lanes
- Landscaping
- Visibility

Intersection Treatments

Directional Median Openings: *Restrict certain traffic movements by constructing a median*



Example of a dual-directional median opening

Legend

Non-traversable zones | Traversable turn lanes

Source: *Clearwater, FL – FDOT APLUS*

Pros

- 15-57% fewer crashes when replacing two-way left-turn lanes on four-lane roads
- 30% less traffic delay after adding a non-traversable median
- 30% more vehicles served after adding a non-traversable median
- U-turns are typically a safer alternative to direct left turns

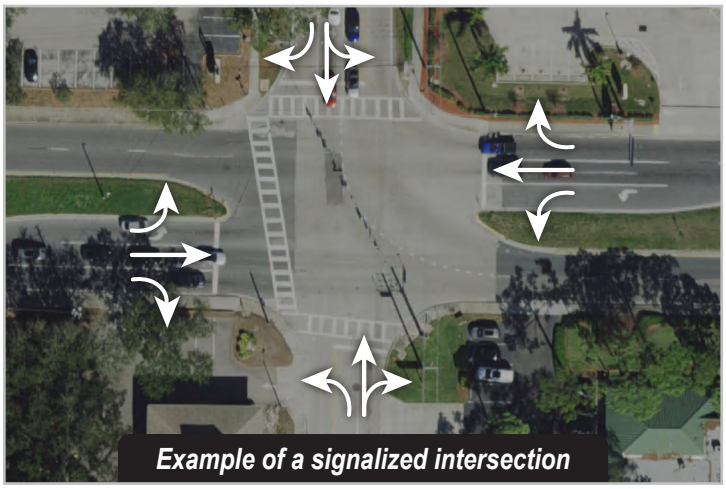
Cons

- Traffic cannot make left turns directly across main road

Source: *FDOT Access Management Guidebook*

Visit our project website for more information:
www.swflroads.com/project/447878-1

Signals: *Control the flow of all traffic directions based in part on the number of vehicles*



Example of a signalized intersection

Source: *Clearwater, FL – FDOT APLUS*

Pros

- Full median opening that allows all directional turns to occur
- Reduce frequency and severity of certain crashes (especially right-angle collisions and crashes involving vulnerable users)
- Provide for the orderly movement of traffic
- Can enable pedestrians and vehicles on low-volume side streets a dedicated time to cross or make turns

Cons

- Requires proper physical layouts, spacing and signal coordination for effective use
- Can result in excessive delays, signal disobedience, signal avoidance through other routes, and increases in the frequency of crashes (especially rear-end collisions)

Source: *Manual on Uniform Traffic Control Devices 11th Edition – Part 4*

Manejo de Acceso y Soluciones de Intersección

¿Qué es el manejo de acceso?

"El manejo de acceso es la planificación, regulación y diseño coordinado del acceso entre las instalaciones de transporte y desarrollo urbano. Este promueve el movimiento eficiente y seguro de personas y mercancía al reducir los conflictos en el sistema vial y en su interacción con otros medios de transporte."

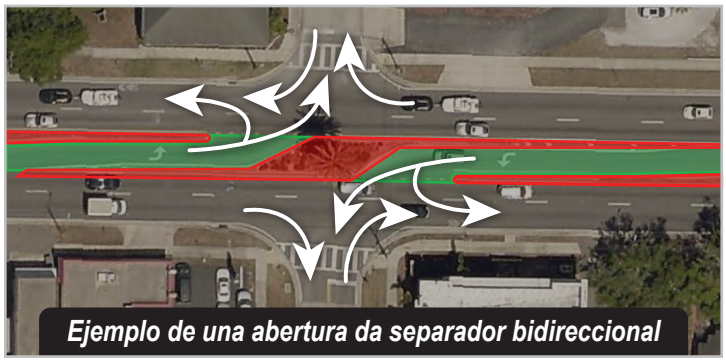
Fuente: *FDOT Access Management Guidebook*

Consideraciones

- Distancia entre entradas
- Número de viajeros
- Tipos de viajeros
- Distancia entre semáforos
- Velocidad de viaje
- Tipos de negocios presentes
- Número de carriles en la via
- Paisaje
- Visibilidad

Soluciones de Intersección

Aberturas de Separador Direccional: *Limita ciertos movimientos de tráfico mediante la construcción de un separador.*



Ejemplo de una abertura da separador bidireccional

Leyenda

Zonas no transitables — Carriles de giro transitables

Fuente: *Clearwater, FL – FDOT APLUS*

Ventajas

- 15-57% menos accidentes al reemplazar los carriles bidireccionales de giro a la izquierda en carreteras de cuatro carriles.
- 30% menos retrasos en el tráfico después de agregar un separador no transitable.
- 30% más vehículos gestionados después de agregar una separador no transitable.
- Los giros en U suelen ser una alternativa más segura que los giros a la izquierda directos.

Contras

- El tráfico no puede realizar giros a la izquierda directamente a través de la carretera principal.

Fuente: *FDOT Access Management Guidebook*

Visita nuestro sitio web del proyecto para más información:
www.swflroads.com/project/447878-1

Semáforos: *Controlan el flujo de todas las direcciones de tráfico basado, en parte, en el número de vehículos.*



Ejemplo de una intersección señalizada

Fuente: *Clearwater, FL – FDOT APLUS*

Ventajas

- Abertura completa del separador, lo cual permite que se realicen giros en todas las direcciones.
- Reduce la frecuencia y la gravedad de ciertos accidentes (especialmente colisiones laterales y accidentes que involucran a usuarios vulnerables).
- Facilita el movimiento ordenado del tráfico.
- Puede permitir que los peatones y vehículos en vías secundarias de bajo volumen tengan un tiempo asignado para cruzar o hacer giros.

Contras

- Requiere un diseño físico y un espaciado adecuado, además de coordinación entre semáforos para su uso efectivo.
- Puede resultar en demoras excesivas, desobediencia a los semáforos, evasión de señales a través de otras rutas y un aumento en la frecuencia de accidentes (especialmente colisiones traseras).

Fuente: *Manual on Uniform Traffic Control Devices 11th Edition – Part 4*

K. General Comment Form (English & Spanish)

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

Comment Form

Please provide your comments below. If more space is needed, please use the back of this sheet or an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send them to David Agacinski, Project Manager, at the address on the back of this comment form, by May 2, 2025. Comments may also be sent by email to David.Agacinski@dot.state.fl.us. You may visit the project website at https://www.swflroads.com/project/447878-1 to submit your comments.

Please note that the information submitted on this form becomes part of the project's files. This information may be provided to other individuals who make a public records request.

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Contact Information (please print):

Name:_____

Address:_____

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Phone:_____

Email:_____

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

In-Person Public Workshop
Tuesday, April 22, 2025; 5:00 p.m. to 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

Place
Stamp
Here

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

FDOT Distrito Uno | Condado de Hendry, FL | FPID No.: 447878-1-52-01
Mejoras de Seguridad de la Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr

Formulario de Comentarios

Por favor, deje sus comentarios a continuación. Si necesita más espacio, puede usar la parte de atrás de esta página. También puede dejar sus comentarios en la 'Caja de Comentarios' en la reunión, o enviarlos a David Agacinski, Gerente de Proyecto, a la dirección debajo de este formulario de comentarios, antes del 2 de mayo de 2025. Los comentarios también pueden enviarse por correo electrónico a David.Agacinski@dot.state.fl.us. Puede visitar el sitio web del proyecto en https://www.swflroads.com/project/447878-1 para enviar sus comentarios.

Tenga en cuenta que la información enviada en este formulario formará parte de los archivos del proyecto. Esta información puede ser proporcionada a otras personas que realicen una solicitud de registros públicos.

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Información de Contacto (por favor, escriba en letra imprenta):

Nombre:_____

Dirección:_____

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_____

Número de teléfono:_____

Correo electrónico:_____

Los comentarios enviados o con fecha de envío antes del **2 de mayo** de 2025 serán incluidos en el registro público.

David Agacinski
Gerente de Proyecto del FDOT
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

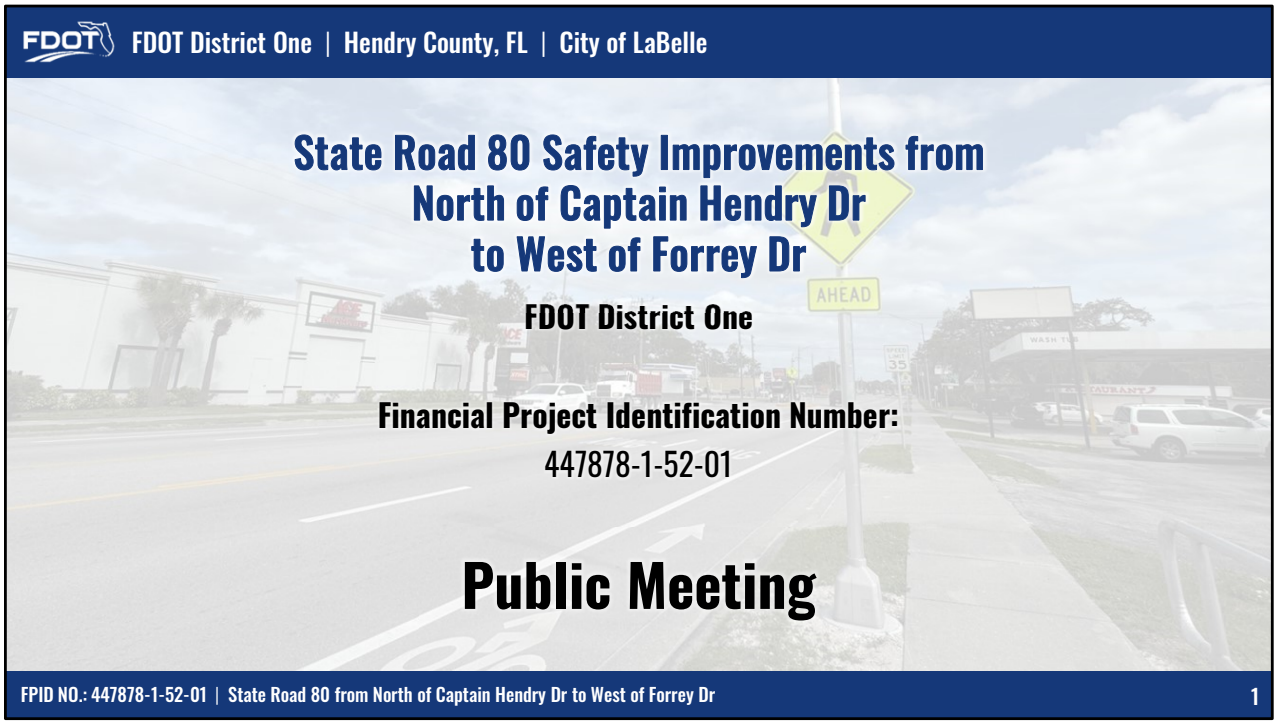
Se solicita la participación pública sin tener en cuenta la raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar.

Taller Público Presencial
Martes, 22 de abril de 2025; 4:00 p.m. a 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

Place
Stamp
Here

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913

L. Project Presentation Transcripts (English & Spanish)



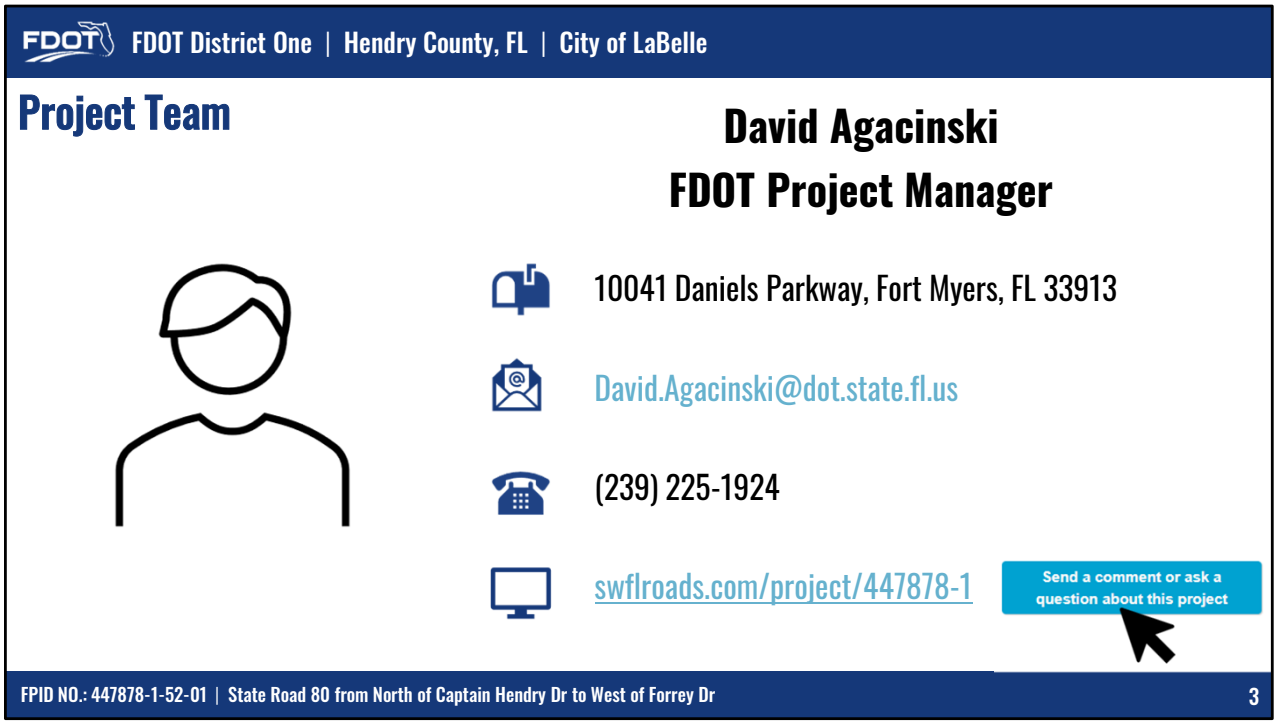
Thank you for joining us to discuss the State Road 80 Safety Improvements from North of Captain Hendry Drive to West of Forrey Drive. This public meeting presentation is being conducted by the Florida Department of Transportation, or FDOT, District One in Hendry County.

Meeting Purpose

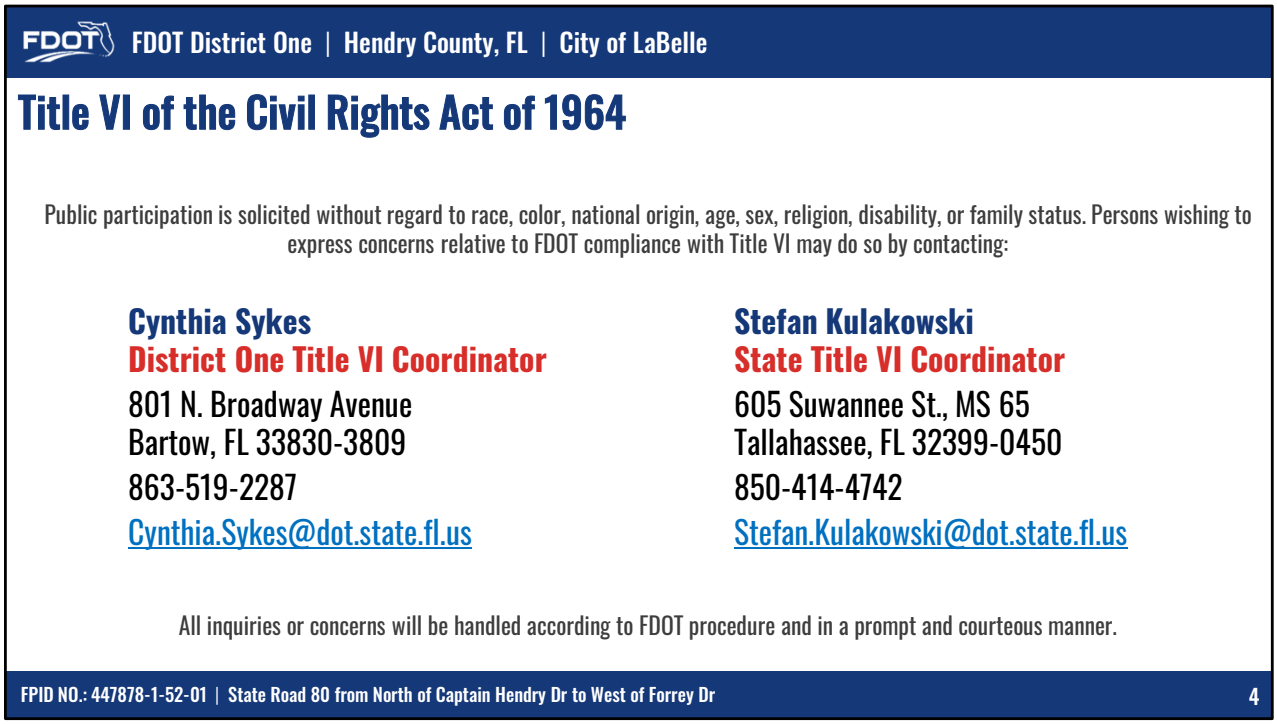
- Identify opportunities to improve the safety along the corridor
- Present the proposed safety improvement design plans
- Provide methods to share public feedback



This presentation is being conducted to identify opportunities to improve safety along the project corridor, present the proposed safety improvement design plans and provide methods for the public to provide feedback on the project.



