

Traffic Engineering Services

Barwick Road from Lake Ida Road to L-30 Canal, Delray
Beach, Palm Beach County, Florida



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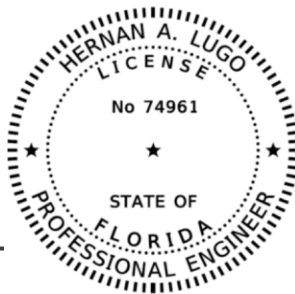


Engineer's Certification

I, Hernan A. Lugo, PE, with Florida PE No. 74961, certify that I currently hold an active Professional Engineer's License in the State of Florida, and I am competent through education and experience to provide engineering services in the civil and traffic engineering disciplines contained in this report. I further certify that this report was prepared by me or under my responsible charge as defined in Chapter 61G15-18.001 F.A.C. and that all statements, conclusions, and recommendations made herein are true and correct to the best of my knowledge and ability.

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September 1, 2026



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1. EXECUTIVE SUMMARY

HBC Engineering Company (HBC) was retained by the City of Delray Beach to conduct a Traffic Analysis Study along Barwick Road from Lake Ida Road to the L-30 Canal (City Limits) in support of the City's proposed Complete Streets improvements. The study evaluated pedestrian safety, roadside safety, and traffic operations along the corridor, with particular emphasis on the area surrounding Banyan Creek Elementary School. The evaluation included field observations, traffic and pedestrian data collection, speed studies, turning movement counts, crash analyses, pedestrian crossing and vehicle gap evaluations, roadway departure and guardrail assessments, video-based near-miss analyses, and Synchro operational modeling to characterize existing conditions and develop engineering recommendations that improve safety and operational performance while maintaining efficient corridor mobility.

Crash Analysis: A comprehensive safety evaluation using ten years (2016–2025) of crash data identified 50 reported crashes along the corridor, with rear-end collisions representing the predominant crash type and primarily associated with congestion and queue formation on the southbound approach to Lake Ida Road. Left-turn and angle crashes were concentrated at the Barwick Road and Sabal Lakes Road intersection and were generally attributed to failure-to-yield conditions, misjudged traffic gaps, and school-related traffic operations. Roadway departure crashes were primarily associated with driver-related factors, including distraction, impairment, fatigue, excessive speed, and loss of vehicle control, rather than roadway deficiencies. Overall, the crash analysis indicates that the corridor does not exhibit systemic safety deficiencies, with the primary safety concerns concentrated within the school influence area.

Pedestrian Crossing Analysis: The pedestrian crossing evaluation identified Banyan Creek Elementary School as the primary pedestrian generator along the corridor, with pedestrian activity concentrated at the Barwick Road and Sabal Lakes Road intersection during school arrival and dismissal periods. Field observations confirmed a well-defined pedestrian desire line at the recommended crossing location, while pedestrian, traffic, speed, and vehicle gap analyses demonstrated that the location satisfies the applicable criteria for a marked school crossing. The study recommends consolidating the existing crossings into a single marked crosswalk across the north leg of Barwick Road at Sabal Lakes Road and installing a Rectangular Rapid Flashing Beacon (RRFB) with passive pedestrian detection and pedestrian push buttons to enhance pedestrian visibility and driver yielding. The existing adult crossing guard should be retained during school arrival and dismissal periods. The pedestrian connectivity assessment also identified a sidewalk gap adjacent to the intersection, supporting construction of a continuous pedestrian connection that is fully ADA-compliant, including pedestrian ramps.

Guardrail Crash Analysis: The roadside safety assessment supports removing the existing guardrail as part of the proposed corridor reconstruction. The review of roadway departure and guardrail-related crashes indicates that the documented events were primarily associated with driver behavior rather than roadway geometry. The near-miss analysis also identified localized vehicle and bicycle interactions, particularly in Zones 4 and 5, but no vehicle or bicycle impacts. AASHTO guidance states that a crashworthy barrier should be provided where the separation between a shared-use path and the outside edge of the paved shoulder is less than 5 feet. According to the Crash Modification Factors (CMF) Clearinghouse, the applicable CMF (2375) identified for curb and gutter installation is 0.89, indicating an expected reduction in crashes, while the identified CMF (8391) for guardrail installation is 1.06, an expected increase in crashes. Accordingly, providing curb and gutter with adequate lateral separation supports a safe roadside environment without reliance on continuous guardrail. Therefore, guardrail removal should be contingent on the proposed improvements providing curb and gutter, adequate lateral separation between the traveled way and shared-use path, mitigation of roadside hazards, and appropriate speed management measures.

Following implementation of the corridor improvements and accumulation of sufficient post-construction crash and operational data, a follow-up roadside safety assessment should be conducted to evaluate the performance of the reconstructed corridor and determine whether barrier protection is warranted.



Operational Analysis: The operational evaluation identified recurring congestion associated with school arrival activities rather than deficiencies in the overall roadway network. Queue analyses and Synchro modeling demonstrated that implementing an exclusive southbound right-turn lane at Lake Ida Road would improve lane utilization, increase available storage for the southbound through movement, reduce queue spillback, and maintain acceptable intersection operations. The recommended improvements provide a comprehensive strategy to enhance pedestrian safety, preserve roadside safety, improve traffic operations, and support the City's Complete Streets objectives while maintaining safe and efficient mobility for all roadway users.

1.1 Traffic Data Analysis

- **Existing Condition and Field Review:** The study corridor was reviewed to document existing roadway, pedestrian, and operational characteristics through field observations and Unmanned Aerial Vehicle (UAV) footage. The review included roadway geometry, traffic control devices, school zone features, pedestrian facilities, roadside conditions, school pick-up and drop-off operations, and traffic conditions within the vicinity of Banyan Creek Elementary School.
- **Traffic Data Collection:** Traffic data collection included 24-hour speed data, pedestrian crossing counts, 8-hour Turning Movement Counts (TMCs) with pedestrian and bicycle activity, gap data, and field inventory data.
- **Crash Analysis:** Crash analyses were conducted for the subject intersection using crash data obtained from the Signal Four Analytics (S4A) database. The overall crash analysis covered the most recent ten-year period (January 2016 through December 2025).
- **Pedestrian and Roadside Safety Assessment:** A pedestrian crossing assessment was performed in accordance with MUTCD, FDOT, and Safe Routes to School (SRTS) guidance using pedestrian crossing counts, traffic volumes, operating speeds, gap availability, pedestrian delay, and field observations. The roadside safety assessment was supplemented by a video-based near-miss analysis to evaluate vehicle conflicts, guardrail performance, pedestrian accessibility, and overall corridor safety.
- **Operational Analysis:** Synchro software was used to evaluate existing and proposed operational conditions along the corridor. The analysis assessed the operational impacts of adjusted turning movements and potential improvements to the intersection of Barwick Road at Lake Ida Road by comparing key measures of effectiveness, including delay, level of service (LOS), queue lengths, and overall corridor operations.

1.2 Recommendations for Improvements

1. Implement speed management countermeasures within the school influence area, including:
 - Implement School Zone Flashing Beacon assemblies with integrated electronic speed feedback signs on the northbound and southbound approaches in advance of the Banyan Creek Elementary School zone to improve driver awareness and speed compliance (coordination with Palm Beach County is required).
 - Revise the school zone limits and install BEGIN HIGHER FINES ZONE (R2-10) and END SCHOOL ZONE (S5-2) signs at the appropriate locations to clearly define the school influence area in accordance with the MUTCD and FDOT Standards on Barwick Road.
 - Reduce the posted speed limit along the study segment from 35 mph to 30 mph. The proposed 30 mph speed limit is recommended as the regulatory posted speed during periods when the reduced school-zone speed (20 mph) limit is not in effect.
 - Explore the feasibility of street trees as a Complete Streets treatment.
2. Provide roadway lighting near Banyan Creek Elementary School and Barwick Road at Sabal Lakes Road intersection in accordance with applicable FDOT standards to improve nighttime visibility and enhance pedestrian, bicyclist, and motorist safety.
3. Install Rectangular Rapid Flashing Beacon (RRFB) at the recommended pedestrian crossing across the north leg of Barwick Road at Sabal Lakes Road.
4. Remove the existing crosswalk on the south leg of the intersection and its associated signing (S1-1 and W16-7P) to consolidate pedestrian crossing activity at the recommended north leg crossing.