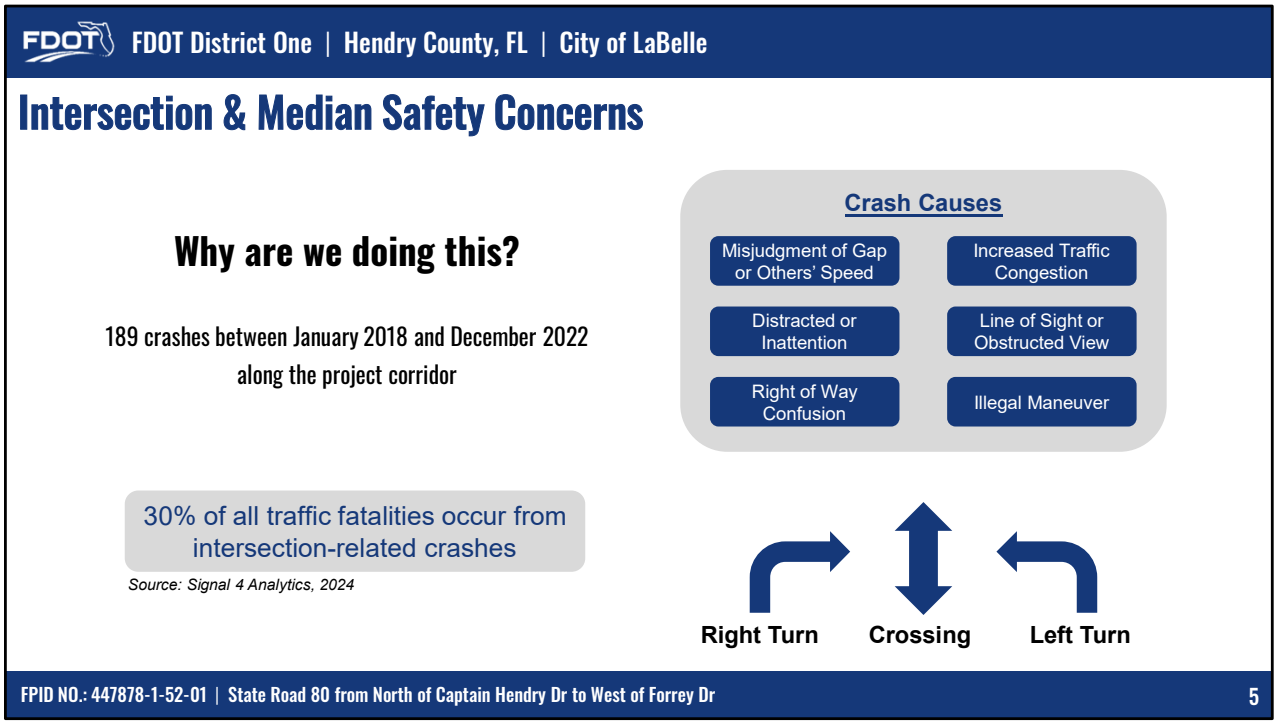
The FDOT Project Manager, David Agacinski, is available to respond to questions before, during and after the public meeting. You may contact him directly by mail at 10041 Daniels Parkway in Fort Myers, Florida – 33913, by email at David dot Agacinski at d-o-t dot state dot f-l dot u-s, or by phone at 239-225-1924. While comments are accepted at any time, only those submitted by May 2, 2025 will be included in the public record. You may also share your feedback through the project website at s-w-f-l-roads dot com slash project slash 447878 dash 1.



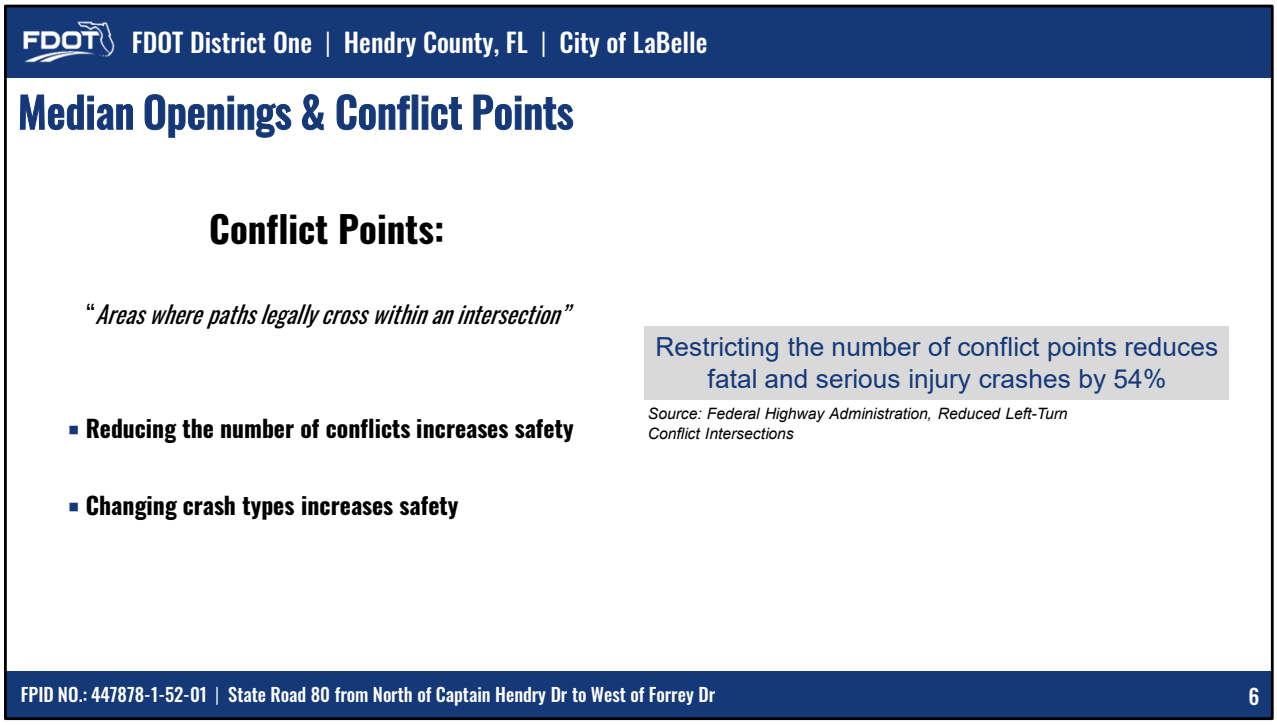
This public meeting was advertised and is being conducted in accordance with state and federal requirements, including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

Anyone wishing to express their concerns about Title Six may do so by contacting Cynthia Sykes, the District One Title Six Coordinator, by mail at 801 North Broadway Avenue, Bartow, Florida 33830, by phone at 863-519-2287, or email at Cynthia dot Sykes at d-o-t dot state dot f-l dot u-s.

You may also contact Stefan Kulakowski, the State Title Six Coordinator, by mail at 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399 by phone at 850-414-4742 or email at Stefan dot Kulakowski at d-o-t dot state dot f-l dot u-s.

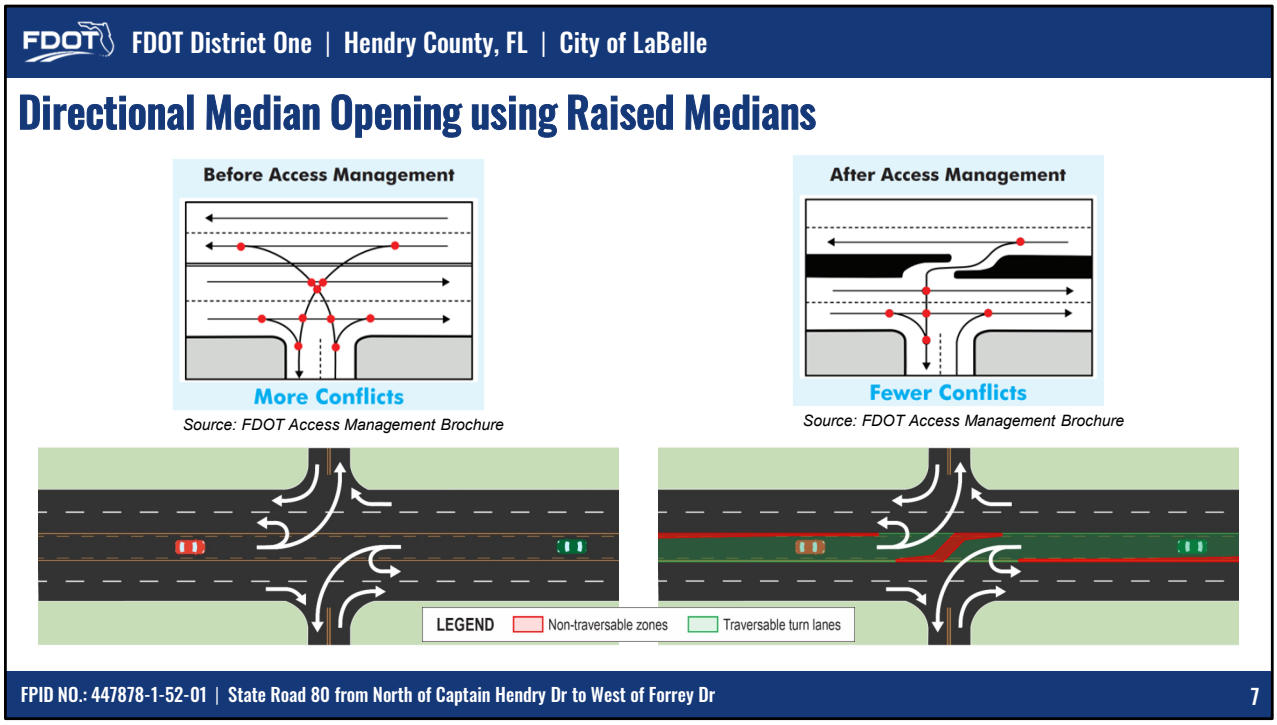


Between January 2018 and December of 2022, 189 crashes occurred along the project corridor. Of these crashes, four resulted in fatalities and nine resulted in serious incapacitating injuries. Crashes along the corridor happen for many different reasons including – but not limited to – distracted driving, obstructed views, and driver confusion. Of all crashes, 30% of traffic fatalities occur from intersection-related crashes. These crashes include vehicles making turns or crossing travel lanes and occur at both signalized and unsignalized intersections.



Crashes at intersections occur more frequently at locations with more conflict points. Conflict points are areas on a roadway where two vehicles' paths legally cross. By reducing the number of conflict points within an intersection, safety can be improved. Changing intersection geometry can also change the types of conflicts that occur, resulting in less severe crashes overall.

Restricting the number of conflict points can reduce fatal and serious injury crashes by 54%.



One way to reduce the number of conflict points along State Road 80 would be to install a "directional median opening." This concept accomplishes multiple goals to improve overall operations and reduce crashes.

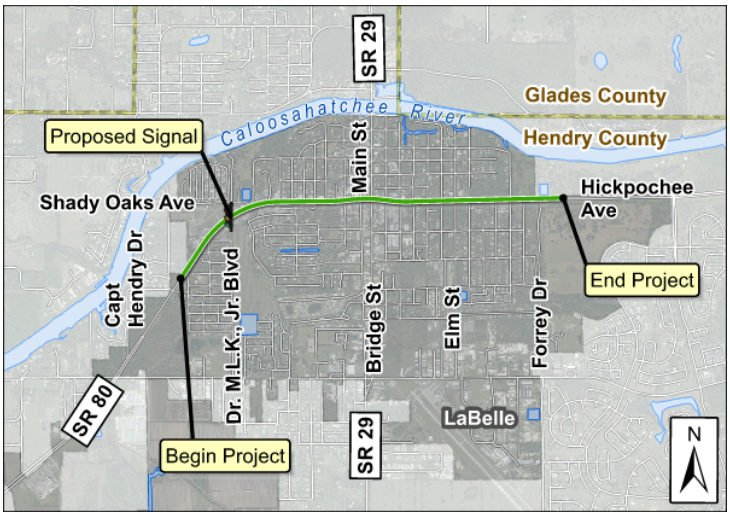
1. Limiting the number of potential turning locations along the roadway will reduce the overall number of conflict points.
2. Turning vehicles become much more predictable, reducing driver confusion overall.
3. Vehicles are still able to make U-turns to access businesses that are not directly accessed by the directional median opening. Crashes causing injuries are reduced by more than 25% by encouraging right-turns followed by U-turns, compared to direct left-turns.

For more information, please visit the FDOT Access Management Guidebook and Resources shared under the F-A-Qs on the project website.

FDOT District One | Hendry County, FL | City of LaBelle

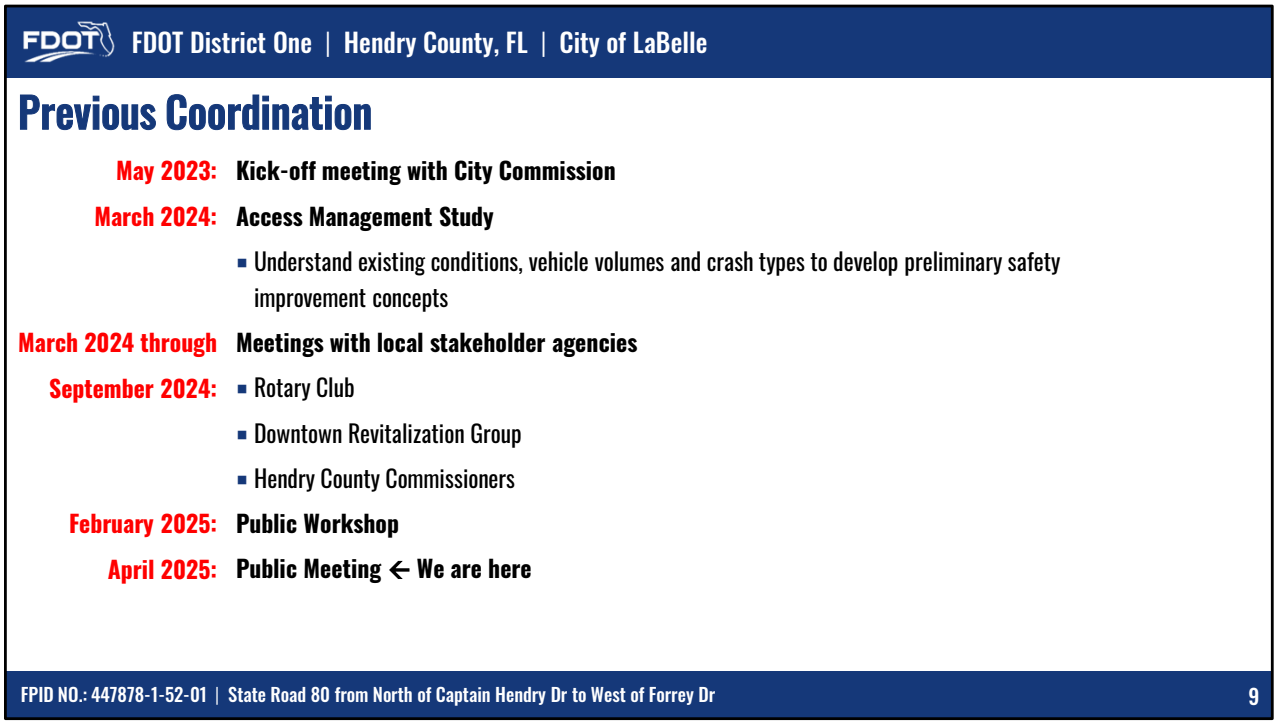
Design Overview

- **Purpose:**
  - Provide traffic calming
  - Access management
  - Reduce crashes
- **Project Activities**
  - Replace existing two-way left-turn lanes with raised medians
  - Provide directional median openings at strategic locations along corridor
  - Proposed signal at intersection with Dr. Martin Luther King Jr. Blvd with improved lighting



FPID NO.: 447878-1-52-01 | State Road 80 from North of Captain Hendry Dr to West of Forrey Dr 8

The proposed design plans include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.

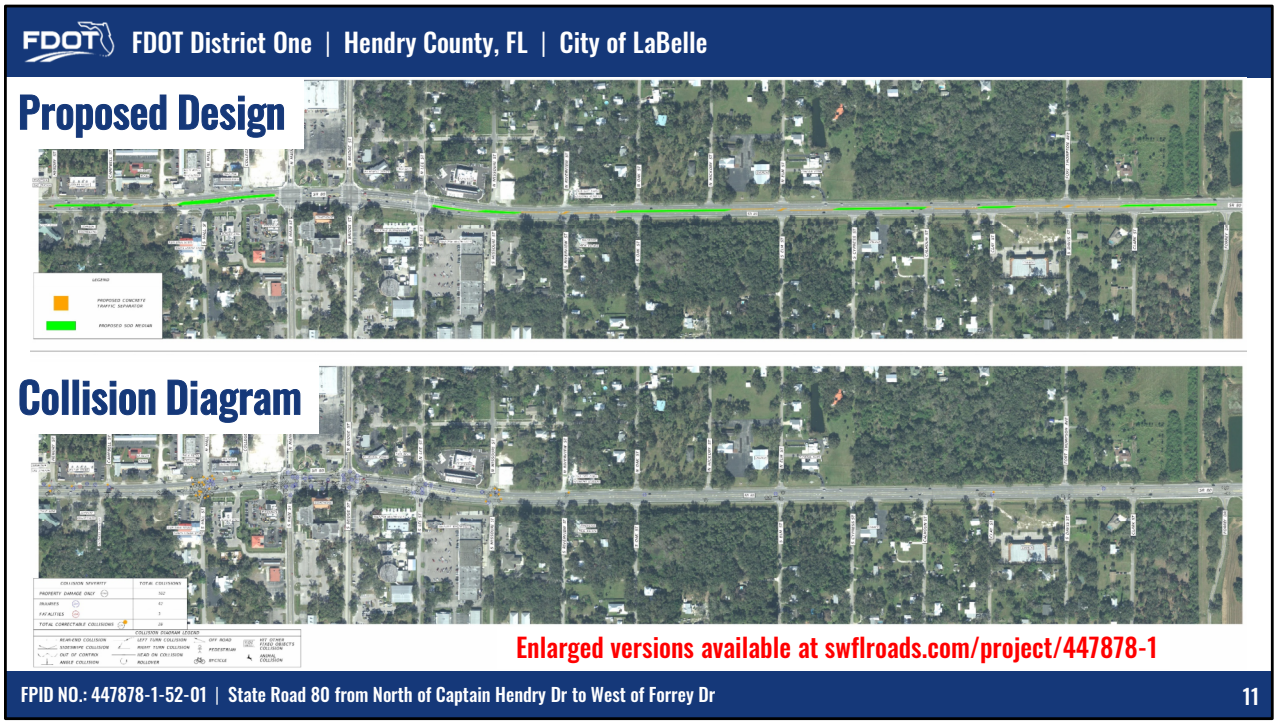


To ensure that the proposed improvements meet the needs of the surrounding community, FDOT has used multiple avenues to understand the project corridor. Design of these improvements was initially guided by an Access Management Study finalized in March of 2024. This study explored the corridor's existing conditions, traffic patterns, and crash history and identified targeted preliminary design concepts that would improve safety.

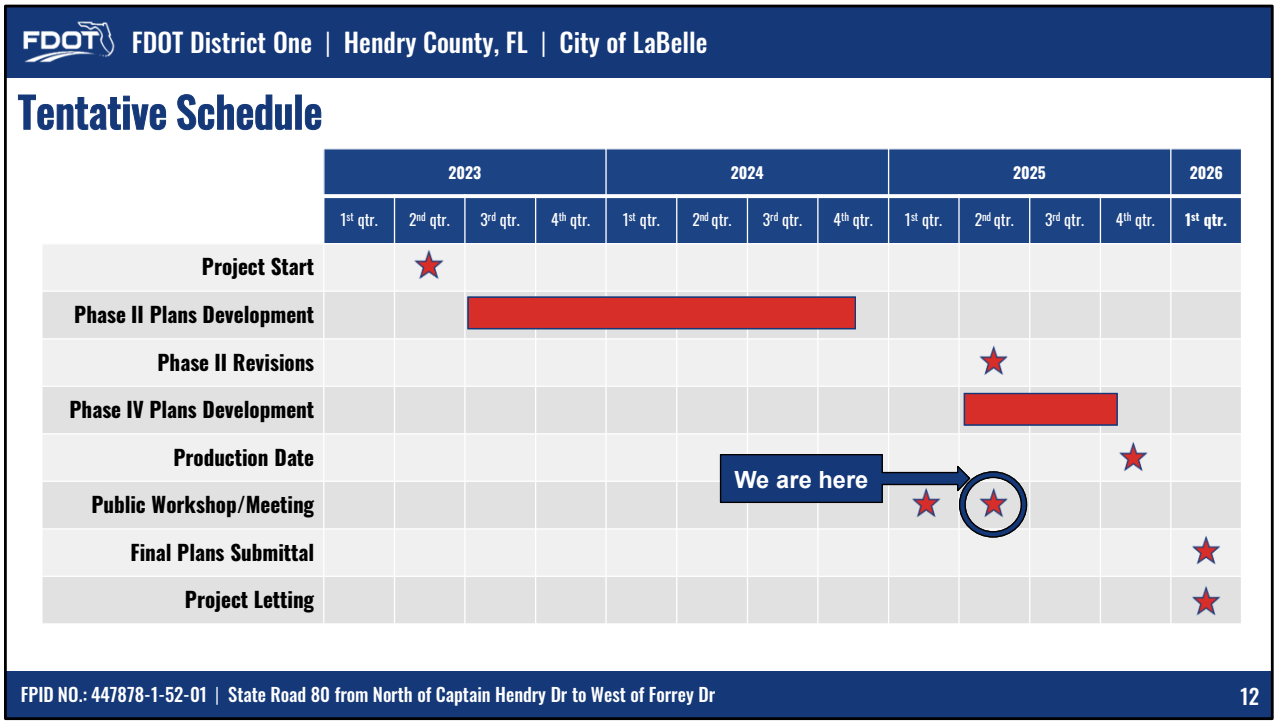
Throughout 2024, the design team met with various stakeholder groups within the corridor to discuss potential design solutions. In early 2025, a public workshop was held to discuss these preliminary design concepts and other items of interest to the community. The design plans that emerged from this coordination are the focus of this presentation. The design team will continue to consider feedback received at this stage of the project.



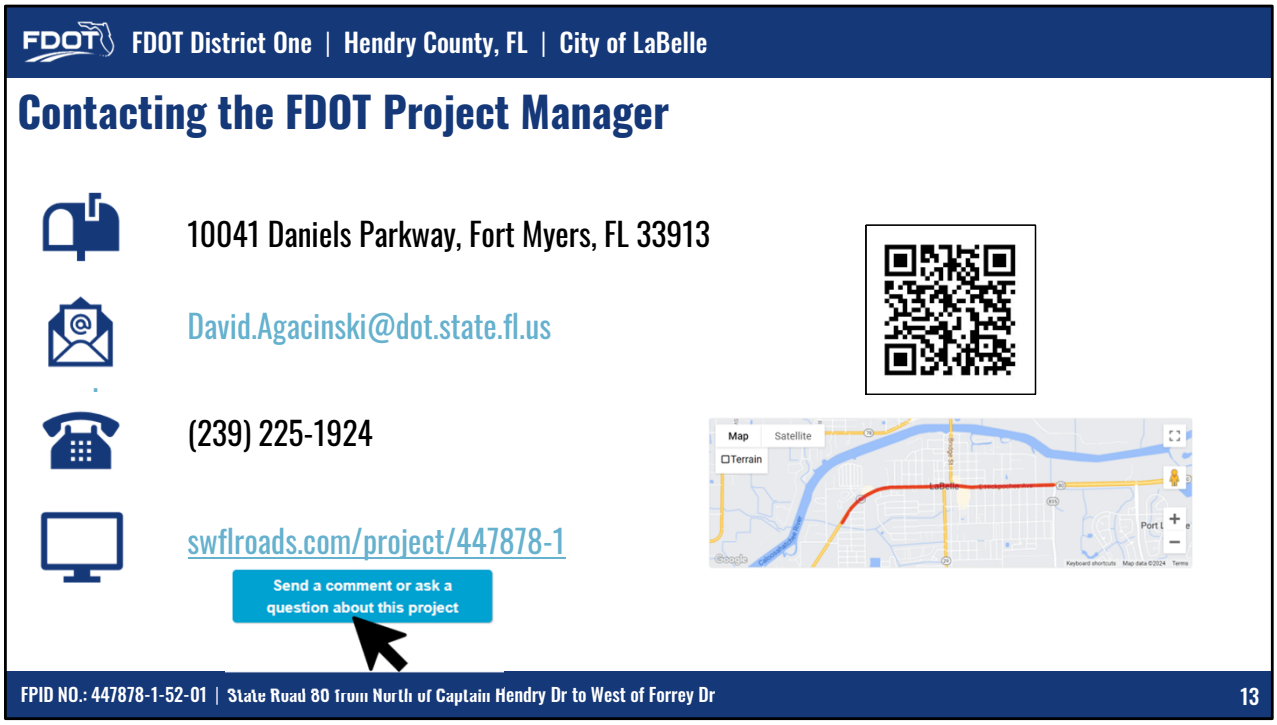
The proposed design plans are available for review on the project website. They have been placed above a map summarizing the collisions identified in the 2024 Access Management Study to compare crash locations and the placement of the proposed median.



The proposed raised medians have been strategically placed to reduce the greatest number of preventable crashes within the corridor while preserving access to nearby businesses. Several of these median locations have been shifted as a direct result of the ongoing coordination over the life of this project.



The project team anticipates submitting final plans in the first quarter of 2026. This will provide ample time to review the design and incorporate comments received from this public meeting.



We encourage your input and welcome all comments for this project. Comments submitted in any format will be considered equal. As a reminder, you may contact the FDOT Project Manager, David Agacinski, directly by mail at 10041 Daniels Parkway in Fort Myers, Florida – 33913, by email at David dot Agacinski at d-o-t dot state dot f-l dot u-s, or by phone at 239-225-1924. Only comments submitted by May 2, 2025 will be included in the public record. You may also share your feedback through the project website at s-w-f-l-roads dot com slash project slash 447878 dash 1.



Gracias por sintonizar la presentación sobre las Mejoras de Seguridad en la Carretera Estatal 80, desde el Norte de Captain Hendry Drive hasta el Oeste de Forrey Drive. Esta presentación está siendo realizada por el Departamento de Transporte de la Florida, o FDOT, del Distrito Uno en el Condado de Hendry.



Esta presentación se lleva a cabo para identificar oportunidades para mejorar la seguridad a lo largo del corredor del proyecto, presentar los planes de diseño propuestos para las mejoras de seguridad y proporcionar métodos para que el público pueda dar su opinión sobre el proyecto.



El Gerente de Proyecto, David Agacinsky, está disponible para responder a preguntas antes, durante y después del taller público presencial. Puede contactarlo directamente por correo a 10041 Daniels Parkway en Fort Myers, Florida – 33913, por correo electrónico a David punto Agacinski arroba d-o-t punto state punto f-l punto u-s, o por teléfono al 239-225-1924. Solo los comentarios presentados antes del 2 de mayo de 2025 serán incluidos en el registro público. También puede contactarlo a través de la web del proyecto en s-w-f-l-roads punto com barra proyecto barra 447878 guion 1.



Esta reunion publica fue anunciada y se está llevando a cabo de acuerdo con los requisitos estatales y federales, incluyendo el Título VI de la Ley de Derechos Civiles de 1964. Se solicita la participación pública sin distinción de raza, color, nacionalidad, edad, sexo, religión, discapacidad o estado familiar.

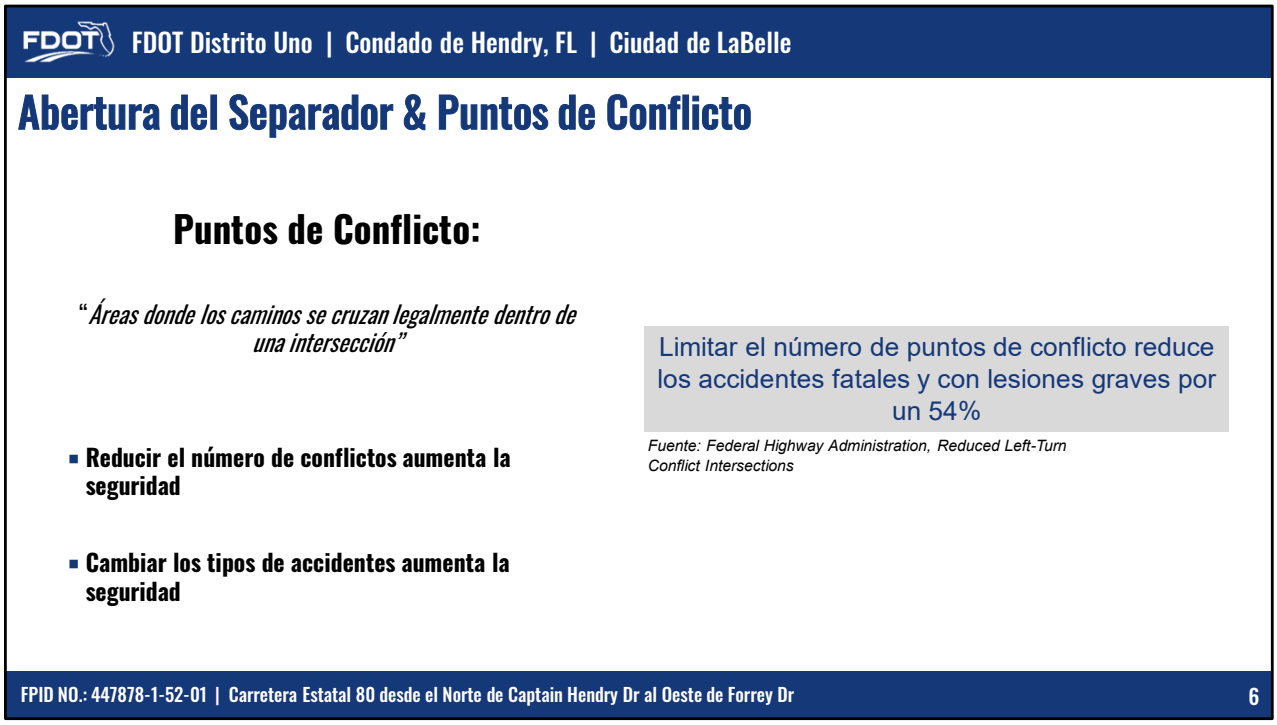
Las personas que deseen expresar sus inquietudes sobre el Título Seis pueden hacerlo contactando a Cynthia Sykes, la Coordinadora del Título Seis del Distrito Uno, por correo a 801 North Broadway Avenue, Bartow, Florida 33830, por teléfono al 863-519-2287 o por correo electrónico a Cynthia punto Sykes arroba d-o-t punto state punto f-l punto u-s.

También puede contactar a Stefan Kulakowski, el Coordinador Estatal del Título Seis, por correo a 605 Suwannee Street, Mail Station 65, Tallahassee, Florida, 32399, por teléfono al 850-414-4742 o por correo electrónico a Stefan punto Kulakowski arroba d-o-t punto state punto f-l punto u-s.



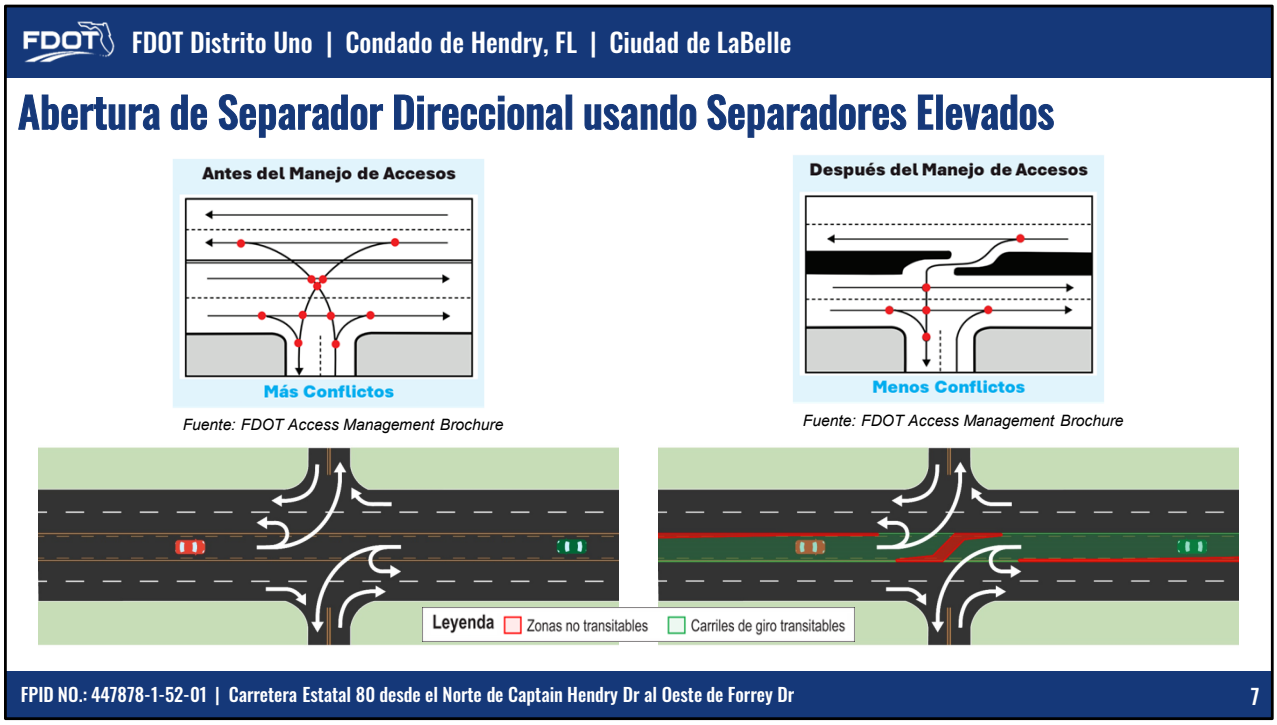
Entre enero de 2018 y diciembre de 2022, ocurrieron 189 choques de tráfico a lo largo del corredor del proyecto. De estos choques, cuatro resultaron en muertes y nueve resultaron en lesiones graves e incapacitantes.

Los accidentes a lo largo del corredor pueden ocurrir por diversas razones, incluyendo, pero no limitándose a, distracción al conducir, vistas obstruidas y confusión al conducir. De todos los accidentes, el 30% de las muertes de tráfico provienen de accidentes relacionados con intersecciones. Estos accidentes incluyen vehículos que giran o cruzan carriles de circulación vehicular en lugares con semáforos y sin semáforos.



Los accidentes en intersecciones ocurren con mayor frecuencia en lugares con más puntos de conflicto. Los puntos de conflicto son áreas en una carretera donde los caminos de dos vehículos se cruzan legalmente. Al reducir el número de puntos de conflicto dentro de una intersección, se puede mejorar la seguridad. Cambiar la geometría de la intersección también puede cambiar los tipos de conflictos que ocurren, lo que resulta en accidentes menos graves en general.

Restringir el número de puntos de conflicto puede reducir los accidentes fatales y graves en un 54%.



Una forma de reducir el número de puntos de conflicto a lo largo de la Carretera Estatal 80 sería instalar una "abertura direccional del separador ". Este concepto logra varios objetivos para mejorar las operaciones generales y reducir los accidentes.

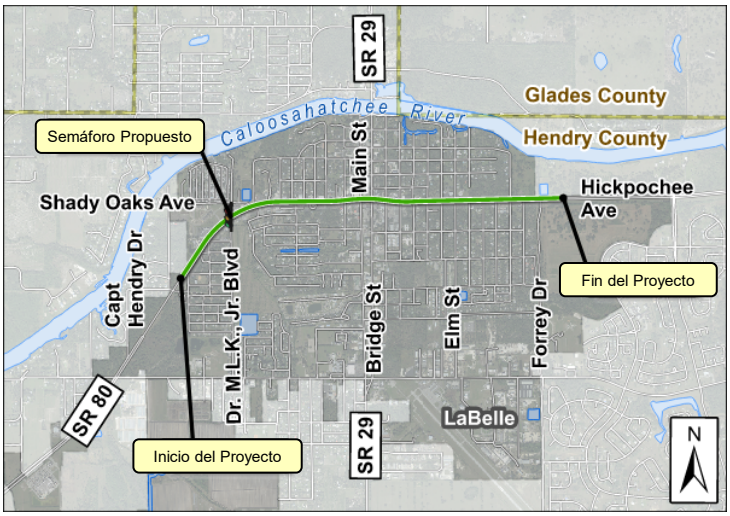
1. Limitar el número de posibles lugares de giro a lo largo de la carretera reducirá el número total de puntos de conflicto.
2. Los vehículos que giran se vuelven mucho más predecibles, lo cual reduce la confusión de los conductores en general.
3. Los vehículos aún pueden hacer giros en U para acceder a los negocios que no se encuentran directamente accesibles por la abertura direccional del separador. Los accidentes con lesiones se reducen en más del 25% al incentivar giros a la derecha seguidos de giros en U, en comparación con los giros a la izquierda directos.

Para más información, por favor visite la Guía de Gestión de Accesos de FDOT y los recursos compartidos en las Preguntas Frecuentes (F-A-Qs) en el sitio web del proyecto.