5. Continue to provide crossing guard during school arrival and dismissal periods in accordance with applicable FDOT standards and school crossing guard requirements.
6. Extend the southbound left turn lane and northbound right turn lane at Barwick Road and Sabal Lakes Road to provide 400 feet of storage, subject to applicable design criteria, right-of-way, and utility constraints.
7. Remove the existing longitudinal guardrail as part of the proposed corridor reconstruction, conditional upon implementation of the applicable FDOT and AASHTO roadside safety criteria and treatments, including:
 - Provide continuous pedestrian connectivity along the segment adjacent to Barwick Road and Sabal Lakes Road.
 - Provide curb and gutter on both sides of the roadway.
 - Provide the applicable lateral separation between the traveled way and shared use path in accordance with current FDOT and AASHTO criteria.
 - Remove, relocate, make breakaway roadside fixed object hazards within the applicable roadside area.

Future Considerations

1. Provide an exclusive southbound right turn lane on Barwick Road at Lake Ida Road to separate right turning vehicles from through traffic. Install appropriate signing and pavement markings in accordance with applicable FDOT criteria and Standard Plans. Implementation is subject to available right-of-way and coordination with the County.
2. Extend the southbound left turn storage length to 325 feet at Barwick Road and Lake Ida Road in order to accommodate observed queues during the AM peak period.
3. Coordinate with Palm Beach County Traffic Engineering Division to implement optimized signal timing and phasing following implementation of the proposed improvements to maximize operational efficiency and accommodate the revised lane configuration.
4. Coordinate with Palm Beach County Traffic Engineering Division to implement recommended red clearance times and pedestrian clearance times.

2. INTRODUCTION

HBC Engineering Company (HBC) was retained by the City of Delray Beach to conduct a Traffic Analysis Study along Barwick Road from Lake Ida Road to the L-30 Canal (City Limits) in support of the City's proposed Complete Streets improvements. The primary objective of this study was to evaluate pedestrian safety, roadside safety, and traffic operations along the corridor, with particular emphasis on the area surrounding Banyan Creek Elementary School. The study provides the engineering basis for evaluating existing conditions and developing recommendations to support the proposed corridor improvements.

The study consisted of three primary components: a traffic operations assessment, a pedestrian crossing assessment, and a roadside safety assessment. The traffic operations assessment evaluated the effects of school-related traffic on corridor performance through traffic data collection, field observations, queue analyses, and operational modeling to assess queue formation, storage adequacy, spillback, and the operational impacts of proposed roadway modifications. The pedestrian crossing assessment evaluated school crossing activity, pedestrian accessibility, and existing crossing conditions in accordance with MUTCD, FDOT, and Safe Routes to School (SRTS) guidance to support the evaluation of pedestrian crossing improvements. The roadside safety assessment included a comprehensive review of crash history, roadside conditions, vehicle conflict characteristics, and school-area safety to evaluate roadway departure patterns, guardrail performance, and other corridor safety concerns.

Collectively, these analyses provide a comprehensive understanding of existing corridor conditions and support the development of recommendations to improve pedestrian safety, roadside safety, and traffic operations. Figure 2-1 illustrates the segment location.



Figure 2-1: Barwick Road from Lake Ida Road to L-30 Canal Corridor

3. EXISTING CONDITIONS

3.1 Segment Characteristics

Barwick Road within the study limits functions as a north-south urban collector serving the residential neighborhoods east and west of the corridor, Banyan Creek Elementary School, nearby recreational facilities, and traffic traveling to and from Lake Ida Road. The corridor provides an important connection between local streets and the surrounding arterial network while accommodating vehicle, pedestrian, and bicycle travel.

Within the study limits, Barwick Road consists of a two-lane two-way undivided roadway with curb and gutter, sidewalks, school-related traffic control devices, school zone signing, roadway lighting, and a shared-use path separated from the roadway by an existing guardrail along portions of the corridor. The corridor also includes pedestrian crossing facilities serving Banyan Creek Elementary School. Adjacent land uses are predominantly residential, with Banyan Creek Elementary School serving as the primary institutional land use and the dominant generator of pedestrian and vehicular activity during weekday school arrival and dismissal periods.

According to the FDOT Context Classification, Barwick Road (Roadway No. 93825000) is classified as Context Classification C4 (Urban General). The study corridor includes eight stop-controlled intersections, one signalized intersection, and one marked midblock pedestrian crossing. Existing roadway geometry, traffic control devices, and corridor features were field verified. Field observations and aerial imagery are provided in Appendix A, and Figure 3-1 illustrates the study corridor.



Figure 3-1: Barwick Road from Lake Ida Road to L-30 Canal

3.2 Intersection Lane Configuration

The study corridor includes a combination of signalized and unsignalized intersections. The intersection of Barwick Road and Lake Ida Road is signalized and accommodates through traffic, school-related traffic, and turning movements between the collector and arterial roadway network. The intersection of Barwick Road and Sabal Lakes Road is



unsignalized, operating with stop control on the Sabal Lakes Road approaches and free-flow operation on Barwick Road. The existing lane configurations for the major study intersections are summarized below:

3.2.1 Barwick Road and Lake Ida Road

- Eastbound approach: One dedicated left-turn lane, two through lanes, and one dedicated right-turn lane.
- Westbound approach: One dedicated left-turn lane, two through lanes, and one dedicated right-turn lane.
- Northbound approach: One dedicated left-turn lane, and one shared through/right lane.
- Southbound approach: One dedicated left-turn lane, and one shared through/right lane.

3.2.2 Barwick Road and Sabal Lakes Road

- Eastbound approach: One shared left-turn/through/right-turn lane.
- Westbound approach: One exclusive left-turn lane, and exclusive right-turn lane.
- Northbound approach: One through lane and dedicated right-turn lane.
- Southbound approach: One through lane and one dedicated left-turn lane.

3.3 Existing Traffic Data

Traffic data obtained from FDOT's Florida Traffic Online indicates that monitoring station 937369, located approximately 45 feet North of W Atlantic Avenue along Barwick Road, records an Annual Average Daily Traffic (AADT) volume of 13,500 vehicles. Historical traffic data from FDOT Florida Traffic Online can be found in Appendix B.

3.4 Existing Operational Conditions

Field observations were conducted during the morning school arrival and afternoon dismissal periods to document driver behavior, lane utilization, pedestrian activity, queue formation, and school-related traffic operations. Particular attention was given to the vicinity of Banyan Creek Elementary School and the Barwick Road at Sabal Lakes Road intersection, where school arrival (7:00 AM) and dismissal (2:00 PM) activities affect corridor operations. Unmanned Aerial Vehicle (UAV) observations were conducted during both school periods to document vehicle circulation, pedestrian activity, and queue formation analysis. These observations supported the operational assessment and identification of safety concerns. Aerial photographs illustrating the observed operational conditions and traffic along the Barwick Road Corridor and at the Barwick Road at Sabal Lakes Road intersection are provided in Figure 3-2 through Figure 3-5.

3.4.1 Barwick Road and Sabal Lakes Road

- Northbound Approach: During the morning school arrival period, the northbound right-turn movement from Barwick Road to Sabal Lakes Road, serving Banyan Creek Elementary School, generated queues that exceeded the available 180-foot right-turn storage lane and 90-foot taper. As the queue extended upstream, vehicles occupied the northbound through lane, impeding through traffic operations along the corridor. The maximum observed queue was approximately 950 feet, extending beyond the available storage and blocking the westbound approach at the Barwick Road/133rd Road South intersection. Figure 3-2 illustrates the observed queueing conditions.
- Southbound Approach: During the morning school arrival period, the exclusive southbound left-turn lane on Barwick Road at Sabal Lakes Road experienced recurring queue spillback as vehicles turning eastbound onto Sabal Lakes Road to access Banyan Creek Elementary School exceeded the approximately 190-foot storage length. The spillback extended into the southbound through lane, impeding through traffic operations along Barwick Road. The maximum observed queue length reached approximately 575 feet, substantially exceeding the available left-turn storage length and extending upstream to block the intersections at Pine Tree Drive and Buttonwood Drive. Figure 3-3 shows the extent to which the southbound queue could extend.

- **Westbound Approach:** During the morning school arrival period, queues associated with the Banyan Creek Elementary School drop-off operations extended westbound along Sabal Lakes Road toward Barwick Road. As traffic demand increased, the available storage on Sabal Lakes Road became insufficient, causing the queue to spill back into the Barwick Road/Sabal Lakes Road intersection. This condition adversely affected intersection operations by interfering with the southbound left-turn and northbound right-turn movements on Barwick Road. Figure 3-4 and Figure 3-5 depict the observed westbound queueing conditions during the AM school drop-off period.
- **School-Related Queuing:** The recurring queues observed on the northbound and southbound approaches of Barwick Road, as well as the westbound approach of Sabal Lakes Road, were directly associated with the Banyan Creek Elementary School pick-up and drop-off operations. The concentration of school-related traffic during the posted school speed zone periods (7:20–8:10 AM and 1:45–2:35 PM on school days) exceeded the available turn-lane and roadway storage capacity, resulting in queue spillback that affected adjacent intersections and traffic operations throughout the immediate school area. Queue lengths dissipated rapidly following completion of the morning arrival period.
- **Traffic Control Operations:** During the morning school arrival period, law enforcement officers were stationed at the intersection of Barwick Road and Sabal Lakes Road to assist with traffic operations associated with student drop-off activities at Banyan Creek Elementary School. Officers directed traffic, facilitated turning movements, and managed vehicle queues to improve traffic flow through the intersection. School crossing guards were also present to assist students crossing at designated crosswalks and to provide safe pedestrian access to the school. During the afternoon dismissal period, school crossing guards remained on-site to assist students crossing at designated locations during pick-up operations. Figure 3-5 illustrates this situation.



Figure 3-2: Northbound Approach Queue Extension



Figure 3-3: Southbound Approach Queue Extension



Figure 3-4: Westbound Approach Queue Extension



Figure 3-5: Law Enforcement Traffic Control during Drop-Off Period

3.4.2 Barwick Road and Lake Ida Road

During the field observations, the signalized intersection of Barwick Road and Lake Ida Road generally operated satisfactorily outside of the school arrival and dismissal periods. During the morning arrival period, recurring southbound queues were observed approaching the intersection as school traffic entered the corridor. Right-turning vehicles reduced the available through-lane storage, while recurring left-turn queue spillback was observed during the school arrival period. These conditions are illustrated in Figure 3-6 and Figure 3-7. These conditions were temporary and dissipated rapidly following completion of the school arrival period. Pedestrian activity remained concentrated at the designated crossings, and overall traffic operations were stable outside of the school influence periods.



Figure 3-6: Southbound Right-Turn Queue Extension at Barwick Road and Lake Ida Road



Figure 3-7: Southbound Left-Turn Queue Extension at Barwick Road and Lake Ida Road



4. TRAFFIC DATA COLLECTION

4.1 24-Hour Bi-Directional Counts

Twenty-four-hour traffic volume data were collected on Tuesday, April 21, 2026, using Miovision Scout units to capture Average Daily Traffic (ADT) characteristics within the study segment along Barwick Road from Lake Ida Road to the L-30 Canal. The collected data provides a comprehensive representation of hourly traffic fluctuations and overall corridor demand. Detailed vehicle count data are included in **Appendix B**, and a summary of the observed volumes is presented in **Table 4-1** and **Table 4-2**.

Table 4-1: 24-hour Traffic Data (Veh/hr) at North of Highgate Drive

	Tuesday, April 21, 2026		
	Northbound	Southbound	Total
12:00 AM	4	7	11
1:00 AM	3	0	3
2:00 AM	1	2	3
3:00 AM	2	0	2
4:00 AM	3	2	5
5:00 AM	9	16	25
6:00 AM	62	68	130
7:00 AM	173	248	421
8:00 AM	130	158	288
9:00 AM	103	160	263
10:00 AM	94	111	205
11:00 AM	115	139	254
12:00 PM	128	133	261
1:00 PM	98	135	233
2:00 PM	162	133	295
3:00 PM	234	158	392
4:00 PM	211	170	381
5:00 PM	209	181	390
6:00 PM	140	132	272
7:00 PM	118	100	218
8:00 PM	95	54	149
9:00 PM	61	79	140
10:00 PM	20	38	58
11:00 PM	13	12	25
Total	2,188	2,236	4,399



Table 4-2: 24-hour Traffic Data (Veh/hr) North of Lake Ida Road

	Tuesday, April 21, 2026		
	Northbound	Southbound	Total
12:00 AM	12	10	22
1:00 AM	8	2	10
2:00 AM	4	4	8
3:00 AM	5	1	6
4:00 AM	6	15	21
5:00 AM	13	34	47
6:00 AM	77	135	212
7:00 AM	387	567	954
8:00 AM	175	351	526
9:00 AM	168	237	405
10:00 AM	145	215	360
11:00 AM	202	227	429
12:00 PM	222	205	427
1:00 PM	242	205	447
2:00 PM	303	359	662
3:00 PM	320	290	610
4:00 PM	374	250	624
5:00 PM	361	288	649
6:00 PM	235	182	417
7:00 PM	220	126	346
8:00 PM	186	79	265
9:00 PM	98	75	173
10:00 PM	65	44	109
11:00 PM	28	13	41
Total	3,856	3,914	7,770

4.2 8-Hour Turning Movement Counts (TMCs)

Turning movement counts (TMCs) were conducted on Tuesday, April 21, 2026, using Miovision Scout units to assess the operational characteristics at the intersections of Barwick Road at Sabal Lakes Road and Barwick Road at Lake Ida Road. Data collection was specifically targeted to capture peak-period conditions and identify critical traffic movement patterns. Table 4-3 summarizes the turning movement count (TMC) data for all vehicular movements at the intersection of Barwick Road at Sabal Lakes Road, while Table 4-4 summarizes the turning movement count (TMC) data for all vehicular movements at the intersection of Barwick Road at Lake Ida Road. The analysis focused on the peak 8-hour TMC data to evaluate prevailing traffic conditions and assess peak-period operational characteristics. Analysis of the collected data indicated that, at the intersection of Barwick Road at Lake Ida Road, the peak AM hour occurred between 7:15 AM and 8:15 AM, while the peak PM hour occurred between 4:00 PM and 5:00 PM. At the intersection of Barwick Road at Sabal Lakes Road, the peak AM hour occurred between 7:00 AM and 8:00 AM, while the peak PM hour occurred between 4:45 PM and 5:45 PM. The turning movement count data are provided in Appendix B.



Table 4-3: TMC Traffic Data Summary at Barwick Road at Sabal Lakes Road

	Northbound				Southbound				Eastbound				Westbound				Int Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
7:00 AM	2	54	273	0	180	165	3	0	2	0	4	0	291	0	144	0	1,118
8:00 AM	2	106	42	1	23	177	0	0	2	0	4	0	79	0	43	0	479
9:00 AM	0	106	18	0	12	167	3	0	0	0	3	0	23	0	18	0	350
11:00 AM	2	133	32	0	19	146	1	0	0	0	1	0	33	1	14	0	382
12:00 PM	1	139	29	0	18	132	2	1	1	0	0	0	35	0	17	0	375
1:30 PM	2	98	131	1	52	123	0	0	1	2	1	0	140	0	72	0	623
4:00 PM	4	230	57	0	26	165	0	0	0	1	2	0	43	0	25	0	553
5:00 PM	5	224	49	0	28	186	2	0	0	0	4	0	48	0	27	0	573
6:00 PM	2	152	25	0	12	138	2	0	3	1	1	0	14	0	13	0	363
Total	20	1,242	656	2	370	1,399	13	1	9	4	20	0	706	1	373	0	4,816