FDOT Distrito Uno | Condado de Hendry, FL | Ciudad de LaBelle

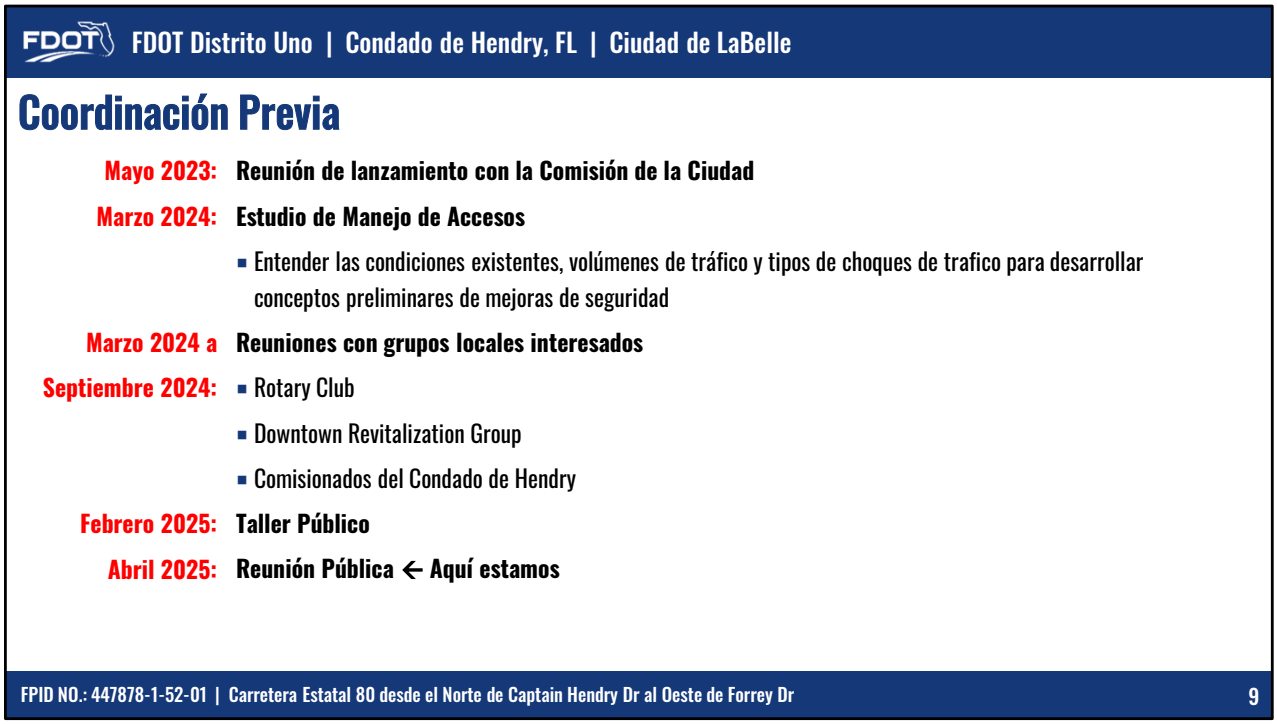
Resumen del Proyecto

- **Propósito:**
  - Implementar medidas para calmar el tráfico
  - Manejo de accesos
  - Reducción de accidentes
- **Actividades del Proyecto:**
  - Reemplazar los carriles bidireccionales existentes de giro a la izquierda con separadores elevados
  - Proveer aberturas direccionales del separador en ubicaciones estratégicas a lo largo del corredor
  - Semáforo propuesto en la intersección con Dr. Martin Luther King Jr. Blvd con mejora en la iluminación



FPID NO.: 447878-1-52-01 | Carretera Estatal 80 desde el Norte de Captain Hendry Dr al Oeste de Forrey Dr 8

Las modificaciones de la carretera pueden incluir reconfiguraciones de intersecciones, incorporar separadores elevados a los carriles de giro a la izquierda de doble sentido existentes, y un nuevo semáforo en la intersección de Dr. Martin Luther King Blvd. Los elementos adicionales del proyecto incluyen cualquier deficiencia estructural o de drenaje que sea necesaria. Se anticipa que todos los elementos del proyecto ocurran dentro del derecho de vía público existente.



Para garantizar que las mejoras propuestas satisfagan las necesidades de la comunidad que les rodea, FDOT ha utilizado múltiples vías para comprender el corredor del proyecto. El diseño de estas mejoras fue inicialmente guiado por un estudio de manejo de accesos finalizado en marzo de 2024. Este estudio analizó las condiciones existentes del corredor, los patrones de tráfico y el historial de choques, e identificó conceptos preliminares de diseño enfocados en mejorar la seguridad.

A lo largo de 2024, el equipo de diseño se reunió con distintos grupos interesados dentro del corredor para discutir posibles soluciones de diseño. A principios de 2025, se llevó a cabo un taller público para discutir estos conceptos preliminares de diseño y otros temas de interés para la comunidad. Los planes de diseño que surgieron de esta coordinación son el enfoque de esta presentación. El equipo de diseño continuará considerando los comentarios recibidos en esta etapa del proyecto.



Los planes de diseño propuestos están disponibles para su revisión en el sitio web del proyecto. Estos se han colocado sobre un mapa que resume los choques identificados en el Estudio de Manejo de Accesos de 2024, con el fin de comparar las ubicaciones de los choques y la ubicación propuesta del separador.



Los separadores elevados propuestos se han colocado estratégicamente para reducir la mayor cantidad posible de choques prevenibles dentro del corredor, mientras se mantiene el acceso a los negocios cercanos. Varias de estas ubicaciones de separadores se han ajustado como resultado directo de la coordinación continua a lo largo del desarrollo de este proyecto.



El equipo del proyecto anticipa entregar los planes finales en el primer cuarto de 2026. Esto dará tiempo suficiente para incorporar los comentarios recibidos en esta reunión pública.



Los animamos a que compartan sus opiniones y los invitamos a compartir todos sus comentarios sobre este proyecto. Los comentarios presentados en cualquier formato serán considerados de igual manera. Como recordatorio, pueden contactar directamente al Gerente de Proyecto de FDOT, David Agacinski, por correo a 10041 Daniels Parkway en Fort Myers, Florida – 33913, por correo electrónico a David punto Agacinski arroba d-o-t punto state punto f-l punto u-s, o por teléfono al 239-225-1924. Solo los comentarios presentados antes del 11 de mayo de 2025 serán incluidos en el registro público. También pueden contactarlo a través del sitio web del proyecto en s-w-f-l-roads punto com barra proyecto barra 447878 guion 1.

M. Elected/Appointed Email

Category	Title	Name	Email	Representing
Appointed	County Administrator	Jennifer Davis	jdavis@hendryfla.net	Hendry County
Elected	Clerk - Commissioner	Hugo Vargas	hugovargas@citylabelle.com	City of LaBelle
Elected	Clerk of the Courts	Kimberly Barrineau	clerk@hendryclerk.org	Hendry County
Elected	Congressional Representative	Scott Franklin	katharine.tate@mail.house.gov	Florida House of Representatives
Elected	County Commissioner: District 1	Emma Byrd	bocc1@hendryfla.net	Hendry County
Elected	County Commissioner: District 2	Emory Howard	bocc2@hendryfla.net	Hendry County
Elected	County Commissioner: District 3	Mitchell Wills	bocc3@hendryfla.net	Hendry County
Elected	County Commissioner: District 4	Ramon Iglesias	bocc4@hendryfla.net	Hendry County
Elected	County Commissioner: District 5	Michael Atkinson	bocc5@hendryfla.net	Hendry County
Elected	Florida Congressional Representative	Lauren Melo	Lauren.Melo@myfloridahouse.gov	Florida House of Representatives
Elected	Florida Senator	Kathleen Passidomo	passidomo.kathleen.web@flsenate.gov	Florida Senate
Elected	Mayor	Julie Craichy Wilkins	juliewilkins@citylabelle.com	City of LaBelle
Elected	Senator	Rick Scott	help@rickscott.senate.gov	US Senate
Elected	Senator	Ashley Moody	casework@Moody.senate.gov	US Senate
Elected	Sheriff of Hendry County	Steve Whidden	sheriff@hendrysheriff.org	Hendry County

Category	Title	Name	Email	Representing
Elected	Supervisor of Elections	Sherry Taylor	supervisor@hendryelections.org	Hendry County
Elected	Tax Assessor - Commissioner	Daniel Akin	danielakin@citylabelle.com	City of LaBelle
Elected	Tax Collector	Amy Collins	amy.collins@hendrytaxcollector.org	Hendry County
Elected	Tax Collector - Commissioner	Jackie Ratica	jackieratica@citylabelle.com	City of LaBelle
Elected	Treasurer - Commissioner	Bobbie Spratt	bobbiespratt@citylabelle.com	City of LaBelle

Subject for email: Public Meeting Scheduled for SR 80, FPID 447878-1, Hendry County

Body of email:

The Florida Department of Transportation (FDOT), District One, invites you to participate in a public meeting for the State Road (SR) 80 Safety Improvements from North of Captain Hendry Dr. to West of Forrey Dr.

This design project seeks to improve the safety and operations of SR 80 through LaBelle. The roadway modifications include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.

For your convenience, the FDOT is providing multiple options for participation in the public meeting. Attendees will be able to view project exhibits, ask questions, and review the updated design with members of the project team.

The in-person meeting will take place on Tuesday, April 22, 2025, from 5:00 p.m. to 7:00 p.m. at the LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935.

The virtual meeting will take place on Thursday, April 24, 2025 from 5:00 p.m. to 6:00 p.m.

No registration is necessary to participate in the in-person meeting. However, to participate in the virtual meeting, please register in advance by using the following link: https://bit.ly/3DONJeR

If you have questions or comments regarding the project, please visit the project website at https://www.swflroads.com/project/447878-1 or contact FDOT Project Manager, David Agacinski, by mail at 10041 Daniels Parkway, Fort Myers, FL 33913-7785, by phone at (239) 225-1924 or by email at David.Agacinski@dot.state.fl.us. All comments submitted by Friday, May 2, 2025 will be included in the public record.

FDOT is sending a notice to all property owners and tenants within at least 300 ft of the median closure and to other public officials, regulatory agencies, organizations, and individuals interested in the project. FDOT encourages all interested people to attend and express their views regarding the project and information presented.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting.

N. Interested Party Email

Category	Title	Name	Email	Representing
Interested Party	Consultant Planner / Zoning	Alexis Crespo	acrespo@rviplanning.com	City of LaBelle
Interested Party	Fire Chief	Brent Stevens	bstevens@citylabelle.com	City of LaBelle
Interested Party	Administrative Assistant to Superintendent of Public Works	Kim Barselou	kimbarselou@citylabelle.com	City of LaBelle
Interested Party	Superintendent of Public Works	Mitchell Wills	mwills@citylabelle.com	City of LaBelle
Interested Party	Utility Billing Clerk/Facility Rental Coordinator	Dani Ramirez	yramirez@citylabelle.com	City of LaBelle
Interested Party	City Utilities	Yvette W.	ywilliams@cityoflabelle.com	City of LaBelle
Interested Party	County Emergency Management	Bob Pastlla	emdirector@hendryfla.net	Hendry County
Interested Party	County Engineering	Jorge Hernandez	Jorge.hernandez@hendryfla.net	Hendry County
Interested Party	Planning & Zoning	Ryan Alexander	ryan.alexander@hendryfla.net	Hendry County
Interested Party	Public Works Director	Shane Parker	sparker@hendryfla.net	Hendry County
Interested Party	Special Districts	Tommy Vaughan	tvaughan@hendryfla.net	Hendry County
Interested Party	FDOT/PGA	Weber, Mary	mary.weber@dot.state.fl.us	Hendry County CTST
Interested Party	Coordinator	Judi Kennington-Korf	judikk@plcdd.net	Port LaBelle Community Development District
Interested Party		Ayman Kaki (K&M Drugs)	aymankaki@gmail.com	
Interested Party		Ayman Kaki	aymankaki@gmail.com	

Category	Title	Name	Email	Representing
Interested Party		Carey Soud	csoud@first1bank.com	
Interested Party		Cindy Sutkowy	csutkowy@first1bank.com	
Interested Party		Cindy Sutkowy	csutkowy@first1bank.com	
Interested Party		David Capitanio	davecap21@embarqmail.com	
Interested Party		David Wheeler	David.wheeler@dot.state.fl.us	
Interested Party		Daniel Peregrin	dperegrin@rocktide.com; dperegrin@firstplate.com; danperegrin@gmail.com	
Interested Party		RJ Steck	drglassllc@yahoo.com	
Interested Party		Jessica Meador	j.meador@evergladesharvesting.com	
Interested Party		Janella Newsome	Janella.newsome@dot.state.fl.us	
Interested Party		John Clark	jcstages@ad.com	
Interested Party		Jorge D. Rodriguez – Preston	Jorge_726@yahoo.com	
Interested Party		Jorge Rodriguez	Jorge_726@yahoo.com	
Interested Party		Judi Kennington-Korf	judikk@plcdd.net	
Interested Party		Keri Nelson	Keri.nelson@dot.state.fl.us	
Interested Party		Kevin Berth	kevin@heartlandhomes.com	
Interested Party		Christina Contreras Banda	lcbanda@comcast.net	
Interested Party		Christina Contreras	lcbanda@comcast.net	
Interested Party		Terri Marsh	lchamberofcomm@embargmail.com	

Category	Title	Name	Email	Representing
Interested Party		Megan Stroud	Megan.stroud@dot.state.fl.us	
Interested Party		Pinesh Patel	p.pinesh@gmail.com	
Interested Party		Rosali C. Pequeno	rosalipequeno@yahoo.com	
Interested Party		Contreras Restaurant	roscalipequeno@yahoo.com	
Interested Party		Jacquline Garcia	Salgac69@gmail.com	

Subject for email: Public Meeting Scheduled for SR 80, FPID 447878-1, Hendry County

Body of email:

The Florida Department of Transportation (FDOT), District One, invites you to participate in a public meeting for the State Road (SR) 80 Safety Improvements from North of Captain Hendry Dr. to West of Forrey Dr.

This design project seeks to improve the safety and operations of SR 80 through LaBelle. The roadway modifications include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way.

For your convenience, the FDOT is providing multiple options for participation in the public meeting. Attendees will be able to view project exhibits, ask questions, and review the updated design with members of the project team.

The in-person meeting will take place on Tuesday, April 22, 2025, from 5:00 p.m. to 7:00 p.m. at the LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935.

The virtual meeting will take place on Thursday, April 24, 2025 from 5:00 p.m. to 6:00 p.m.

No registration is necessary to participate in the in-person meeting. However, to participate in the virtual meeting, please register in advance by using the following link: https://bit.ly/3DONJeR

If you have questions or comments regarding the project, please visit the project website at https://www.swflroads.com/project/447878-1 or contact FDOT Project Manager, David Agacinski, by mail at 10041 Daniels Parkway, Fort Myers, FL 33913-7785, by phone at (239) 225-1924 or by email at David.Agacinski@dot.state.fl.us. All comments submitted by Friday, May 2, 2025 will be included in the public record.

FDOT is sending a notice to all property owners and tenants within at least 300 ft of the median closure and to other public officials, regulatory agencies, organizations, and individuals interested in the project. FDOT encourages all interested people to attend and express their views regarding the project and information presented.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact Cynthia Sykes, District One Title VI Coordinator at (863) 519-2287, or email at Cynthia.Sykes@dot.state.fl.us at least seven days prior to the meeting.

O. Press Release

Florida Department of Transportation

RON DESANTIS
GOVERNOR

801 N Broadway Avenue
Bartow, FL 33830

JARED W. PERDUE, P.E.
SECRETARY

For Immediate Release
April 15, 2025

Contact: Janella Newsome
(239) 519-2828 | Janella.Newsome@dot.state.fl.us

PUBLIC MEETING FOR SR 80 SAFETY IMPROVEMENTS

On State Road (SR) 80 from north of Captain Hendry Dr to west of Forrey Dr

LABELLE, Fla. – The Florida Department of Transportation (FDOT), District One, invites you to participate in a public meeting for the State Road (SR) 80 Safety Improvements from North of Captain Hendry Dr. to West of Forrey Dr.

For your convenience, the FDOT is providing multiple options for participation in the public meeting. Attendees will be able to view project exhibits, ask questions, and review the updated design with members of the project team.

The in-person meeting will take place on Tuesday, April 22, 2025, from 5:00 p.m. to 7:00 p.m. at the LaBelle Civic Center, 481 W Hickpochee Ave, LaBelle, FL 33935. No registration is necessary to participate in the in-person meeting.

The virtual meeting will take place on Thursday, April 24, 2025 from 5:00 p.m. to 6:00 p.m. To participate in the virtual meeting, please register in advance by using the following link: https://bit.ly/3DONJeR

If you have questions or comments regarding the project, please visit the project website at https://www.swflroads.com/project/447878-1 or contact FDOT Project Manager, David Agacinski, by mail at 10041 Daniels Parkway, Fort Myers, FL 33913-7785, by phone at (239) 225-1924 or by email at David.Agacinski@dot.state.fl.us. All comments submitted by Friday, May 2, 2025 will be included in the public record.

###

The Florida Department of Transportation's mission is to provide a safe statewide transportation system that promotes the efficient movement of people and goods, supports the state's economic competitiveness, prioritizes Florida's environment and natural resources, and preserves the quality of life and connectedness of the state's communities.

P. Florida Administrative Register Advertisement

Notice of Meeting/Workshop Hearing

OTHER AGENCIES AND ORGANIZATIONS
PATEL, GREENE AND ASSOCIATES, PLLC

The Florida Department of Transportation (FDOT), District One announces a public meeting to which all persons are invited.

DATES AND TIMES: [In-person] Tuesday, April 22, 2025, 5:00 p.m. – 7:00 p.m.

[Virtual] Thursday, April 24, 2025, 5:00 p.m. – 6:00 p.m.

PLACE: [In-person] LaBelle Civic Center, 481 W Hickpochee Ave., LaBelle, FL 33935

[Virtual] Register via Microsoft Teams here: https://bit.ly/3DONJeR

GENERAL SUBJECT MATTER TO BE CONSIDERED: This design project seeks to improve the safety and operations of SR 80 through LaBelle. The roadway modifications include intersection reconfigurations, the addition of raised medians to the existing two-way left-turn lanes, and a new traffic signal at the intersection of Dr. Martin Luther King Blvd. Additional project elements include addressing any needed structural or drainage deficiencies. All project elements are anticipated to occur within the existing public right-of-way. The project team will share a presentation compiling the recommended design solutions developed in collaboration with the community. For your convenience, the FDOT is providing multiple options for participation in the public meeting. Attendees will be able to view project exhibits, ask questions, and review the updated design with members of the project team. If you have questions or comments regarding the project,

please share them with us during the live in-person meeting, during the live virtual meeting or through the project website (https://www.swflroads.com/project/447878-1). Meeting materials will be available for review on the proejct website on April 15, 2025.

A copy of the agenda may be obtained by contacting: FDOT Project Manager, David Agacinski, by mail at 10041 Daniels Parkway, Fort Myers, FL 33913-7785, by phone at (239)225-1924 or by email at David.Agacinski@dot.state.fl.us.

Pursuant to the provisions of the Americans with Disabilities Act, any person requiring special accommodations to participate in this workshop/meeting is asked to advise the agency at least 7 days before the workshop/meeting by contacting: Cynthia Sykes, District One Title VI Coordinator at (863)519-2287, or email at Cynthia.Sykes@dot.state.fl.us. If you are hearing or speech impaired, please contact the agency using the Florida Relay Service, 1(800)955-8771 (TDD) or 1(800)955-8770 (Voice).

Q. Received Comments

No.	Format	Comment	Name	Address	Phone	Email
1	Email	The intersection on SR80 at Mail St. & Bridge St only allows 2 semi's when they turn North across the River. It has been a nightmare for over 30 years. I was on a City LaBelle FDOT group that met in LaBelle with FDOT. we brough this up for YEARS and nothing was EVER done. It's worse now because of the population increase, and 200-300 semis & dump[trucks] 6 am to 6 pm, 7 days a week.	George Douglas Bostick			dbostick202071@gmail.com
2	Comment Form	At the end of the project (SR 80) LaBelle, there are 2 churches on the S side of the road.				
3	Comment Form	Please consider in this project design: • I agree with the basic design of this median proposal • Would the Bypass Route alternative now under feasibility study support this "median" project's safety (accident reduction) goals by removing all heavy trucks (say over 9 tons GVW)? • Should this "median" project consider how many/what types of crosswalks are needed to further improve safety? Thanks, LNE	Leonard N. Enriquez	1232 Riverbend Dr, LaBelle, FL 33935	(305) 926-3309	LNE@cambridgeprojectdev.com
4	Comment Form	On Forrey Dr, ingress + egress should be addressed before the sports park opens to the public.	Phillip Pelletier	1601 Fort Denaud Rd, LaBelle, FL 33935	(863) 673-3280	pelletiergp@yahoo.com
5	Comment Form	A turning lane should be installed at Belle Arbor Blvd. This is basically the only access for approx. 300 new units (homes and new apartments) as well as approx. 300 units in a 55+ mobile home community.	Gail Pelletier	1601 Fort Denaud Rd, LaBelle, FL 33935	(863) 673-4539	memerepelletier@hotmail.com

No.	Format	Comment	Name	Address	Phone	Email
6	Comment Form	S Hall street It's going to more directly [add] more traffic backup [by] blocking Hall Street with Burger King [and] incoming Medical Center traffic. If this median happens it's [going to] hurt all the businesses & [cause] more traffic backup. If possible, I like access from Medical Center to Liquor store parking. Please find better safer solution.	Hari	111 W Hickpochee Ave, LaBelle, FL 33935	(863) 234-8753	p.pinesh@gmail.com
7	Comment Form	Awful!!	Bobbie Spratt			bobbiespratt@CityLaBelle.com
8	Comment Form	SR 80, west end of project, west of MLK light, left turn proposed will access a mobile home/shed sales business. Just east is a shopping center that receives many more trips daily and would be highly [inconvenient] to drivers coming from west – U-turns @ MLK would be many. Also, @ the entrance to Belle Arbor, it is very dark. A streetlight on the N side of SR 80 is needed – the lights along the S side are not enough.	Cindy Drake	900 Aqua Isles Blvd Lot G21, LaBelle, FL 33935	(561) 301-8704	cldrake7373@att.net
9	Comment Form	Move S Davis St & Fort Thompson Ave [directionalized opening]. Place at Clark. Place cross walk diagonally from west side of S. Davis to east side of Ft. Thompson Ave.	Christina Davidson	1075 Ft. Thompson Ave, LaBelle, FL 33935	(239) 243-1648	

No.	Format	Comment	Name	Address	Phone	Email
12	Email	Hello sir, I [have a business located] at Hall Street. Please re-consider median U-turn at LaBelle Motel. [Due to the traffic from the McDonald's, Burger King, Hall Street, liquor store, pharmacy, and new medical center, there would only be a short space to turn left. Traffic coming from Alva for the LaBelle Motel and restaurants will also need to turn at the same stop sign. Please find another option that will improve safety, cause less conflict, reduce backup traffic, and reduce accidents. The median is going to back traffic up more and introduce a confusing and problematic U-turn at the Main Street and SR 29 stop sign.] And it's going to [hurt] small businesses. Please and thank you so much.				p.pinesh@gmail.com

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

Comment Form

Please provide your comments below. If more space is needed, please use the back of this sheet or an additional sheet of paper. You may place your comments in the "Comment Box" provided at the meeting, or send them to David Agacinski, Project Manager, at the address on the back of this comment form, by May 2, 2025. Comments may also be sent by email to David.Agacinski@dot.state.fl.us. You may visit the project website at https://www.swflroads.com/project/447878-1 to submit your comments.

Please note that the information submitted on this form becomes part of the project's files. This information may be provided to other individuals who make a public records request.

At the west end of the project (SR 80) LaBelle, there are 2 churches on the S side of the road.

Contact Information (please print):

Name:_____

Address:_____

_____

_____

Phone:_____

Email:_____

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

In-Person Public Workshop
Tuesday, April 22, 2025; 5:00 p.m. to 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
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Please consider in this project design:
- I agree with the basic design of this "Median" project
- ? Would the Bypass Route alternative now under feasibility study support this "Median" project safety (accident reduction) goals by removing all heavy trucks (say over 9 tons GVW) ??
- ? Should this "Median" project consider how many / what types of Crossovers are needed to further improve safety?

Thanks, LNE

Contact Information (please print):

Name: Leonard N. Enriquez

Address: 1232 Riverbend Dr
LaBelle FL 33935

Phone: 305/926-3309

Email: LNE@cambridgeprojectdev.com

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
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Please note that the information submitted on this form becomes part of the project's files. This information may be provided to other individuals who make a public records request.

On Forrey Dr, ingress & egress should be addressed before the sports park opens to the public.

Contact Information (please print):

Name: Phillip Pelletier

Address: 1601 Fort Denaud Rd
LaBelle FL 33935

Phone: 863-673-3280

Email: pelletiergp@yahoo.com

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

In-Person Public Workshop
Tuesday, April 22, 2025; 5:00 p.m. to 7:00 p.m.
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FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
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Comment Form

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A turning lane should be installed at Belle Arbor Blvd. This is basically the only access for approx 300 new units (homes and new apartments) as well as approx 300 units in a 55+ mobile home community.

Contact Information (please print):

Name: Gail Pelletier

Address: 1601 Fort Deraud Rd
LaBelle FL 33935

Phone: 863-673-4539

Email: memerepelletier@hotmail.com

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

David Agacinski
FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status.

In-Person Public Workshop
Tuesday, April 22, 2025; 5:00 p.m. to 7:00 p.m.
LaBelle Civic Center 481 W Hickpochee Ave, LaBelle, FL 33935

FDOT District One | Hendry County, FL | FPID No.: 447878-1-52-01
State Road 80 Safety Improvements from
North of Captain Hendry Dr to West of Forrey Dr

Comment Form

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SHALL STREET
ET'S GOING TO MORE DIRECTLY & MORE TRAFFIC
BACKUP WITH BLOCKING HALL STREET WITH
BUCKLING INCOMING, MC INCOMING AND MEDICAL
CENTER TRAFFIC IF THIS MEDIAN HAPPEN ET'S
HEART ALL THRU BUSINESS & MORE TRAFFIC BACKUP
IF POSSIBLE I LIKE ACCESS FROM MEDICAL
CENTER TO LIQUOR STORE PARKING,
PLEASE FIND BETTER SOLUTION

Contact Information (please print):

Name: HARI

Address: 111W HICKPOCHEE AVE
LABELLE FL. 33935

Phone: 863 234 5353

Email: P.Pinesh@gmail.com

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AWFUL!!

Contact Information (please print):

Name: Bobbie Spratt

Address:

Phone:

Email: bobbiespratt@cityLaBelle.com

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

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SR 80 west end of project west of MLK light left turn proposed will access a mobile home/shed sales business. Just east is a shopping center that recieves many more trips daily and would be highly inconvienced to drivers coming from west - uturns @ MLK would be many.

Also, ① the Entrance to Belle Arbor it is very dark A street light on the N side of SR 80 is needed - the lights along the S side are not enough.

Contact Information (please print): Moss Landing HOA

Name: Cindy Drake

Address: 900 Aqua Isles Blvd Lot 621
LaBelle FL 33935

Phone: 561 301 8704

Email: cldrake7373@att.net

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

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FDOT Project Manager
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David.Agacinski@dot.state.fl.us

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Move S DAVIS St & Fort Thompson Ave Directionalize open. place at Clark.
place cross walk diagional from West ~~East~~ side of S. DAVIS to East Side of Ft. Thompson Ave.

Contact Information (please print):

Name: Christina DAVidson

Address: 1075 Ft. Thompson Ave
LaBelle FL ~~33935~~ 33935

Phone: 239-243-1648

Email:

Comments submitted or postmarked by **May 2, 2025,** will be included in the public record.

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FDOT Project Manager
10041 Daniels Parkway
Fort Myers, FL 33913
(239) 225-1924
David.Agacinski@dot.state.fl.us

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R. General Frequently Asked Questions Document

FDOT District One | Hendry County, FL
FPID No.: 447878-1-52-01

Frequently Asked Questions

1. **How does this project relate to the other projects happening in LaBelle?**

   Answer: There are currently three ongoing projects happening within or near the City of LaBelle. They can be identified by their respective Financial Project Identification (FPID) numbers and titles.

   a. 447878-1 SR 80 from North of Captain Hendry Dr to West of Forrey Dr: This project covers the corridor along SR 80 from north of Captain Hendry Drive to west of Forrey Drive. It is currently in the Design phase and aims primarily to improve safety along the target corridor. This is the project at the focus of this FAQ document.

   b. 417878-8 SR 29 Concept Re-evaluation: This project is reevaluating a project Development & Environment study along SR 29 from CR 80A (Cowboy Way) to north of CR 731 (Whidden Rd). This project aims to explore several alternatives that will serve to enhance safety and mobility along SR 29, including a no-build alternative. This project held a public hearing on Tuesday, April 29, 2025. More information can be found at its dedicated project website www.swflroads.com/project/417878-8

   c. 453578-1 SR 29 LaBelle Bypass Feasibility Study: This study aims to evaluate the feasibility of an alternative corridor to SR 29 that would bypass the City of Labelle. There is a stakeholder meeting scheduled for Wednesday, May 7, 2025. More information can be found at its dedicated project website www.swflroads.com/project/453578-1

2. **Why is this project being conducted?**

   Answer:

   a. This project is being conducted to address a critical safety issue on SR 80, which consistently ranks as the number one segment in Hendry County for serious injuries and fatal crashes, bicycle and pedestrian incidents, and two-way left turn lane collisions. The proposed raised median aims to reduce these high crash rates by minimizing conflict points, simplifying driver decisions, and preventing severe crash types, with studies suggesting a potential 54% reduction in fatal and injury crashes (*Source: Federal Highway Administration, Reduced Left-Turn Conflict Intersections*)

3. **How did the project team decide where to place the directional median openings?**

   Answer: Design of these improvements was initially guided by an Access Management Study finalized in March of 2024. This study reviewed the existing safety and operations within the corridor to determine the appropriate median openings and street connections. When initially determining the proposed locations, the analysis considerations included – but was not limited to – the following: turn-lane spacing requirements defined in the FDOT Access Management Guidebook; alternate routes provided by the existing roadway grid network; the existing peak season traffic turning movement volumes; the crash history along the corridor; the proposed signalization of SR 80 at Shady Oaks Avenue / Dr Martin Luther King Boulevard; and prioritizing access to the public side streets over private driveways.

(*continued on next page*)

Throughout 2024 and 2025, the design team met with various stakeholder groups and held a public workshop to receive community feedback and discuss potential changes to the median access locations. The project team revised the original median locations in consideration of the feedback received while prioritizing safety and balancing operational, business, and sight distance concerns.

4. **How will directional median openings and U-turns improve safety?**

Answer:

a. Limiting the number of potential turning locations along the roadway will reduce the overall number of conflict points.
b. Turning vehicles become much more predictable, reducing driver confusion overall.
c. Crashes causing injuries are reduced by more than 25% by encouraging right-turns followed by U-turns, compared to direct left-turns. For more information, please refer to the FDOT Access Management Guidebook and Resources shared under the F-A-Qs section of this project website.

5. **When will the project be completed?**

Answer: The project team anticipates submitting final plans early in the first quarter of 2026. The letting date for construction is February 25th, 2026. Construction typically begins 3 months after letting, though the actual start date may vary due to material acquisitions.

SECTION P ERC COMMENTS

Submittal Report

Financial Project:	447878-1-52-01	Submittal Type:	PLANS
Submittal Phase:	PHASE II	Submittal Staff Type:	CONSULTANT
Received Date:	1/4/2024	Response Due Date:	2/29/2024
Grace Period:	0	District:	FIRST
Status:	CLOSED	Create Date:	1/4/2024
Create User Id:	KNAKNPN	Last Update:	3/8/2024
		Last Update User Id:	KNAKNPN

Description:

447878-1-52-01, Phase II Plans Submittal:

This email shall serve as a transmittal letter for a Phase II plans review. Please provide Phase II comments for this project. Plans and supporting documents can be found in the ERC under the Documents tab.

This project consists of various areas within the roadway corridor needing improvements, requested by the District One Traffic Safety Department. This project is intended to improve safety by implementing improved access control throughout the limits of SR 80 from North of Captain Hendry Drive to West of Forrey Drive.

The following component set has been included in the submittal:
**44787815201 : Phase II Plans - Roadway Design
**44787815201 : Phase II Plans - Signing and Markings
**44787815201 : Phase II Plans - Signalization
**44787815201 : Cross Setions Plans
**44787815201 : Design Documentation

The following supporting documentation has also been included in the submittal:
**44787815201 : KMZ file
**44787815201 : Design QC Certification
**44787815201 : Letter of Transmittal
**44787815201 : QA Certification

Files can be placed in ERC at the following Link:
\\dotsd1cadd\erp\44787815201\Phase II

PSEE Link can be found at the following:
https://psee.fdot.gov/Pages/Project/Project.aspx?item=447878&itemSeg=1

Threads:

Name	Assignment	Due Date	Status	Comments
Abra Horne	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Alan El-Urfali	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
38	RESPONSE ACCEPTED		FDM 232.6.1	SIGNALIZATION

Created By	Created On	Version	Delegate For
Alan El-Urfali	1/23/2024	1	

Make sure to include provisions for APS in accordance with FDOT FDM 232.6.1. Add additional conduit runs for future APS installation.

CARLOS RAMIREZ	2/27/2024	1	

We are using 665-1-12 for all the pedestrian signals (APS). Additional runs are not necessary.

Alan El-Urfali	3/6/2024	1	

Ok, thank you.

Name	Assignment	Due Date	Status	Comments
Amjed Altamimi	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
77	RESPONSE ACCEPTED			STRUCTURES

Created By	Created On	Version	Delegate For
Amjed Altamimi	2/1/2024	1	

Structure office has no comment on phase II for this project. Thank you.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/27/2024	1	

Noted, thank you for your review.

Created By	Created On	Version	Delegate For
Amjed Altamimi	2/29/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Amy Setchell	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Anthony Brown	REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Anthony Celani	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
58	COMMENT RESOLVED			DRAINAGE

Created By	Created On	Version	Delegate For
Anthony Celani	1/31/2024	1	

No drainage analysis//design documentation was provided in the submittal. Spread calculations are needed for any drainage slots within raised concrete median. Spread calculations are also needed for any overbuild areas that will change the drainage path towards the curb inlets. Any violations of spread will require additional drainage slots in median and/or additional outside curb inlets.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/27/2024	1	

A tech memo with spread calculations will be provided for future submittals.

Created By	Created On	Version	Delegate For
Ryan L Patterson	3/7/2024	1	

Thank you very much for your comment. The EOR has taken your documented comment and has placed the updated information within their Phase II-R Submission.

please reach out to RyanL.Patterson@dot.state.fl.us if there are additional comments according to the response you have offered.

Name	Assignment	Due Date	Status	Comments
Benjamin Shepherd	REVIEWER	2/1/2024	ACTIVE	2

No	Status	Current Holder	Reference	Categories
41	COMMENT AGREED WITH			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Benjamin Shepherd	1/26/2024	1	

Thank you for providing kmz files of the project.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/22/2024	1	

You are welcome.

No	Status	Current Holder	Reference	Categories
42	RESPONSE ACCEPTED			ENVIRONMENTAL PERMITS

Created By	Created On	Version	Delegate For
Benjamin Shepherd	1/26/2024	1	

We have reviewed the Ph. II plans and determined the proposed activities are exempt from environmental permitting under 62-330.051 and 62-331.020, FAC. A formal “No Permits Required” memo will be provided to you shortly.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/27/2024	1	

Noted, thank you for your review.

Created By	Created On	Version	Delegate For
Benjamin Shepherd	2/28/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Bessie Reina	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Blake Stallworth	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
64	RESPONSE ACCEPTED			GEOTECH/MATERIALS,PAVEMENT DESIGN

Created By	Created On	Version	Delegate For
Blake Stallworth	2/1/2024	1	

Please ensure the pavement coring request is submitted as soon as possible to the Materials Pavement Evaluation sharepoint to help ensure the project schedule is met. Typical turnaround time is 90 days.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/27/2024	1	

Pavement cores are not anticipated for this project. Resurfacing will be limited to a functional mill.

Created By	Created On	Version	Delegate For
Blake Stallworth	3/5/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Bradley Musser	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Brent Setchell	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Brett Berube	REVIEWER	2/1/2024	ACTIVE	3

No	Status	Current Holder	Reference	Categories
39	RESPONSE ACCEPTED			ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Brett Berube	1/25/2024	1	

This project will require an environmental certification from the Environmental Management Office (EMO). Please contact Kristin Caruso (kristin.caruso@dot.state.fl.us) in EMO to provide the Environmental Determination Worksheet (EDW) by this ERC response due date if it has not already been provided. On the EDW, please fill out the top portion and then responses to questions #1 through #6, and include a project location map. The EMO Dept. will fill-out remaining information. According to the current production schedule, this project is scheduled to go to Production on November 6, 2024. Environmental certifications are typically issued within 2 weeks prior to the R/W acquisition date (if applicable) and 2 weeks prior to the production date. Please advise EMO if the production schedule for this project changes. EMO will continue to review this project during subsequent phase reviews for environmental involvement.

Section 7-1.4: Compliance with Federal Endangered Species Act and other Wildlife Regulations of the FDOT Standard Specifications for Road and Bridge Construction manual should be adhered to for wildlife involvement during construction. This section addresses what the contractor must do in the event of unanticipated interactions with protected species and the requirement to notify the FDOT a minimum of 30 days in advance of using an off-site area for ancillary construction needs (e.g. staging, borrow-pits).