Table 4-4: TMC Traffic Data Summary at Barwick Road at Lake Ida Road

	Northbound				Southbound				Eastbound				Westbound				Int Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
7:00 AM	81	74	56	0	304	65	74	0	48	679	89	2	58	518	110	0	2,158
8:00 AM	75	33	65	0	228	39	53	0	51	724	91	2	80	467	83	2	1,993
9:00 AM	76	39	83	0	162	37	63	0	30	647	87	1	95	488	86	0	1,894
11:00 AM	57	36	67	0	139	40	57	0	59	604	77	2	64	524	124	1	1,851
12:00 PM	84	38	67	1	111	30	59	0	68	630	89	5	88	584	141	1	1,996
1:30 PM	100	46	65	0	136	72	97	0	102	633	87	1	75	646	180	2	2,242
4:00 PM	120	78	99	0	136	85	56	0	80	676	115	3	94	771	204	3	2,520
5:00 PM	97	91	109	0	174	51	42	0	61	704	117	2	100	556	153	3	2,260
6:00 PM	64	57	89	0	110	25	36	0	69	540	91	4	82	389	114	3	1,673
Total	754	492	700	1	1,500	444	537	0	568	5,837	843	22	736	4,943	1,195	15	18,587

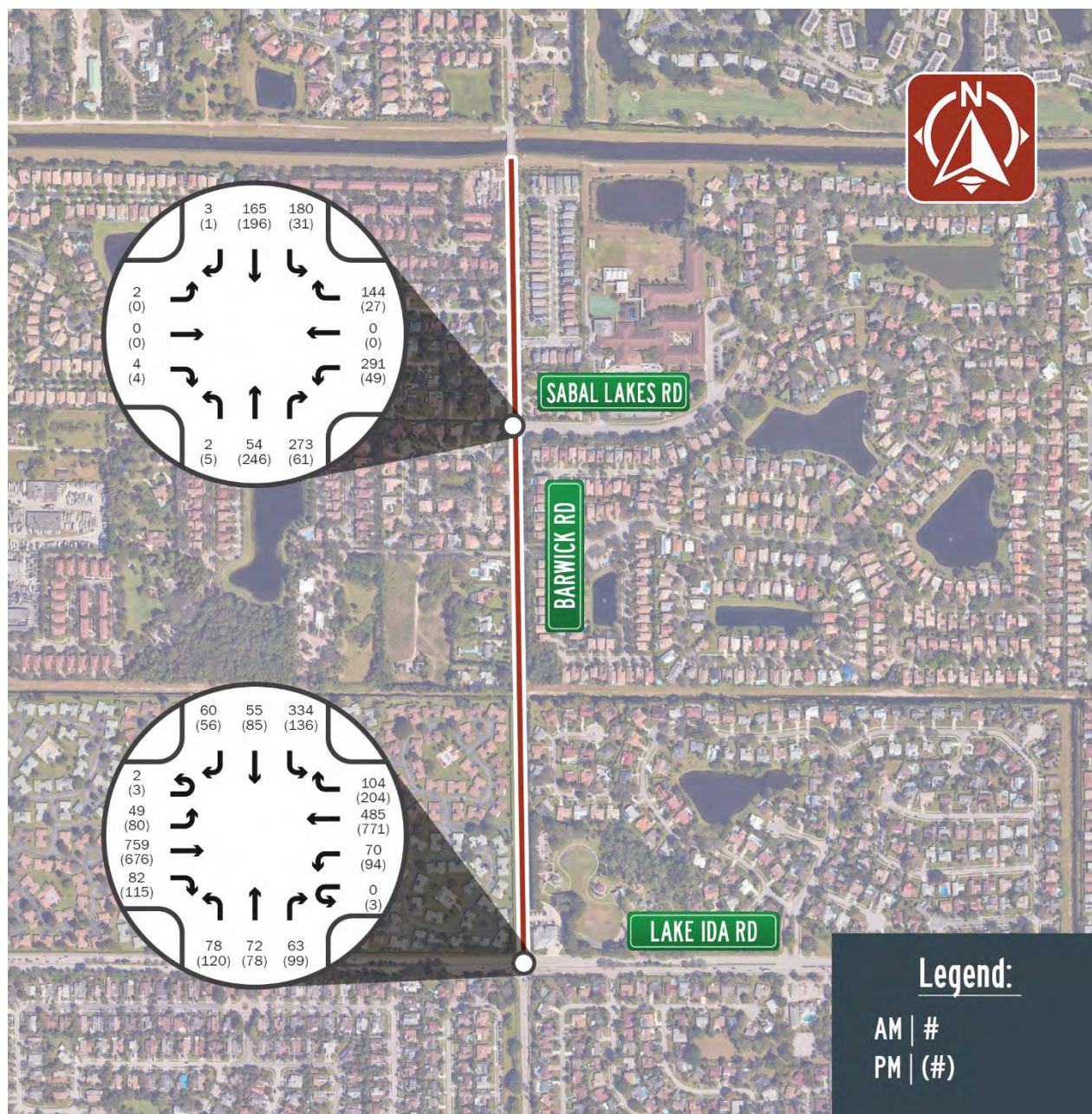


Figure 4-1: Peak Hour Turning Movement Counts

4.3 24-Hour Speed Data

A 24-hour speed data collection was conducted to obtain a comprehensive understanding of operating speeds in the vicinity of the study intersection. Speed data were collected on Tuesday, April 21, 2026, at two locations along Barwick Road from Lake Ida Road to L-30 Canal, as illustrated in Figure 4-2. Table 4-5 summarizes the 24-hour speed data, including the 50th percentile speed, 85th percentile speed, average speed, and 10-MPH Pace. Table 4-6 summarizes the total number and percentage of vehicles traveling above the posted speed limit. The 24-hour speed profile data indicated that vehicles traveling northbound and southbound along Barwick Road generally operated over the posted speed limit. The observed 85th percentile speeds exceeded the posted 35 MPH speed limit in both directions at both

data collection locations. The observed 50th percentile and average speeds were generally at or above the posted speed limit, and the observed 10-MPH Pace at both locations extended above the posted speed limit, indicating that prevailing operating speeds exceeded the posted speed limit along portions of the study corridor. Detailed 24-hour speed data are included in Appendix B.

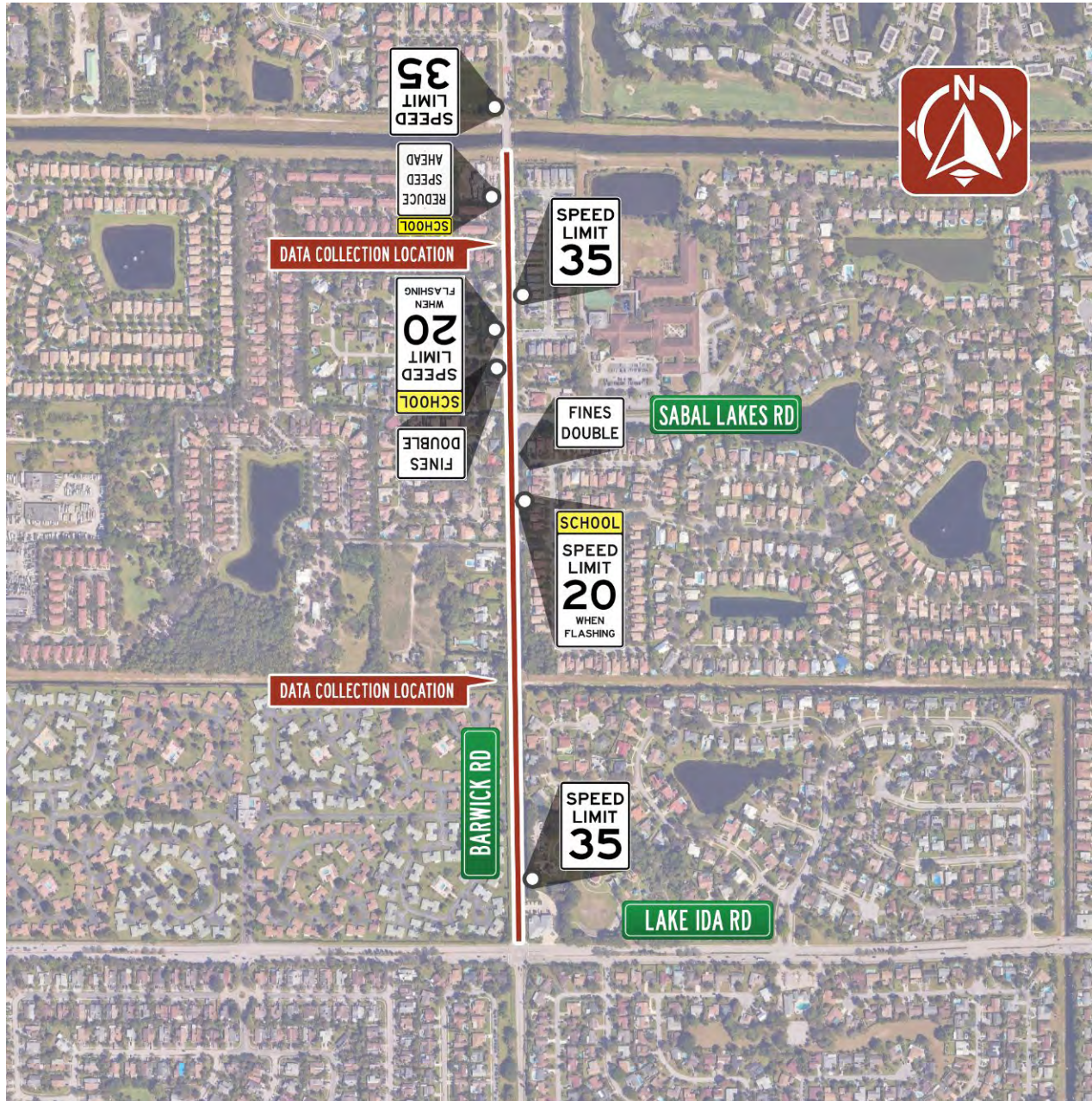


Figure 4-2: Speed Data Collection and Existing Speed Sign Locations



Table 4-5: 24-Hour Speed Profile Data Summary

Location		Date	Posted Speed Limit	Direction	50th Percentile Speed	85th Percentile Speed	Average Speed	10-MPH Pace
No.	Street							
1	North of Lake Ida Road	Tuesday, April 21, 2026	35 MPH	NB	38 MPH	44 MPH	38 MPH	34-43 MPH
				SB	39 MPH	45 MPH	39 MPH	34-43 MPH
2	North of Highgate Drive	Tuesday, April 21, 2026	35 MPH	NB	34 MPH	39 MPH	34 MPH	30-39 MPH
				SB	35 MPH	40 MPH	35 MPH	30-39 MPH

Table 4-6: 24-Hour Speed Profile Data Total Vehicles Exceeding Posted Speed Limit

Location		Date	Posted Speed Limit	Direction	Total Vehicles > Posted Speed Limit	% Vehicles > Posted Speed Limit
No.	Street					
1	North of Lake Ida Road	Tuesday, April 21, 2026	35 MPH	NB	646	71.9%
				SB	2,881	75.8%
2	North of Highgate Drive	Tuesday, April 21, 2026	35 MPH	NB	861	45.1%
				SB	1,057	47.5%

4.4 Pedestrian Crossing Volumes

A pedestrian crossing data collection effort was conducted to obtain a comprehensive understanding of pedestrian crossing activity along the study corridor. Pedestrian crossing data were collected during school arrival and dismissal periods on Tuesday, April 21, 2026, at selected crossing locations along Barwick Road from Lake Ida Road to the L-30 Canal, as illustrated in Figure 4-3, which presents the observed pedestrian crossing volumes during the school arrival and dismissal periods. Table 4-7 summarizes the observed 24-hour pedestrian and bicycle crossing activity at the monitored crossing locations, including crossing volumes by hour and crossing location. The collected data indicated that pedestrian activity was primarily associated with Banyan Creek Elementary School, with the highest crossing demand occurring near the school's primary access points. Field observations also documented pedestrian crossing patterns, compliance with existing crossing facilities, and areas of concentrated crossing activity. Detailed pedestrian crossing data are included in Appendix B.

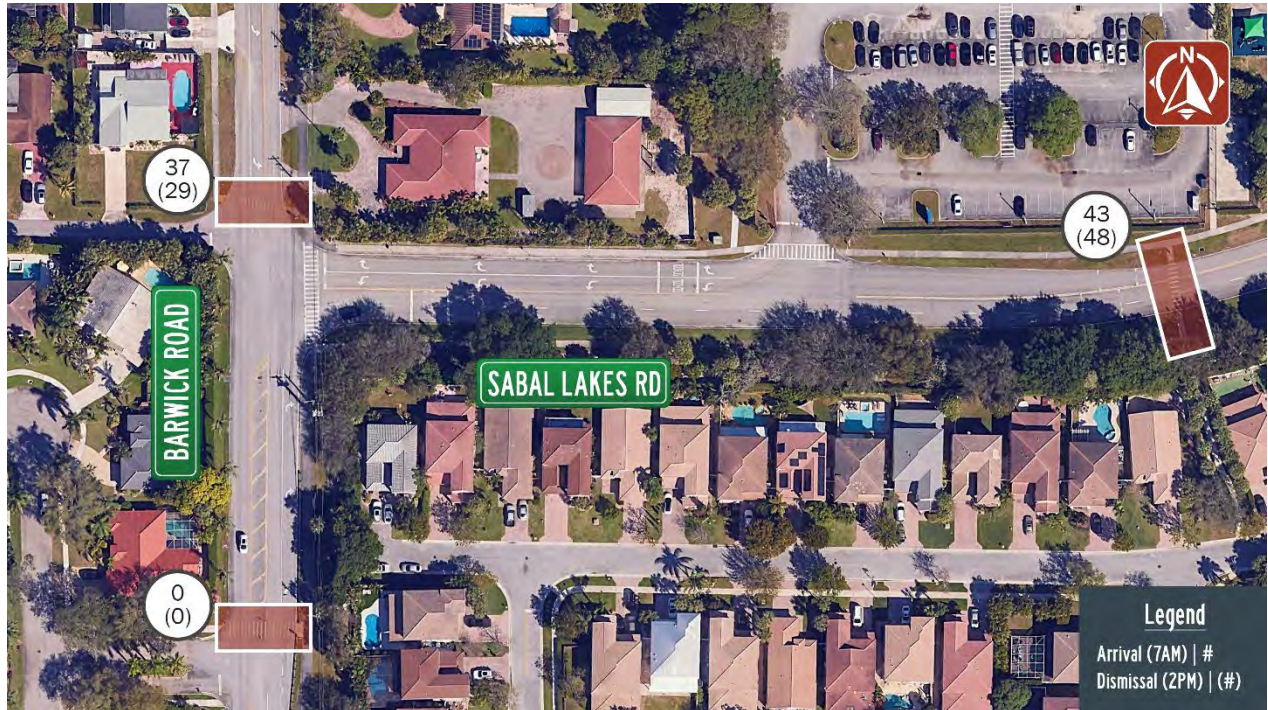


Figure 4-3: Barwick Road Study Crossing Locations



Table 4-7: Barwick Road Crosswalks Crossing Summary

Time	Barwick Road North Crosswalk			Barwick Road South Crosswalk			Sabal Lakes Road Crosswalk		
	Pedestrians	Bicycles	Total	Pedestrians	Bicycles	Total	Pedestrians	Bicycles	Total
12:00 AM	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0
7:00 AM	35	2	37	0	0	0	37	6	43
8:00 AM	4	0	4	0	0	0	0	0	0
9:00 AM	2	0	2	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	1	0	1
11:00 AM	0	0	0	2	0	2	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
2:00 PM	29	0	29	0	0	0	44	4	48
3:00 PM	3	1	4	1	0	1	0	0	0
4:00 PM	0	0	0	1	0	1	9	0	9
5:00 PM	1	0	1	2	0	2	6	0	6
6:00 PM	2	0	2	2	0	2	0	0	0
7:00 PM	3	0	3	1	0	1	1	0	1
8:00 PM	3	0	3	0	0	0	1	0	1
9:00 PM	2	0	2	0	0	0	0	0	0
10:00 PM	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0
Total	84	3	87	9	0	9	99	10	109

4.5 Gap Data and Analysis

A Vehicle Gap Size Study was conducted at two locations along the Barwick Road study corridor in accordance with the procedures outlined in the Florida Department of Transportation (FDOT) Manual on Uniform Traffic Studies (MUTS) over a 24-hour period. The study locations consisted of Location 1, approximately 1,280 feet north of Lake Ida Road, and Location 2 at Highgate Drive. The purpose of the study was to evaluate the availability and characteristics of gaps within the traffic stream under existing operating conditions. Field observations and video review were utilized to document gap intervals, vehicle headways, platooning characteristics, and directional traffic flow patterns at the two study locations along the corridor. Table 4-8 and Table 4-9 present a summary of the recorded vehicle gaps for the northbound and southbound directions along Barwick Road at the mentioned locations, while the full gap data summary can be found in Appendix B.