Created By	Created On	Version	Delegate For
Kris Karanxha	2/22/2024	1	

Noted. The EDW has been sent to Kristin Caruso as of 1/26/24. We will continue to coordinate with her as needed.

Created By	Created On	Version	Delegate For
Brett Berube	2/29/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
40	RESPONSE ACCEPTED			ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Brett Berube	1/25/2024	1	

The Veteran's Memorial Park is located adjacent to the project limits. This is a Section 4(f) resource. The Environmental Management Office (EMO) will use the 60% plans to demonstrate no involvement with the Veteran's Memorial Park. Should design change, resulting in a temporary or permanent impact/involvement with this resource, please notify EMO immediately by contacting Kristin Caruso (kristin.caruso@dot.state.fl.us). Since this is a federally-funded project, EMO must obtain necessary approvals from Central Office (OEM Department) for any type of involvement. This approval process takes approximately 60 days and must be complete prior to environmental certification. Additionally, please be aware that staging areas cannot be located within the limits of this resource and that public access to the park must be maintained during normal operation hours throughout construction.

Kris Karanxha	2/22/2024	1	

Noted, thank you.

Brett Berube	2/29/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
43	RESPONSE ACCEPTED			ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Brett Berube	1/26/2024	1	

When you are able, please send me (bberube@rkk.com) a kmz, shapefile, or dgn (whatever is easiest) depicting the limits of clearing and grubbing for my review.

Kris Karanxha	2/22/2024	1	

A clearing and grubbing file has been sent as of 2/5/2024.

Brett Berube	2/29/2024	1	

Thank you for providing me with the clearing and grubbing file. Based on the provided file I don't have any further concerns at the moment. I will have to review the limits of clearing and grubbing again during my PH IV review. If the limits of clearing and grubbing can't be included in the PH IV submittal KMZ, I will likely just email the consultant PM (Kris Karanxha) before I complete my review at that time to get the current clearing and grubbing file.

Name	Assignment	Due Date	Status	Comments
CARLOS RAMIREZ	DESIGNER	2/29/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Cassie Lee	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Chris Coughlin	LEAD REVIEWER	2/1/2024	ACTIVE	10

No	Status	Current Holder	Reference	Categories
66	RESPONSE ACCEPTED		Sheet No. 1 / Key Sheet	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

a) Per Roadway Design Bulletin 23-04, the FY 2024-25 Standard Plans are effective for projects with lettings after July 1, 2024. Please review reference to Governing Design Standard Plans.

b) Per Office of Design Bulletin 23-01, the FY 2024-25 Standard Specifications are to be implemented for all projects let after July 1, 2024. Please review reference to governing Standard Specifications.

c) PSEE indicates this project is schedule to Let for Construction in February 2025. Please review Fiscal Year reference.

Kris Karanxha	2/22/2024	1	

a-c) Fiscal Year will be corrected to 2025 and the FY 2024-25 Standard Plans and Standard Specifications will be referenced accordingly.

Chris Coughlin	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
67	RESPONSE ACCEPTED		Sheet No. 3 / Typical Section	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

a) Is the intent for the contractor to sawcut & excavate to a depth that accommodates the proposed Type B Curb construction, with the existing base serving as the stabilizing material? Please clarify.

b) Provided a 2" mill & resurface is proposed, the proposed traffic separator will extend 2" below the surface of the new pavement. Was calling for the traffic separator to be constant through the drainage slots considered, with the concrete being 2" thick? This could simplify construction, in lieu of the contractor having to form friction course into the 1' wide slots & around the slot radii.

Kris Karanxha	2/27/2024	1	

a.) Yes that is the intent. The existing pavement will serve as stabilizing material for the proposed curb.

b.) Detail will be updated to show the use of concrete instead of asphalt for the slot locations.

Chris Coughlin	2/27/2024	1	

Please ensure plans contain sufficient detail to clearly convey design intent to contractor.

Response Accepted & Comment Closed.

No	Status	Current Holder	Reference	Categories
68	RESPONSE ACCEPTED		Sheet No. 17 / Roadway Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

Begin Project is identified as Sta. 537+23.65, but roadway construction appears to begin near Sta. 538+94.00. Please clarify intent. Where does construction begin? See End Project, as well.

Kris Karanxha	2/27/2024	1	

Begin Project and End Project will be revised. Begin or End Construction will be added as needed.

Chris Coughlin	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
69	RESPONSE ACCEPTED		Sheet No. 18 / Roadway Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

a) Consider providing radius of traffic separator nose, as done in other locations.

b) Per 210.3.2.2 (1) of the FDM, the minimum width of a traffic separator is to be 4'. Please review. A Design Variation Memo may be necessary to permit use of a 2' separator.

Kris Karanxha	2/22/2024	1	

a.) Radius noses were excluded in areas that are covered by the Directional Median Opening detail on the Median Detail.

b.) A Design Variation was approved for the substandard median width, which included the use of a 2' traffic separator as the proposed design.

Chris Coughlin	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
70	RESPONSE ACCEPTED		Sheet No. 20 / Roadway Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

a) Per FDM 210.3.3, a hardened centerline is to be provided where it is not possible to provide a pedestrian refuge island. Please review. Control radii may need to be adjusted to accommodate hardened centerlines. If they can not be provided, a Design Variation Memo may need to be pursued.

b) A return radius is called for in the NW quadrant of the intersection. However, a station/offset label is not provided where the proposed radius ends, & the tangent, or mainline geometry governs. Please review.

c) Island Details: Details are somewhat confusing, as sawcut labels are provided for each of the depicted island segments, but the entire encompassing curb line is what will be sawcut. Please review & consider clarifying.

Kris Karanxha 2/22/2024 1

a.) The design will be revaluated to see if harden centerlines can be applied to the intersection.
b.) Call out will be added for the point of curvature.
c.) Border of the island will be shown in grey to avoid obscuring labels on the detail and the sawcut callout will be shown once and emphasize the entire island perimeter will be sawcut.

Chris Coughlin 2/27/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
71	RESPONSE ACCEPTED		Sheet No. 21 / Roadway Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

Is the area in the median void of symbology, near Sta. 100+00, intended to be sod, concrete, or variable width separator? Please clarify.

Kris Karanxha 2/22/2024 1

Area is a traffic separator. The Variable Traffic Separator callout will be adjusted to point to this location to clarify the design.

Chris Coughlin 2/27/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
72	RESPONSE ACCEPTED		Sheet No. 30 / Roadway Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

Is the directional island in the median intended to be a traffic separator? If so, consider labeling.

Kris Karanxha 2/22/2024 1

Directional island will be labeled as a variable width traffic separator.

Chris Coughlin 2/27/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
73	RESPONSE ACCEPTED		Sheet No. 38 / Temporary Traffic Control Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

Note 1: Lane closure restrictions are only provided for area within 600' of a signalized intersection. Google Earth indicates the entire project limits is not always within this range. Why are open road lane closure restrictions not provided? Please clarify intent. If there are no open road lane closure restrictions, as reflected in Lane Closure Calcs, consider indicating such. Also, unless permanent lane closures are permitted, consider including language indicating lane closures are only permitted during active work zones.

Kris Karanxha 2/22/2024 1

Note will be modified to mention that there are no restrictions for open lane road closures and these closures apply during active work zones.

Chris Coughlin 2/27/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
74	RESPONSE ACCEPTED		Sheet No. 39 / Pedestrian Traffic Control Plan	ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

a) Provided all movements on Shady Oaks Ave/Martin Luther King Blvd will remain open, pavement markings will be required for the pedestrian crossing. Please review.

b) Will westbound right turns onto & from Shady Oaks Ave be maintained during construction? If so, please review the need to provide the trailing taper, or radial, for low profile barrier.

Kris Karanxha 2/27/2024 1

a.) Pedestrian pavement markings will be added to the detail.

b.) Following the Constructability meeting the use of low profile is being reconsidered.

Chris Coughlin 2/27/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
75	RESPONSE ACCEPTED			ROADWAY

Created By	Created On	Version	Delegate For
Chris Coughlin	2/1/2024	1	

Attached is the marked-up plan set for your reference.

Please feel free to contact me if you want to discuss any of the comments.
Chris Coughlin, P.E.
Florida Department of Transportation D1
Chris.Coughlin@dot.state.fl.us
(Cell) 813-447-9207

Kris Karanxha 2/22/2024 1

Thank you for your review.

Chris Coughlin 2/27/2024 1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Chris Stafford	REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Christopher Forestt	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
1	COMMENT AGREED WITH		Contamination Memorandum	CONSTRUCTION

Created By	Created On	Version	Delegate For
Christopher Forestt	1/4/2024	1	

This comment does NOT require a written response, other than acknowledgement.

There are potential contamination sources near the intersection where subsurface construction will be necessary for signalization and lighting elements. Although there is currently no evidence of impacts within the right-of-way, Level-II testing may be warranted to ensure contamination is not discovered during construction.

The Environmental Management Office (EMO) will present a Contamination Memorandum at the Phase-IIR ERC submittal to detail the evaluation of each site and illustrate where testing will occur.

Results of the investigation will be used to generate a superseding Contamination Memorandum for the Phase-IV ERC submittal to ensure the Design Team has ample time to incorporate any requisite contamination plan markings or notes.

Thank you.

This comment does NOT require a written response, other than acknowledgement.

Kris Karanxha 2/22/2024 1

Noted, thank you for your review.

Name	Assignment	Due Date	Status	Comments
Clifton Johnson	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Daniel Buidens	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Darryl Richard	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
DAVE HAY	REVIEWER	2/1/2024	ACTIVE	3

No	Status	Current Holder	Reference	Categories
7	RESPONSE ACCEPTED		Sheet 5	ROADWAY

Created By	Created On	Version	Delegate For
DAVE HAY	1/15/2024	1	

The Detail calls for "Curb and Gutter". It should be Type B Curb.

Kris Karanxha	2/22/2024	1	

Label will be revised to call out Type B Curb.

DAVE HAY	2/28/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
8	RESPONSE ACCEPTED		Sheet 19 etc.	ROADWAY

Created By	Created On	Version	Delegate For
DAVE HAY	1/15/2024	1	

The callout is to "Const. Variable Type I Conc. Traffic Separator". It actually per sheet 4 is a constant 2' wide separator. The only variable width is where it ties to the Type B Curb. A Detail as on sheet 4 would be helpful, if not callouts noted where this occurs. One as shown at the variable width area, the second to "Const. 2' Type I Conc. Traffic Separator " would clarify what is wanted.

Kris Karanxha	2/27/2024	1	

The traffic separator was labeled as "variable width" since that is how it will be covered under pay items, as it is a nonstandard width. Plan callouts and the Median Detail sheet provide information on the width and limits of the traffic separator.

DAVE HAY	2/28/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
9	RESPONSE ACCEPTED		Sheet 21 and 30	ROADWAY

Created By	Created On	Version	Delegate For
DAVE HAY	1/15/2024	1	

At station 100+00 and 152+80 are two areas that need clarification. Are they just curb with a grass median or are they separators? The cross-section on Cross-section sheet 8 looks as if it is to be a separator. Please clarify.

Kris Karanxha	2/22/2024	1	

These are traffic separators. The variable width traffic separator callout at sta 101+80 will be modified on sheet 21 to point near station 100. A label for variable width traffic separator will be added to sta 1152+80.

DAVE HAY	2/28/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
David Ayers	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Dennis Day	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Douglas Stewart	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
62	COMMENT RESOLVED			PERMITS

Created By	Created On	Version	Delegate For
Douglas Stewart	1/31/2024	1	

I have no comments for this project.

Kris Karanxha	2/27/2024	1	

Thank you for your review.

Ryan L Patterson	3/6/2024	1	

No response was required

Name	Assignment	Due Date	Status	Comments
Earl Taylor	REVIEWER	2/1/2024	ACTIVE	2

No	Status	Current Holder	Reference	Categories
44	RESPONSE ACCEPTED			CONSTRUCTION

Created By	Created On	Version	Delegate For
Earl Taylor	1/29/2024	1	

Is all the work within 660 of a signal? If not will there be open road lane closure restrictions?

Kris Karanxha	2/22/2024	1	

Lane restriction note will be modified to mention that there are no open road lane restrictions and that lane restrictions are permitted during active work zones.

Earl Taylor	2/28/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
45	RESPONSE ACCEPTED			CONSTRUCTION

Created By	Created On	Version	Delegate For
Earl Taylor	1/29/2024	1	

The barrier wall shown on sheet 39 does not meet standards. The second piece of wall has not taper for on coming traffic. Can this be corrected?

Kris Karanxha	2/27/2024	1	

Following the constructability meeting the low profile barrier is being reconsidered.

Earl Taylor	2/28/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Edward Stevens	LEAD REVIEWER	2/1/2024	ACTIVE	2

No	Status	Current Holder	Reference	Categories
2	RESPONSE ACCEPTED			CONSTRUCTION

Created By	Created On	Version	Delegate For
Edward Stevens	1/5/2024	1	

When I try to open the roadway plans it says the file is corrupted. Can you please reload the roadway plans.

Kris Karanxha	1/8/2024	1	

The roadway plans have been reloaded by the PM Ryan Patterson. Please try to access them again.

Edward Stevens	1/10/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
65	RESPONSE ACCEPTED			CONSTRUCTION

Created By	Created On	Version	Delegate For
Edward Stevens	2/1/2024	1	

1) Elimination of the green area between curbs as maintaining these locations creates potential safety issues for maintenance personnel.
2) What is the possibility of stamped concrete (preferred by maintenance) or brick pavers at the traffic separator ends and standalone median islands.
3) is this to be traffic separator or transition to type B curb, unshaded area is not described. And again, at station 1152+54.50 to 1153+08.5 Station 99+66 to 100+47
4) Extending the paving limits beyond station 1190+65 to the next visible asphalt joint approximate 800' to the east for both the left and right roadway and include resurfacing the side streets on right roadway as the asphalt condition on the side streets is in poor condition.
5) Potentially adding street lighting from Shady Oaks to Agua Isles on the north side of roadway due to increase development in the area has increased pedestrian use of this sidewalk. The concerns is potential visibility concerns with foot traffic.
6) At station 1120+07.72 to 1120+17.78 the plans call to remove and replace the concrete mid-block crossing; the TCP do not address this should there be a sidewalk detour until the crossing is reopened.
7) At Martin Luther King and Shady Oaks intersection please add through arrows and rt turn arrows for crossing SR 80.

Kris Karanxha	2/29/2024	1

1.) Green area between curbs was coordinated with Darryl Richard and will allow for the potential of future landscaping for the City of LaBelle.
2.) The use of stamped concrete will be coordinated with the FDOT PM.
3.) This is concrete traffic separator. Labels will be updated to clarify.
4.) The intent is for a functional mill and resurfacing that will allow for restriping in order to continue the bike lane not to address the existing pavement condition.
5.) Lighting is being proposed at the signalized intersection. Additional corridor lighting was not part of the scope.
6.) A temporary crossing detail will be added to the plans to address the replacement of the mid block crossing.
7.) Addition of through lane arrows and right turn arrows will be reevaluated.

Edward Stevens	3/1/2024	1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Elias Bowne	REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Elizabeth Sofsky	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Eric Reese	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Garfield Howell	REVIEWER	2/1/2024	ACTIVE	7

No	Status	Current Holder	Reference	Categories
46	RESPONSE ACCEPTED			LIGHTING/ELECTRICAL

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

Please consider providing voltage drop calculations.

CARLOS RAMIREZ	2/21/2024	1

Voltage drop calculation will be provided for affected circuits and breakers.

Garfield Howell	2/29/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
47	RESPONSE ACCEPTED			SIGNING AND MARKING

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

S-3,S-23
Please consider adding gore area prior to island nose.

CARLOS RAMIREZ	2/21/2024	1

Thank you for providing.

Garfield Howell	2/29/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
48	RESPONSE ACCEPTED			SIGNING AND MARKING

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

Please consider providing harden centerline meeting FDM section 210.3.

CARLOS RAMIREZ	2/21/2024	1	

Hardened centerline may not be possible due to the skew of the intersection road. We will analyze using design vehicle turn radii and update plans if needed.

Garfield Howell	3/6/2024	1	

Please consider providing a design variation for not installing the required hardened centerline per the FDM 230.3 at a state road signalized intersection with pedestrian crosswalks. The EOR will be required to demonstrate the truck turning movement as an appendix for the justification. Coordinate with FDOT PM.

No	Status	Current Holder	Reference	Categories
49	RESPONSE ACCEPTED			SIGNING AND MARKING

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

S-10
Please consider providing a no U-Turn sign assembly within traffic separator for east bound traffic at station 1116+40

CARLOS RAMIREZ	2/21/2024	1	

Agreed. A No U-Turn sign will be added.

Garfield Howell	2/29/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
50	RESPONSE ACCEPTED			SIGNALIZATION

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

T-3
Please consider all sole sourcing of proprietary items requires additional coordination with the District Design Engineer and District Specifications Office. Please coordinate through your Project Manager as soon as identified.

CARLOS RAMIREZ	2/21/2024	1	

Coordination between the City of LaBelle and Hendry County is ongoing since they are in the middle of transferring responsibility for the location. We will coordinate any sole sourcing items as soon as we receive them from the MA.

Garfield Howell	2/29/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
51	RESPONSE ACCEPTED			SIGNALIZATION

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

T-5
Please consider providing dilemma zone detection.

CARLOS RAMIREZ	2/22/2024	1	

We will coordinate dilemma zone detection with the MA and Traffic Ops.

Garfield Howell	2/29/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
52	RESPONSE ACCEPTED			SIGNALIZATION

Created By	Created On	Version	Delegate For
Garfield Howell	1/29/2024	1	

T-9
Please consider increasing upper font size from 6 EM to 8 EM meeting FDM requirement 230.2.10 (TYP)

CARLOS RAMIREZ	2/22/2024	1	

The minimum requirement applies to single name roads since the second line will show 6" street classification or block numbers.. When a road has two names, then 6" EM or E is used since both names need to be listed. Using 8" for both will clutter the sign and reduce the negative space or space between legends that help with visibility. Signs will remain as is.

Garfield Howell 3/6/2024 1

Please consider removing border and utilizing options 3 or 4 within the FDM 230.2.10.

Name	Assignment	Due Date	Status	Comments
Gary Ng	LEAD DESIGNER	2/29/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Gena Batman	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Gregory Bowne	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Harley Davidson	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Heather Johnson	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
60	RESPONSE ACCEPTED			UTILITIES

Created By	Created On	Version	Delegate For
Heather Johnson	1/31/2024	1	

On key sheets, please show mm/dd/yyyy for the UAOs to use when responding no conflict/not involved/UWS response.