Table 4-8: Vehicle Gap Data – Location 1

	Northbound					Southbound				
	1 to 9 (sec)	9 to 17 (sec)	17 to 25 (sec)	>25 (sec)	Total	1 to 9 (sec)	9 to 17 (sec)	17 to 25 (sec)	>25 (sec)	Total
12:00 AM	0	0	0	1	1	0	0	0	2	2
1:00 AM	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	1	1	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	1	1
5:00 AM	1	0	0	3	4	0	0	0	1	1
6:00 AM	17	8	8	30	63	36	15	20	38	109
7:00 AM	275	55	24	35	389	450	79	24	13	566
8:00 AM	81	26	22	47	176	218	67	31	32	348
9:00 AM	70	23	19	57	169	112	55	24	44	235
10:00 AM	58	21	14	50	143	92	43	28	52	215
11:00 AM	93	32	29	48	202	100	47	39	42	228
12:00 PM	115	40	17	52	224	78	46	33	48	205
1:00 PM	138	32	25	47	242	87	42	29	47	205
2:00 PM	190	46	25	45	306	238	57	28	34	357
3:00 PM	180	63	25	42	310	160	51	36	42	289
4:00 PM	226	50	24	42	342	109	49	28	52	238
5:00 PM	199	51	32	36	318	137	55	29	41	262
6:00 PM	102	38	18	56	214	59	39	19	48	165
7:00 PM	105	41	27	46	219	37	21	15	49	122
8:00 PM	38	12	5	39	94	10	6	2	21	39
9:00 PM	4	0	0	14	18	1	0	1	10	12
10:00 PM	3	1	0	4	8	0	0	0	3	3
11:00 PM	-	-	-	-	-	0	0	0	1	1



Table 4-9: Vehicle Gap Data – Location 2

	Northbound					Southbound				
	1 to 9 (sec)	9 to 17 (sec)	17 to 25 (sec)	>25 (sec)	Total	1 to 9 (sec)	9 to 17 (sec)	17 to 25 (sec)	>25 (sec)	Total
12:00 AM	0	0	0	6	6	1	0	0	9	10
1:00 AM	0	0	0	4	4	0	0	0	0	0
2:00 AM	0	0	0	1	1	0	0	0	5	5
3:00 AM	0	0	0	3	3	0	0	0	0	0
4:00 AM	0	0	0	9	9	0	0	0	4	4
5:00 AM	2	0	0	11	13	1	4	0	16	21
6:00 AM	18	14	9	47	88	17	6	11	59	93
7:00 AM	104	55	24	76	259	188	53	34	71	346
8:00 AM	68	34	15	75	192	91	38	26	68	223
9:00 AM	32	40	14	68	154	94	37	32	66	229
10:00 AM	42	16	15	64	137	58	20	16	66	160
11:00 AM	56	14	22	77	169	72	25	36	71	204
12:00 PM	66	23	25	76	190	69	27	21	81	198
1:00 PM	34	19	14	74	141	71	33	22	72	198
2:00 PM	88	42	26	81	237	66	23	21	80	190
3:00 PM	159	66	33	69	327	103	36	19	73	231
4:00 PM	104	65	39	69	277	121	23	22	77	243
5:00 PM	134	47	41	67	289	127	40	18	75	260
6:00 PM	79	35	24	64	202	72	34	26	70	202
7:00 PM	57	29	19	68	173	44	22	12	79	157
8:00 PM	45	18	11	66	140	20	9	8	59	96
9:00 PM	15	3	10	62	90	23	16	15	65	119
10:00 PM	1	1	3	24	29	7	6	3	44	60
11:00 PM	1	0	0	16	17	1	0	0	13	14

The purpose of the gap data collection was to evaluate the pedestrian critical gap (minimum duration required for pedestrians to cross the arterial safely). The critical gap is determined based on roadway width (crossing distance) and an average pedestrian walking speed, typically assumed to be 3.5 feet per second. Due to the proximity to Banyan Creek Elementary School and the use of the crosswalk primarily by children, a pedestrian walking speed of 3.0 feet per second was used to determine the critical gaps. The crossing distance for the Barwick Road North Crosswalk is 48 feet, while the crossing distance for the Barwick Road South Crosswalk is 60 feet. The critical gap was calculated using the following equation:

$$t_c = \frac{L}{S_p} + t_s$$



Where t_c = single pedestrian critical headway (seconds), L = crossing distance in feet, S_p = 15th percentile pedestrian walking speed (3.0 feet/second), T_r = Pedestrian start-up time and end clearance time (default is 3 seconds). Based on this equation, the critical gap for the Barwick Road North Crosswalk is 19 seconds, while the critical gap for the Barwick Road South Crosswalk was calculated at 23 seconds. Based on these calculations, Table 4-10 summarizes the average number of available gaps meeting both critical values (23 seconds or greater) between 7:00 AM and 10:00 PM, the period where pedestrian activity across Barwick Road was recorded, based on the two gap data collection locations. Results showed that adequate gaps exist for all time periods where pedestrian activity was recorded except for 7:00AM-8:00 AM and 2:00-3:00 PM. It should be noted that these are the times where school crossing guards are present; even though there are insufficient gaps at those time periods, pedestrian crossings are ensured and occur safely through the traffic control performed by the officers.

Table 4-10: Summary of Available Gaps

Start Time	Pedestrian Demand (North Crosswalk)	Pedestrian Demand (South Crosswalk)	Average Adequate Gaps (≥ 23 seconds)	Sufficient Gaps?
7:00 AM	37	0	13	No
8:00 AM	4	0	16	Yes
9:00 AM	2	0	16	Yes
10:00 AM	0	0	16	Yes
11:00 AM	0	2	17	Yes
12:00 PM	0	0	17	Yes
1:00 PM	0	0	16	Yes
2:00 PM	29	0	16	No
3:00 PM	4	1	15	Yes
4:00 PM	0	1	16	Yes
5:00 PM	1	2	16	Yes
6:00 PM	2	2	16	Yes
7:00 PM	3	1	17	Yes
8:00 PM	3	0	12	Yes
9:00 PM	2	0	10	Yes
Total	87	9	229	Yes



5. CRASH ANALYSIS

5.1 Crash Data Statistics

Crash data for the study segment were collected for the ten-year period from January 2016 through December 2025 using the Signal Four Analytics (S4A) system. This web-based tool is tailored to meet the crash mapping and analytical needs of law enforcement, traffic engineering, transportation planning entities, and research institutions throughout Florida. The raw crash data are presented in **Appendix C**.

Additionally, police reports for all crashes were reviewed to identify and correct any miscoded or unclassified crashes, ensuring the dataset accurately reflects the appropriate crash types and associated information.

Crash data obtained from Signal Four Analytics (S4A) indicate that 50 crashes occurred along the study segment during the ten-year study period from 2016 through 2025. Of these, 38 crashes (76.0%) were classified as property damage only (PDO), while 12 crashes (24.0%) resulted in injuries. No fatal crashes were reported during the study period. The most common crash type was rear-end collisions, accounting for 19 crashes (38.0%), followed by fixed-object collisions with 9 crashes (18.0%) and left-turn collisions with 8 crashes (16.0%). The relatively low proportion of injury crashes indicates that most crashes along the corridor were minor in severity.

- A total of 76.0% of reported crashes were classified as property damage only (PDO), while 24.0% resulted in injuries. No fatal crashes were reported during the study period.
- 76.0% of crashes occurred under daylight conditions, while 24.0% occurred during dusk or nighttime conditions, below the statewide nighttime average of approximately 30%.
- Crashes occurring on wet pavement accounted for 16.0% of the total, which is generally consistent with the statewide average of approximately 17%.
- Monthly crash distribution indicates the highest proportions of crashes occurred in March (14.0%), August (14.0%), and December (14.0%), followed by February (10.0%), September (10.0%), and November (10.0%).
- By day of the week, the highest crash frequency occurred on Wednesdays (22.0%), followed by Thursdays (20.0%) and Mondays (16.0%).
- Time-of-day analysis indicates that 24.0% of crashes occurred between 1:00 PM and 3:00 PM, followed by 20.0% between 3:00 PM and 6:00 PM, corresponding to the afternoon period when traffic volumes are generally highest.

A summary of the crashes by type, lighting conditions, severity, surface conditions, etc., is shown in **Table 5-1**.



Table 5-1: Crash Review Summary

		Number of Crashes										Total	Mean Crashes/ Year	%
		Year												
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025			
Crash Type	Rear End	6	1	3	0	3	2	2	0	1	1	19	2	38.0%
	Head On	0	0	0	0	0	0	1	0	0	0	1	0	2.0%
	Angle	0	0	0	0	0	1	0	0	1	0	2	0	4.0%
	Left-Turn	0	0	0	0	1	1	1	4	1	0	8	1	16.0%
	Sideswipe	0	0	1	0	0	0	0	0	1	0	2	0	4.0%
	Backed Into	0	0	0	0	0	0	0	1	0	1	2	0	4.0%
	Pedestrian	0	0	0	0	0	1	0	0	0	0	1	0	2.0%
	Bicycle	0	0	0	0	1	1	0	0	0	0	2	0	4.0%
	U Turn	1	0	1	0	0	0	0	0	0	1	3	0	6.0%
	Fixed Object	1	2	2	0	1	0	0	2	0	1	9	1	18.0%
	Other Non-Fixed Object	0	0	1	0	0	0	0	0	0	0	1	0	2.0%
	Total Crashes	8	3	8	0	6	6	4	7	4	4	50	5	100.0%
Severity	PDO Crashes	6	3	7	0	5	4	2	5	3	3	38	4	76.0%
	Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Injury Crashes	2	0	1	0	1	2	2	2	1	1	12	1	24.0%
Lighting Conditions	Daylight	7	2	5	0	5	5	3	4	4	3	38	4	76.0%
	Dusk	0	0	0	0	0	0	0	1	0	0	1	0	2.0%
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Dark	1	1	3	0	1	1	1	2	0	1	11	1	22.0%
Surface Conditions	Dry	6	2	7	0	6	4	4	6	4	3	42	4	84.0%
	Wet	2	1	1	0	0	2	0	1	0	1	8	1	16.0%

The crash analysis identified the following primary contributing factors associated with crashes in the study segment:

- Rear-end crashes were concentrated on the southbound approach to the Barwick Road at Lake Ida Road intersection and were generally associated with vehicles slowing or stopping in response to traffic queues and turning maneuvers. Review of the crash reports identified following too closely, driver inattention, and delayed recognition of stopped traffic as recurring contributing factors, indicating that congestion and fluctuating traffic conditions influenced crash occurrence along this approach.
- Several left-turn and angle crashes were identified at the Barwick Road at Sabal Lakes Road intersection involving conflicting turning and through movements. The crash reports indicate that these collisions were primarily associated with failure-to-yield conditions, drivers misjudging opposing traffic gaps, and visibility limitations created by queued vehicles during school arrival operations. The concentration of these crashes reflects the complex traffic interactions associated with school-related turning movements at this intersection.
- Run-off-road crashes along the study corridor primarily involved single-vehicle roadway departures resulting from driver error, loss of control, or improper vehicle maneuvering. Several incidents resulted in impacts with the existing guardrail or adjacent roadside features, demonstrating that roadside barriers have served as shielding devices that redirected errant vehicles away from fixed objects, embankments, or other roadside hazards.



5.2 Safety Recommendations

1. Implement speed management countermeasures within the school influence area, including:
 - Implement School Zone Flashing Beacon assemblies with integrated electronic speed feedback signs on the northbound and southbound approaches in advance of the Banyan Creek Elementary School zone to improve driver awareness and speed compliance (coordination with Palm Beach County is required).
 - Revise the school zone limits and install BEGIN HIGHER FINES ZONE (R2-10) and END SCHOOL ZONE (S5-2) signs at the appropriate locations to clearly define the school influence area in accordance with the MUTCD and FDOT Standards on Barwick Road.
2. Provide roadway lighting near Banyan Creek Elementary School and Barwick Road at Sabal Lakes Road intersection in accordance with applicable FDOT standards to improve nighttime visibility and enhance pedestrian, bicyclist, and motorist safety.



6. PEDESTRIAN CROSSING ANALYSIS

6.1 Pedestrian/Bicycle Crashes

Crash data for bicycle- and pedestrian-related crashes along the Barwick Road study segment from Lake Ida Road to the L-30 Canal were obtained from Signal Four Analytics (S4A) for the ten years from 2016 through 2025. A total of three non-motorized crashes were reported along the study segment during this period, consisting of two bicycle crashes (66.7%) and one pedestrian crash (33.3%). Both bicycle crashes occurred in 2020 and 2021, while the pedestrian crash also occurred in 2021. No bicycle- or pedestrian-related crashes were reported during the remaining years of the analysis period (2016–2019 and 2022–2025). The details of the crashes are provided below:

- o **HSMV Crash Report #89508405 (2020):** At approximately 6:58 AM under dark, unlighted conditions with clear weather and dry pavement, Vehicle 1 was stopped in the eastbound left-turn lane on Sabal Lakes Road preparing to turn left onto southbound Barwick Road. Bicyclist 1 was traveling southbound along the northbound sidewalk and entered the marked crosswalk at the intersection. As Vehicle 1 initiated the left-turn maneuver, the front of the vehicle struck the bicyclist's left leg. The bicyclist sustained non-incapacitating injuries but declined medical transport. The driver stated that he did not see the bicyclist, while the bicyclist indicated she proceeded after observing the vehicle stopped and assumed the driver had seen her despite the low-light conditions. Vehicle 1 was determined to be at fault and cited for Failure to Use Due Care Toward a Pedestrian. The collision occurred while the bicyclist was utilizing a designated crossing location.
- o **HSMV Crash Report #24515551 (2021):** At approximately 8:09 PM under dark, unlighted conditions during rainy weather on a wet roadway, Vehicle 1 was traveling northbound on Barwick Road and attempting to turn left onto Sunrise Boulevard. Bicyclist 1 was traveling southbound within the bicycle lane, crossing Sunrise Boulevard through the intersection. As Vehicle 1 executed the left turn, the front bumper struck the rear wheel of the bicycle, causing the bicyclist to be ejected from the bicycle and fall onto the roadway. Bicyclist 1 sustained non-incapacitating injuries and was transported to Delray Medical Center for treatment. The driver remained on scene, and the vehicle was driven away following the investigation. The collision occurred during a left-turn maneuver when Vehicle 1 failed to yield to the bicyclist traveling through the intersection.
- o **HSMV Crash Report #24159356 (2021):** At approximately 2:20 PM under daylight conditions with clear weather and dry pavement, Vehicle 1 was exiting Sabal Lakes Road and turning left onto southbound Barwick Road while a Community Service Officer (CSO) was actively conducting traffic control at the intersection during school dismissal operations. The CSO, wearing a fully reflective uniform, was positioned within the intersection directing traffic and signaling Vehicle 1 to stop. Despite the traffic control commands, Vehicle 1 continued through the intersection and struck the officer in the left leg at low speed. An independent witness confirmed that the CSO was actively signaling the driver to stop before the collision. The driver stated that he did not observe the officer because he was focused on approaching northbound traffic while completing the left turn. No injuries were reported by the CSO. Vehicle 1 was determined to be at fault and cited for Careless Driving. The collision occurred while the Community Service Officer was actively directing traffic within the intersection during school operations.

The crash history demonstrates a recurring concern with driver recognition and yielding during turning movements, particularly at the intersection of Barwick Road at Sabal Lakes Road during school related activity. Notably, the 6:58 AM bicycle crash and 2:20 PM CSO crash occurred during the documented school arrival and dismissal periods, when pedestrian, bicycle, and vehicular activity is concentrated. Both reported bicycle crashes also occurred under dark, unlighted conditions, emphasizing the need to improve visibility and conspicuity.