Kris Karanxha 2/22/2024 1

MM/DD/YYYY will be added to the key sheets.

Heather Johnson 3/7/2024 1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Jason Mobsby	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Jeffrey James	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Jennifer Gaona	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
61	RESPONSE ACCEPTED			RAILROAD

Created By	Created On	Version	Delegate For
Jennifer Gaona	1/31/2024	1	

A No Rail Involved Certification has been issued. The certification has been uploaded to PSEE and I have requested the appropriate schedule adjustments be made to reflect No Rail Involved. Thank you.

Kris Karanxha 2/22/2024 1

Noted, thank you for your review.

Jennifer Gaona 2/28/2024 1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
John Anderson	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
John Kubicki	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments

JORGE HERNANDEZ	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Karina Della Sera	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Katharine Causey	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Kayla Sapp	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
57	RESPONSE ACCEPTED		Sheet T-5	SIGNALIZATION

Created By	Created On	Version	Delegate For
Kayla Sapp	1/30/2024	1	

There are BT facilities in conflict with proposed locations of Poles 2, 3, and 4. Please relocate.

CARLOS RAMIREZ	2/21/2024	1	

This conflict with the buried telephone line will be discussed during our utility coordination.

Kayla Sapp	2/28/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Keith Robbins	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Kisan Patel	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
63	RESPONSE ACCEPTED			GEOTECH/MATERIALS

Created By	Created On	Version	Delegate For
Kisan Patel	2/1/2024	1	

Please submit a geotech request for the signals. Include a KMZ file showing the proposed locations. Typical turnaround time is 90 days.

Kris Karanxha	2/22/2024	1	

Geotech request for the signals has been sent as of 2/8/2024. Thank you.

Kisan Patel	2/28/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Kris Karanxha	CONSULTANT PROJECT MANAGER	2/29/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Kristin Caruso	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Kyle Purvis	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Lawrence Zagardo	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Mark Peronto	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Mark Roberts	LEAD REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
56	RESPONSE ACCEPTED		Signalization Plans, General Notes, Sheet T-3	SIGNALIZATION

Created By	Created On	Version	Delegate For
Mark Roberts	1/30/2024	1	

Revise Note 3 to the following:

AT THE COMPLETION OF THE PROJECT, PROVIDE AS-BUILT PLANS IN ELECTRONIC FORM (PDF) TO:

FDOT TRAFFIC OPERATIONS
NEAL TURNER, P.E., TSM&O ENGINEER - ARTERIALS
801 N. BROADWAY AVE
P.O. BOX 1249
BARTOW, FL 33830-1249
EMAIL: NEAL.TURNER@DOT.STATE.FL.US
PHONE: 863-519-2216

Created By	Created On	Version	Delegate For
CARLOS RAMIREZ	2/21/2024	1	

Acknowledges. Thank you.

Created By	Created On	Version	Delegate For
Mark Roberts	3/6/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Marlene Hebert	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Marshall Douberley	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Martin Smith	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Matthew A. Miller	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
37	RESPONSE ACCEPTED			SURVEY

Created By	Created On	Version	Delegate For
Matthew A. Miller	1/22/2024	1	

In the cross section, the survey base line needs to be shown. Also, when the centerlines of construction and survey are not parallel, the distance between the two at each cross section must be shown. Per FDM Topic # 625-000-002 under 319.3.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/27/2024	1	

Section 319.3 is from the 2022 FDM. The 2024 FDM section 905 no longer specifies the need to show distances between centerlines of construction and survey. The Project Layout sheet provides information for both baseline and centerline to help the contractor reestablish the alignments.

Created By	Created On	Version	Delegate For
Matthew A. Miller	2/27/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Matthew Litteral	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
76	RESPONSE ACCEPTED			CULTURAL RESOURCES,ENVIRONMENTAL MANAGEMENT OFF.

Created By	Created On	Version	Delegate For
Matthew Litteral	2/1/2024	1	

Based on a desktop review, there are no cultural resource concerns. This project qualifies as a minor project under the FDOT/Federal Highway Administration (FHWA) Programmatic Agreement (PA) (Stipulation VI). A Minor Project Notification Form will be prepared for the District Environmental Management Office (DEMO) to submit to the State Historic Preservation Officer (SHPO) to notify them of this finding. The process will take approximately 60 days from today (2/1/2024), including 30 days for the SHPO to respond once the notification is submitted. We will review future submittals to confirm that this determination remains valid.

Kris Karanxha	2/22/2024	1	

Noted, thank you for your review.

Matthew Litteral	2/28/2024	1	

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Matthew Marino	REVIEWER	2/1/2024	ACTIVE	0
Melissa Slater	LEAD REVIEWER	2/1/2024	ACTIVE	0
Michael Rima	LEAD REVIEWER	2/1/2024	ACTIVE	0*
MICHAEL SHERRON	LEAD REVIEWER	2/1/2024	ACTIVE	0*
MITCHELL WILLS	LEAD REVIEWER	2/1/2024	ACTIVE	0
Nathan Poole	LEAD REVIEWER	2/1/2024	ACTIVE	0
Nicole Monies	LEAD REVIEWER	2/1/2024	ACTIVE	0*
Nikki Gilmer	LEAD REVIEWER	2/1/2024	ACTIVE	0*
Patrick Bateman	LEAD REVIEWER	2/1/2024	ACTIVE	0*
Paul Simmons	LEAD REVIEWER	2/1/2024	ACTIVE	0
Phillip Chapman	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Rebecca Johnson	REVIEWER	2/1/2024	ACTIVE	4

No	Status	Current Holder	Reference	Categories
3	RESPONSE ACCEPTED			ESTIMATES

Created By	Created On	Version	Delegate For
Rebecca Johnson	1/9/2024	1	

Pay Item 704-1-1 will be obsolete before the project letting date. Please provide a replacement.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/23/2024	1	

Pay Item will be updated to 704-1-3.

Created By	Created On	Version	Delegate For
Rebecca Johnson	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
4	RESPONSE ACCEPTED			ESTIMATES

Created By	Created On	Version	Delegate For
Rebecca Johnson	1/9/2024	1	

Pay Item 704-1-2 will be obsolete by the letting date. Please provide a replacement.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/23/2024	1	

Pay Item will be updated to 704-1-4.

Created By	Created On	Version	Delegate For
Rebecca Johnson	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
5	RESPONSE ACCEPTED			ESTIMATES

Created By	Created On	Version	Delegate For
Rebecca Johnson	1/10/2024	1	

Quantities for pay item 120-1 and 120-6 are needed.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/23/2024	1	

Quantities for pay item 120-1 (225.9 CY) and 120-6 (5695.8 CY) have been updated in Designer Interface.

Created By	Created On	Version	Delegate For
Rebecca Johnson	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
6	COMMENT AGREED WITH			ESTIMATES

Created By	Created On	Version	Delegate For
Rebecca Johnson	1/10/2024	1	

Phase II estimate is $3,002,688.07.

Created By	Created On	Version	Delegate For
Kris Karanxha	2/23/2024	1	

Noted, thank you.

Name	Assignment	Due Date	Status	Comments
Renjan Joseph	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Richard Ryals	REVIEWER	2/1/2024	ACTIVE	27

No	Status	Current Holder	Reference	Categories
10	RESPONSE ACCEPTED		Key Sheet	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Key Sheet:
a. Per Roadway Design Bulletin 23-04, all plans to be let between July 1 2024 and June 30, 2025 are to reference the 2024-25 Standard Plans for Road and Bridge Construction (Standard Plans).
b. Per Office of Design Bulletin 23-01, all plans to be let between July 1 2024 and June 30, 2025 are to reference the 2024-25 Standard Specifications for Road and Bridge Construction.
c. PSEE shows a letting date of 2/26/2025, which indicates a FY of 25. Please check and update the Fiscal Year.

Kris Karanxha 2/23/2024 1

a-c) Fiscal Year will be corrected to 2025 and the FY 2024-25 Standard Plans and Standard Specifications will be referenced accordingly.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
11	RESPONSE ACCEPTED		Typical Sections	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Typical Sections:
Sheet 3:
a. The typical section shows the median width to be a uniform 12-feet. However, from station 1127+08.42 to station 1150+38.50 the median width varies with a minimum width of 12-feet. See sheets 26-30. Please consider providing a median detail for this station range.
b. Sheets 20-21 and 35-37 show the roadway travel lanes to be milled and resurfaced. Please consider providing a typical section for these areas defining the milling and resurfacing and the proposed cross slope.

Kris Karanxha 2/27/2024 1

a. The typical section shown is what applies to the majority of the project. Adding an additional median detail will not provide clarity that is not already provided through the labels on the plan sheets.
b. A typical section will not be provided for this area but a note will be added to specify that milling is to match existing cross slopes unless otherwise noted.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
12	RESPONSE ACCEPTED		Typical Section Details	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Typical Section Details:
Sheet 4:
a. On the Overbuild and Resurfacing detail, the intent is unclear where the concrete traffic separator is being constructed. Is the existing pavement to be removed? Please consider calling for clearing and grubbing here.
b. The intended milling depth is not stated.

Kris Karanxha 2/27/2024 1

a. Clearing and grubbing label will be added to the extents of the traffic separator.
b. Milling depth will be added to the detail.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
13	RESPONSE ACCEPTED		Median Detail	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Median Detail:
Sheet 5:
a. The type of curb is missing.
b. The proposed width of the directional median opening is not shown.

Kris Karanxha 2/27/2024 1

a.) Callout will be revised to say Type B Curb.
b.) Labels on the plan sheet provide stations and offsets for the median openings.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
14	RESPONSE ACCEPTED		Model Management	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Model Management:
Sheet 6: FPID number is incorrect. Please check and update.

Kris Karanxha 2/27/2024 1

FPID number has been corrected.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
15	RESPONSE ACCEPTED		Project Layout	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Project Layout:
Sheets 7-10: The plan sheet numbers are not shown in the sheet border boxes. Please consider adding the sheet numbers.

Kris Karanxha 2/27/2024 1

Sheet numbers will be added to sheet border boxes.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
16	RESPONSE ACCEPTED		Project Layout	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Project Layout:
Sheet 8:
a. Curve BL_SR80_1 is not labeled on Project Layout sheet 8.
b. Curve CL_Const_1 is not labeled on Project Layout sheet 8.
c. It appears that the curve label on the right side of the sheet shown as Curve CL_Const_2 should be for Curve CL_Const_3.

Kris Karanxha 2/27/2024 1

a&b. Curve labels and data for CL and BL _1 will be added to sheet 8.
c. Curve label will be corrected to say Curve CL_CONST_3

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
17	RESPONSE ACCEPTED		Project Layout	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Project Layout:
Sheet 9:
a. In the curve data in the upper left, it appears the delta for curve CL_Const_4 should be to the right instead of the left.
b. Roadway plan sheet 31 shows a bearing of N 87°46'43" E between the PT of Curve CL_Const_5 and the POT at 1154+97.38. This bearing is not shown on the Project Layout sheet.
c. Based on Roadway plan sheets 30-31 there appears to be a change in bearing at the POT point at 1154+97.38, which indicates it should be denoted as a PI. Please check.

Kris Karanxha 2/27/2024 1

a. Delta for the Curve will be corrected to RT.
b. Bearing will be added to the Project Layout Sheet.
c. POT label will be changed to PI.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
18	RESPONSE ACCEPTED		Project Control	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Project Control:
Sheet 11: The SR number is incorrectly shown as SR 22 but should be SR 80.

Kris Karanxha 2/27/2024 1

SR number has been corrected to SR 80.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
19	RESPONSE ACCEPTED		Roadway Plans	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Roadway Plans:
Sheet 22-23:
Curve Data Curve 2: The superelevation is shown as e = 0.034. However, FDM Table 210.9.2 shows e = RC for a 3° curve at 45 mph. Please check and verify the correct superelevation rate.

Kris Karanxha 2/27/2024 1

The project intent is median modification for access management. The information was based on as built plans and documents the existing conditions.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
20	RESPONSE ACCEPTED		Roadway Plans	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Roadway Plans:
Sheet 24-25, 29, 35: There are several sheets where the R/W lines are not labeled. Please see the plan markup for locations.

Kris Karanxha 2/27/2024 1

Missing R/W labels have been added.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
21	RESPONSE ACCEPTED		Roadway Plans	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Roadway Plans:
Sheet 29: The plus station near station 1145+10 appears to be incorrect. Please check.

Kris Karanxha 2/27/2024 1

Station label will corrected to show +12.00

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
22	RESPONSE ACCEPTED		Roadway Plans	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Roadway Plans:
Sheet 31: There is a POT shown at station 1154+97.38. However, Roadway plan sheet 30 shows a different bearing than sheet 31. Since there appears to be a change in bearing at this POT point, it should be denoted as a PI. Please check.

Kris Karanxha	2/27/2024	1

POT will be revised to show as a PI.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
23	RESPONSE ACCEPTED		Temporary Traffic Control Plan	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Temporary Traffic Control Plan:
Sheet 38: Please check whether there are transit facilities (bus stops) within the project limits. The Temporary Traffic Control plan is to include accommodations for transit users in accordance with FDM 240.2.1.9.

Kris Karanxha	2/27/2024	1

Transit impacts will be verified and notes for coordination will be added to the TTCP as needed.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
24	RESPONSE ACCEPTED		Temporary Traffic Control Plan	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Temporary Traffic Control Plan:
Sheet 39: The FPID number is incorrect.

Kris Karanxha	2/27/2024	1

FPID number has been corrected.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
25	RESPONSE ACCEPTED		Utility Adjustments	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Utility Adjustments:
Sheet 41, 44-45, 47-50, 52, 55, 58: There are several sheets where the R/W lines are not labeled. Please see the plan markup for locations.

Kris Karanxha	2/27/2024	1

Missing R/W labels have been added.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
26	RESPONSE ACCEPTED		Roadway Plan Markup	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Attached is the marked-up plan set for your reference.

Please feel free to contact me if you want to discuss any of the comments.
Richard Ryals
Florida Department of Transportation D1
Richard.Ryals@dot.state.fl.us

Kris Karanxha	2/27/2024	1

Thank you for your review.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
27	RESPONSE ACCEPTED		Cross Sections	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Cross Sections:
Sheet 1:
a. “Begin” is misspelled in Begin Project in the lower right corner.
b. FDM 905.3(6)(a) calls for proposed median slopes to be shown. Please add proposed slopes.
c. Begin and end earthwork is missing. Please show in accordance with FDM 905.2.

Kris Karanxha	2/27/2024	1

a. Spelling will be corrected.
b. Proposed median slopes will be labeled.
c. Earthwork limits will be added.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
28	RESPONSE ACCEPTED		Cross Sections	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Cross Sections:
Sheet 2, 11: Station equation is missing. Please show in accordance with FDM 905.2.

Kris Karanxha	2/27/2024	1

Station Equation will be added.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
29	RESPONSE ACCEPTED		Cross Sections	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Cross Sections:
Sheet 47: End Project station doesn't match Roadway Plan sheet 37. Please check and update.

Kris Karanxha	2/27/2024	1

End Project will be updated to be consistent with Plan sheets.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
30	RESPONSE ACCEPTED		Cross Section Markup	ROADWAY

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Attached is the marked-up plan set for your reference.

Please feel free to contact me if you want to discuss any of the comments.
Richard Ryals
Florida Department of Transportation D1
Richard.Ryals@dot.state.fl.us

Kris Karanxha 2/23/2024 1

Noted, thank you for your review.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
31	RESPONSE ACCEPTED		Key Sheet	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Key Sheet:
d. Per Roadway Design Bulletin 23-04, all plans to be let between July 1 2024 and June 30, 2025 are to reference the 2024-25 Standard Plans for Road and Bridge Construction (Standard Plans).
e. Per Office of Design Bulletin 23-01, all plans to be let between July 1 2024 and June 30, 2025 are to reference the 2024-25 Standard Specifications for Road and Bridge Construction.
f. PSEE shows a letting date of 2/26/2025, which indicates a FY of 25. Please check and update the Fiscal Year.

CARLOS RAMIREZ 2/21/2024 1

Key sheet will be updated for fiscal year.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
32	RESPONSE ACCEPTED		SAPM Plan Markup	SIGNING AND MARKING

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Attached is the marked-up plan set for your reference.

Please feel free to contact me if you want to discuss any of the comments.
Richard Ryals
Florida Department of Transportation D1
Richard.Ryals@dot.state.fl.us

CARLOS RAMIREZ 2/21/2024 1

Thank you for providing.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
33	RESPONSE ACCEPTED		Key Sheet	SIGNALIZATION

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Key Sheet:
a. Per Roadway Design Bulletin 23-04, all plans to be let between July 1 2024 and June 30, 2025 are to reference the 2024-25 Standard Plans for Road and Bridge Construction (Standard Plans).
b. Per Office of Design Bulletin 23-01, all plans to be let between July 1 2024 and June 30, 2025 are to reference the 2024-25 Standard Specifications for Road and Bridge Construction.
c. PSEE shows a letting date of 2/26/2025, which indicates a FY of 25. Please check and update the Fiscal Year.

CARLOS RAMIREZ 2/21/2024 1

Key sheet will be updated for fiscal year.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
34	RESPONSE ACCEPTED		General Notes	SIGNALIZATION

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

General Notes:
Note 7: General notes are to be addressed to the FDOT contractor, not third parties such as utility owners. Recommend rewording the beginning of note 7 to read: Coordinate with Florida Power & Light Company for assistance in performing...

CARLOS RAMIREZ 2/21/2024 1

General Note 7 will be revised.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
35	RESPONSE ACCEPTED		Signalization Plan Markup	SIGNALIZATION

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Attached is the marked-up plan set for your reference.

Please feel free to contact me if you want to discuss any of the comments.
Richard Ryals
Florida Department of Transportation D1
Richard.Ryals@dot.state.fl.us

CARLOS RAMIREZ 2/21/2024 1

Thank you for providing.

Richard Ryals 2/28/2024 1

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
36	RESPONSE ACCEPTED		Project Edit Report	PAY ITEM

Created By	Created On	Version	Delegate For
Richard Ryals	1/22/2024	1	

Project Edit Report:

Pay items 704-1-1 and 704-1-2 will become obsolete before letting date. Please check and update.

Attached is the marked-up quantity report for your reference.

Please feel free to contact me if you want to discuss any of the comments.
Richard Ryals
Florida Department of Transportation D1
Richard.Ryals@dot.state.fl.us

Kris Karanxha 2/23/2024 1

Pay items will be updated to 704-1-3 and 704-1-4. Thank you for your review.

Richard Ryals	2/28/2024	1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Ryan L Patterson	IN-HOUSE PROJECT MANAGER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Ryan Molloy	REVIEWER	2/1/2024	ACTIVE	1

No	Status	Current Holder	Reference	Categories
59	RESPONSE ACCEPTED		Roadway Plans Sheet 4	DRAINAGE

Created By	Created On	Version	Delegate For
Ryan Molloy	1/31/2024	1	

Proposed traffic separator and overbuild in the areas listed below will change the amount of flow area going to the existing curb inlets. Spread calculations need to be completed to ensure allowable spread is maintained per criteria in section 3.9.1 of the FDOT Drainage Manual. No spread calcs were provided with this submittal.

STA: 87+00 - 89+00
STA: 94+00 - 95+00
STA: 98+00 - 99+00
STA: 101+00 - 102+00
STA: 106+00
STA: 1118+00 - 1119+00
STA: 1121+00 - 1122+00
STA: 1151+00 - 1152+00
STA: 1154+00 - 1155+00
STA: 1163+00 - 1164+00
STA: 1166+00 - 1168+00
STA: 1175+00 - 1176+00
STA: 1180+00 - 1181+00
STA: 1183+00 - 1184+00

Kris Karanxha	2/23/2024	1

A drainage tech memo with spread calculations will be provided for future submittals.

Ryan Molloy	3/6/2024	1

Response Accepted & Comment Closed

Name	Assignment	Due Date	Status	Comments
Samantha Ervin	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Sara Stevenson	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Scott Ellis	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Sergio Figueroa	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Shiva Moonian	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Stacy Hill	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Stu Myers	LEAD REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Todd Boehmer	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Vivianne Pena	REVIEWER	2/1/2024	ACTIVE	3

No	Status	Current Holder	Reference	Categories
53	RESPONSE ACCEPTED			ACCESS MANAGEMENT

Created By	Created On	Version	Delegate For
Vivianne Pena	1/30/2024	1	

Please advise if the comments Samantha Ervin sent for the AM Study were reviewed and implemented.

Kris Karanxha	2/23/2024	1	

Per the email coordination on 2/14/24. Samantha Ervin's comments were addressed.

Vivianne Pena	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
54	RESPONSE ACCEPTED			ACCESS MANAGEMENT

Created By	Created On	Version	Delegate For
Vivianne Pena	1/30/2024	1	

As discussed during the 01/29/2024 meeting, Access Management doesn't have any comments at this moment. We will wait for the Phase IIR submittal to submit our comments, if any.

Kris Karanxha	2/23/2024	1	

Noted, thank you for your review.

Vivianne Pena	2/27/2024	1	

Response Accepted & Comment Closed

No	Status	Current Holder	Reference	Categories
55	COMMENT AGREED WITH			ACCESS MANAGEMENT

Created By	Created On	Version	Delegate For
Vivianne Pena	1/30/2024	1	

Please include Access Management in all future phase submittals.

Kris Karanxha	2/23/2024	1	

Noted, thank you.

Name	Assignment	Due Date	Status	Comments
Wayne Harris	REVIEWER	2/1/2024	ACTIVE	0

Name	Assignment	Due Date	Status	Comments
Wayne Shelton	LEAD REVIEWER	2/1/2024	ACTIVE	0*

Name	Assignment	Due Date	Status	Comments
Wendy Sands	LEAD REVIEWER	2/1/2024	ACTIVE	0

SECTION Q LIGHTING MEMO

SIGNALIZED INTERSECTION LIGHTING MEMO

For
SR 80 from N. of Captain Hendry Dr. to W. of Forrey Dr.
Section 07010000
M.P. 8.273 to MP 10.390
LaBelle, Hendry County

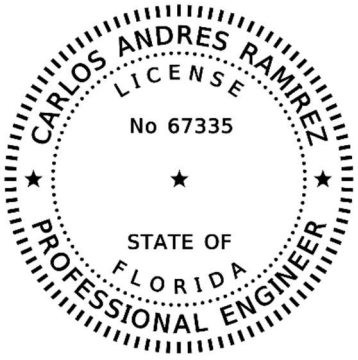
Prepared for:

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 1 TRAFFIC OPERATIONS
801 North Broadway Avenue
Bartow, Florida 33830

Financial Project Identification Number: 447878-1-52-01

Prepared by:
Garrett Engineering Group, Inc.
120 10th Avenue North
Saint Petersburg, Florida 33701

June 2025

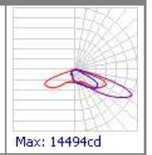
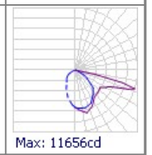
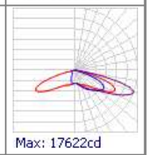
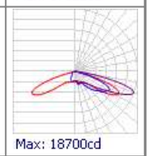
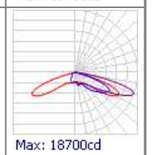
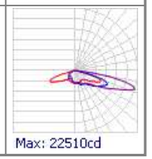


This item has been digitally signed and sealed by

On the date adjacent to the seal

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies

Schedule

Symbol	Label	Image	QTY	Manufacturer	Catalog	Description	Number Lamps	LLF	Total Output	Input Power	Polar Plot
	Exist (Based on Field Review)		2	American Electric Lighting	ATB0 P305 R3 3K	Autobahn Small P305 Package Roadway Type III 3000K	1	1	20069	145	 Max: 14494cd
	Existing HPS FPL (Based on Field Review)		1	GE LIGHTING SOLUTIONS www.gelightingsolutions.com	M2RC25S___GMC3	M-250R2 CUTOFF	1	1	28000	305	 Max: 11656cd
	NAV3 193W with 15' Arm		2	COOPER LIGHTING SOLUTIONS - LUMARK (FORMERLY EATON)	NAV-SA6A-740-U-T3	NAVION ROADWAY AND AREA LUMINAIRE (6) 70 CRI, 4000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE III OPTICS	96	1	28197	193	 Max: 17622cd
	NAV4W 193 Utility with 16' Arm		2	COOPER LIGHTING SOLUTIONS - LUMARK (FORMERLY EATON)	NAV-SA6A-740-U-T4W	NAVION ROADWAY AND AREA LUMINAIRE (6) 70 CRI, 4000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	96	1	27882	193	 Max: 18700cd
	NAV4W 193W with 15' Arm		1	COOPER LIGHTING SOLUTIONS - LUMARK (FORMERLY EATON)	NAV-SA6A-740-U-T4W	NAVION ROADWAY AND AREA LUMINAIRE (6) 70 CRI, 4000K, 615mA LIGHTSQUARES WITH 16 LEDS EACH AND TYPE IV WIDE OPTICS	96	1	27882	193	 Max: 18700cd
	Possible FPL upgrade		1	American Electric Lighting	ATB2 P604 R4 3K	Autobahn Large P604 Package Roadway Type IV 300K CCT	1	1	32448	264	 Max: 22510cd

Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
EBR	+	1.2 fc	1.6 fc	0.6 fc	2.7:1	2.0:1
EBT	+	2.9 fc	3.1 fc	2.6 fc	1.2:1	1.1:1
MLK Intersection	+	3.8 fc	5.2 fc	1.8 fc	2.9:1	2.1:1
NBL	+	2.3 fc	2.8 fc	1.8 fc	1.6:1	1.3:1
NBR	+	1.8 fc	2.9 fc	0.7 fc	4.1:1	2.6:1
NBT	+	1.3 fc	1.6 fc	1.0 fc	1.6:1	1.3:1
SBL	+	2.3 fc	2.5 fc	1.8 fc	1.4:1	1.3:1
SBR	+	1.4 fc	2.4 fc	0.6 fc	4.0:1	2.3:1
SBT	+	2.0 fc	2.6 fc	1.1 fc	2.4:1	1.8:1
WBL	+	2.4 fc	2.5 fc	2.1 fc	1.2:1	1.1:1
WBR	+	2.1 fc	2.5 fc	1.3 fc	1.9:1	1.6:1
WBT	+	2.2 fc	2.3 fc	2.0 fc	1.2:1	1.1:1
EBL	+	3.4 fc	3.4 fc	3.3 fc	1.0:1	1.0:1

VISUAL

FPID 447878-1-52-01 SR 80 at Dr. Martin Luther King Jr. Blvd Intersection Lighting Analysis

Designer
CAR
Date
06/06/2025
Scale
Not to Scale
Drawing No.

Summary

SR 80

1" = 40'

R/W LINE

SHADY OAKS AVE

90 LF (2 RUNS,1LT,1 SPARE) 630-2-11
318 LF (3#4) 715-1-13

POLE 65A
STA. 96+98
CKT EX. A2

3 #4 INSIDE 2" CONDUIT SHOWN IN SIGNALIZATION PLAN (1)
255 LF 715-1-13

29 LF (2 RUNS,1LT,1 SPARE) 630-2-11
135 LF (3#4) 715-1-13

3 #4 INSIDE 2" CONDUIT SHOWN IN SIGNALIZATION PLAN (1)
315 LF 715-1-13

POLE 65
STA. 96+34
CKT EX. A2

3 #4 INSIDE 2" CONDUIT SHOWN IN SIGNALIZATION PLAN (1)
216 LF 715-1-13

630-2-12 44 LF (2 RUNS,1 LT,1 SPARE)
635-2-11 1 EA
715-1-13 180 LF (3#4)

630-2-11 34 LF (2 RUNS,1LT,1 SPARE)
715-1-13 150 LF (3#4)

R/W LINE

POLE 63
STA. 97+84
CKT EX. A2

R/W LINE

END LIGHTING
STA. 98+46

BEGIN LIGHTING
STA. 95+12

R/W LINE

3 #6 INSIDE 2" CONDUIT SHOWN IN SIGNALIZATION PLAN (1)
150 LF

94 95 96 97 98 99

℄ CONST. SR 80

EXISTING CONDUIT AND CONDUCTORS TO BE REMOVED
715-1-60 549 LF

R/W LINE

POLE 64
STA. 96+77
CKT EX. A2

630-2-11 4 LF (2 RUNS,1LT,1 SPARE)
715-1-13 60 LF (3#4)

R/W LINE

EXIST. POLE 62
CONNECT PROPOSED CONDUCTORS
TO EX. CIRCUIT A2 IN EX. PULL BOX.

630-2-11 168 LF (2 RUNS,1LT,1 SPARE)
715-1-13 552 LF (3#4)

EXIST. POLE 66
CONNECT PROPOSED CONDUCTORS
TO EX. CIRCUIT A2 IN EX. PULL BOX.

30 LF (2 RUNS,1LT,1 SPARE) 630-2-11
138 LF (3#4) 715-1-13

R/W LINE

3 #4 INSIDE 2" CONDUIT SHOWN IN SIGNALIZATION PLAN (1)
715-1-13 102 LF

POLE 64A
STA. 95+44
CKT EX. A2

3 #4 INSIDE 2" CONDUIT SHOWN IN SIGNALIZATION PLAN (1)
715-1-13 228 LF

R/W LINE

R/W LINE

DR. MARTIN LUTHER KING JR BLVD

EXIST. FPL POLE AND LUMINAIRE

NORTHBOUND APPROACH
POSTED SPEED: 35 MPH
STOPPING SIGHT DISTANCE: 250'

SOUTHBOUND APPROACH
POSTED SPEED: 15 MPH
STOPPING SIGHT DISTANCE: 155'

EASTBOUND-WESTBOUND APPROACHES
POSTED SPEED: 40 MPH
STOPPING SIGHT DISTANCE: 305'

EX. LOAD CENTER A LOCATED ON
NW CORNER OF SR 80 AT COLLEGE ST.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD

CARLOS ANDRES RAMIREZ, P.E.
LICENSE NUMBER: 67335
GARRETT ENGINEERING GROUP, INC.
120 10TH AVENUE NORTH
SAINT PETERSBURG, FL 33701

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 80	HENDRY	447878-1-52-01

HORIZONTAL ANALYSIS

SHEET NO.

6/6/2025 12:10:28 PM G2
C:\Users\G2\Garrett Team Dropbox\GEG Projects\SR 80 from Captain Hendry Dr to E Forrey Dr\447878152\01Lighting\PLANLT01
LDMcHugh

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SR 80

1" = 40'

90 LF (2 RUNS,1LT,1 SPARE) 630-2-11
318 LF (3#4) 715-1-13

29 LF (2 RUNS,1LT,1 SPARE) 630-2-11
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EXISTING CONDUIT AND CONDUCTORS TO BE REMOVED
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CKT EX. A2

POLE 64
STA. 96+77
CKT EX. A2

POLE 64A
STA. 95+44
CKT EX. A2

BEGIN LIGHTING
STA. 95+12

END LIGHTING
STA. 98+46

SHADY OAKS AVE

DR. MARTIN LUTHER KING JR BLVD

R/W LINE

℄ CONST. SR 80

94 95 96 97 98 99

EXIST. POLE 66
CONNECT PROPOSED CONDUCTORS
TO EX. CIRCUIT A2 IN EX. PULL BOX.

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NORTHBOUND APPROACH
POSTED SPEED: 35 MPH
STOPPING SIGHT DISTANCE: 250'

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POSTED SPEED: 15 MPH
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POSTED SPEED: 40 MPH
STOPPING SIGHT DISTANCE: 305'

REVISIONS				ENGINEER OF RECORD	STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION				SHEET NO.
DATE	DESCRIPTION	DATE	DESCRIPTION	CARLOS ANDRES RAMIREZ, P.E. LICENSE NUMBER: 67335 GARRETT ENGINEERING GROUP, INC. 120 10TH AVENUE NORTH SAINT PETERSBURG, FL 33701	ROAD NO.	COUNTY	FINANCIAL PROJECT ID	VERTICAL ANALYSIS	
					SR 80	HENDRY	447878-1-52-01		

6/6/2025 12:14:06 PM G2
C:\Users\G2\Garrett Team Dropbox\GEG Projects\SR 80 from Captain Hendry Dr to E Forrey Dr\447878152011\Lighting\PLANLT01
LDARight

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DESIGN MEMO

LIGHTING VOLTAGE DROP CALCULATIONS

The existing 480V lighting system along this corridor was designed and installed with State Project No. 07010-3523. The circuit being used for the intersection lighting on SR 80 at Dr. Martin Luther King Jr. Blvd. is existing circuit A2, which was originally designed for 16, 400W lights. This was increased to 24 lights during construction due to overhead conflicts for a total load of 4,608 KVa. The lights have currently been retrofitted to 250W LED fixtures, for a total reduced load of 2,880 KVa.

This project is removing one of the 250W LED lights and adding five 200W LED lights for the intersection lighting at the proposed SR 80 and Shady Oaks Ave signal for a total load of 3,240 KVa. This is lower than the original load and will not impact the existing breakers and wiring.

CORRESPONDENCE

Carlos Ramirez

From: Carlos Ramirez
Sent: Thursday, June 5, 2025 2:18 PM
To: 'Shane Parker'
Cc: 'Steven McCormick'; Hussein Assaf
Subject: RE: FPID 447878-1-52-01 SR 80 from N of Captain Hendry Dr to W of Forrey Dr. ; Phase II Hard Copy

Shane,

We had a question about the lighting as well. The as-builts show 8 lights on the north side being moved to the south side. I am assuming all the lights on the south side are on the same circuit (A2 from the as-builts), but wanted to confirm.

Thanks!
Carlos

Carlos Andres Ramirez, PE, PTOE
Vice President/ Project Manager
Garrett Engineering Group, Inc, A Certified DBE Firm
Proudly Serving Florida for 15 Years
120 10th Avenue, North | Saint Petersburg, FL 33701
813.786.0691 (M) | cramirez@garretteg.com

From: Carlos Ramirez
Sent: Tuesday, June 3, 2025 5:02 PM
To: Shane Parker <sparker@hendryfla.net>
Cc: Steven McCormick <smccormick@hendryfla.net>; Hussein Assaf <hassaf@garretteg.com>
Subject: RE: FPID 447878-1-52-01 SR 80 from N of Captain Hendry Dr to W of Forrey Dr. ; Phase II Hard Copy

Good Afternoon, Shane,

We are getting ready to submit our Phase IIRs on this project. The City of Labelle, has told us this signal will be maintained by the County.

We wanted to make sure we had the latest and greatest County preferences to include on this signal. If you have any proprietary products we need to include, we will need a letter from the County specifying the equipment and the APL number associated with it. This will be needed so we can prepare the Proprietary Product Certification. See attached PPC form we prepared with the City of Sarasota's preferences.

See attached signal plans.

Please feel free to contact me with any questions you may have.

Thanks!

Carlos Andres Ramirez, PE, PTOE
Vice President/ Project Manager
Garrett Engineering Group, Inc, A Certified DBE Firm
Proudly Serving Florida for 15 Years
120 10th Avenue, North | Saint Petersburg, FL 33701
813.786.0691 (M) | cramirez@garretteg.com

From: Shane Parker <sparker@hendryfla.net>
Sent: Friday, January 26, 2024 1:54 PM
To: Kris Karanxha <Kris@fteinc.net>
Cc: Patterson, Ryan L <RyanL.Patterson@dot.state.fl.us>; Carlos Ramirez <cramirez@garretteg.com>; Gary Ng <Gary@fteinc.net>; Steven McCormick <smccormick@hendryfla.net>
Subject: Re: FPID 447878-1-52-01 SR 80 from N of Captain Hendry Dr to W of Forrey Dr. ; Phase II Hard Copy

Kris:

Thank you sir. I will be on the look out for the plans.

Have a good weekend.

Thanks,

R. Shane Parker, P.E.
Hendry County Public Works Director
P.O. Box 1607
99 East Cowboy Way
LaBelle, FL 33975
(863)675-5222 (office)
(863)674-2941 (fax)
sparker@hendryfla.net

Sent from my iPad

> On Jan 26, 2024, at 1:51 PM, Kris Karanxha <Kris@fteinc.net> wrote:
>
> Good afternoon Shane,
>
> I wanted to let you know we mailed you a physical copy of the Phase II Plan set of the above referenced plans and it should arrive to your P.O. Box by the end of the day Tuesday, the 30th. Let me know if you don't receive it or if there is anything else we can help you with.
>
> **Thank you,**
>
> **Kris Karanxha, P.E.**
> **Design Engineer**

Certified DBE | MBE Firm

11458 N 53rd Street |Tampa, FL 33617
o 813.989.0729, Ext. 120
kris@fteinc.net | www.fteinc.net

Florida | *Chipley, Punta Gorda, Tampa, Tallahassee* | **Georgia** | **Kansas** | **Missouri**
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