6.2 Pedestrian Warrant Analysis

A midblock pedestrian crossing evaluation was conducted along Barwick Road near Banyan Creek Elementary School in accordance with Section 5.2 of the 2026 FDOT Traffic Engineering Manual (TEM). The evaluation assessed the need for a marked crosswalk and the appropriate enhanced pedestrian crossing treatment by considering pedestrian generators and attractors, observed pedestrian crossing patterns, pedestrian and vehicular volumes, roadway characteristics, posted speed, available pedestrian crossing gaps, crash history, and existing school crossing operations.

The evaluation determined that the location satisfies the guidance provided in Section 5.2.5.1 of the TEM for a marked crosswalk. Banyan Creek Elementary School serves as a significant pedestrian generator, while the surrounding residential neighborhoods create a well-defined pedestrian desire line across Barwick Road. Field observations documented a consistent pattern of school-related pedestrian crossings at the recommended crossing location during school arrival and dismissal periods. During the peak school crossing hour, 37 pedestrians and bicyclists were observed crossing Barwick Road, exceeding the TEM's recommended pedestrian demand threshold of 20 pedestrians during a single hour. The location is situated along a two-lane, two-way roadway with a posted speed limit of 35 mph. Although pedestrian volume data are not required for marked crosswalk evaluations within school zones or C4 – Urban General context classifications, the observed pedestrian activity provides additional support for recommending a marked crosswalk at this location.

The appropriate enhanced pedestrian crossing treatment was subsequently evaluated using the guidance presented in Figure 5.2-1 of the TEM, which relates major-street vehicular volumes, pedestrian crossing volumes, and posted speed to appropriate pedestrian crossing treatments. Based on the observed peak-hour pedestrian crossing volume of 37 pedestrians and bicyclists between 7:00 AM-8:00 AM, the corresponding two-way vehicular combined through volume of 219 vehicles northbound and southbound at the Barwick Road and Sabal Lakes Road turning movement count, and the existing roadway characteristics, the recommended crossing location falls within the flashing beacon (orange) guidance region of Figure 5.2-1. As shown in Figure 6-1, the plotted study conditions fall within this guidance region, supporting the selection of a Rectangular Rapid Flashing Beacon (RRFB) as the appropriate enhanced pedestrian crossing treatment.

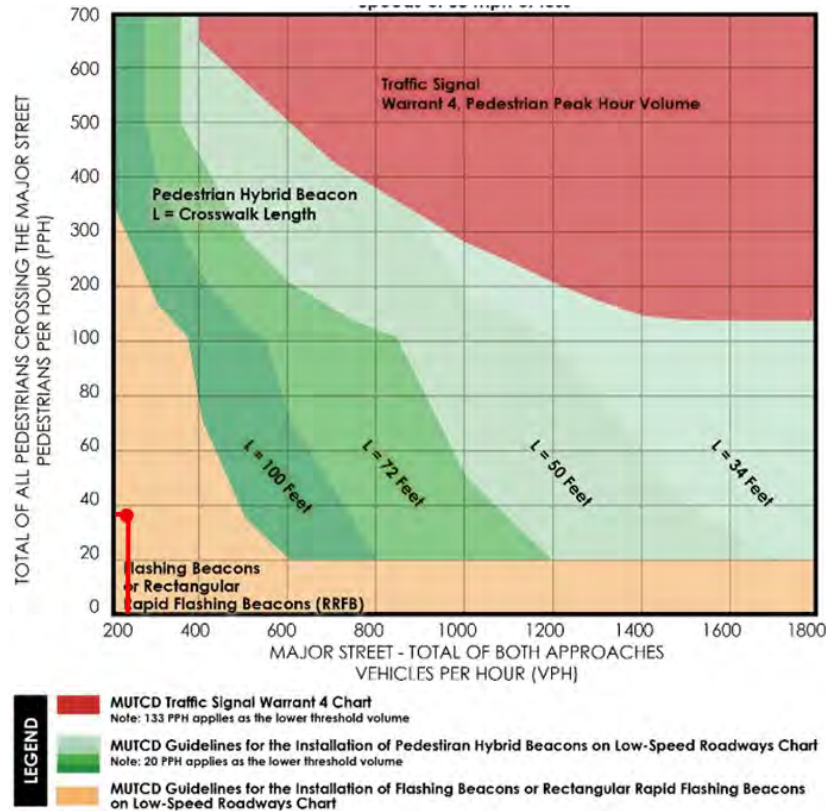


Figure 6-1: Pedestrian Treatment Evaluation Based on FDOT TEM Figure 5.2-1 (35 MPH or Less Roadways)

Based on the engineering evaluation and the guidance provided in the 2026 FDOT Traffic Engineering Manual (TEM), installation of an RRFB is recommended at the recommended crossing location at the north leg of the Barwick Road and Sabal Lakes Road intersection. The RRFB should include passive pedestrian detection, pedestrian push buttons, special emphasis crosswalk pavement markings, and associated signing to improve pedestrian conspicuity and driver yielding behavior. Passive detection is recommended to automatically activate the RRFB when pedestrians enter the crossing area, particularly because the crossing serves young school children who may not consistently activate the push button. The existing adult crossing guard should be maintained during school arrival and dismissal periods, with the RRFB providing supplemental active warning to motorists and enhancing pedestrian safety outside periods when the crossing guard is present. In addition, sidewalk improvements recommended as part of the pedestrian connectivity analysis (refer to Appendix D) should be implemented to provide continuous and ADA-compliant pedestrian access to the recommended crossing location.

6.3 Pedestrian Crossing Recommendations

- Install Rectangular Rapid Flashing Beacon (RRFB) at the recommended pedestrian crossing across the north leg of Barwick Road at Sabal Lakes Road.
- Remove the existing crosswalk on the south leg of the intersection and its associated signing (S1-1 and W16-7P) to consolidate pedestrian crossing activity at the recommended north leg crossing.
- Provide crossing guard during school arrival and dismissal periods in accordance with applicable FDOT standards and school crossing guard requirements.
- Provide continuous pedestrian connectivity along the segment adjacent to Barwick Road and Sabal Lakes Road. The recommended sidewalk improvement is supported by the pedestrian connectivity analysis presented in Appendix D.

7. GUARDRAIL SAFETY ASSESSMENT

7.1 Guardrail Crash Analysis

A roadside safety analysis was conducted to determine whether continued use of longitudinal guardrail is warranted along the study segment. The evaluation considered ten years of reported crash history from 2016 through 2025, individual police crash reports, roadway departure characteristics, crash severity, existing roadside conditions, the location and function of the shared use path. To facilitate the evaluation, crashes were classified into three categories based on their relevance to roadside barrier considerations: (1) crashes in which an existing guardrail was involved in the crash sequence, (2) roadway departure crashes where a guardrail could have served as a potential countermeasure, and (3) crashes unrelated to roadway departures or roadside barrier needs.

The review identified 50 reported crashes along the study segment during the ten year analysis period. Five crashes (10.0 percent) involved an existing guardrail, four crashes (8.0 percent) were roadway departure events at locations without guardrail, and the remaining 41 crashes (82.0 percent) were unrelated to roadway departure or roadside barrier considerations. Accordingly, nine roadway departure crashes were identified as relevant to the roadside safety evaluation and were further reviewed for crash circumstances, contributing factors, severity, and roadside consequences. Figure 7-1 illustrates the existing guardrail system along the study corridor.



Figure 7-1: Existing Guardrail Installation Along Barwick Road



7.1.1 Category 1 Crashes

Five crashes were identified in which the existing guardrail was directly involved in the crash sequence. Police reports were reviewed to determine the circumstances of each event and the role of the barrier.

- o HSMV Crash Report #86639116 (2017): At approximately 5:17 PM under daylight and dry pavement conditions, Vehicle 1 was making a right turn from westbound Lake Ida Road onto northbound Barwick Road when the driver misjudged the turn and departed the roadway to the right. The vehicle first struck the curb, then collided with the guardrail end terminal, disabling it. No injuries were reported.
- o HSMV Crash Report #87693450 (2018): At approximately 4:03 PM under daylight and cloudy conditions, Vehicle 1 was traveling northbound on Barwick Road when the driver became distracted while attempting to change the radio station. The vehicle departed the roadway to the right and struck approximately 27 feet of guardrail, sustaining disabling damage. The driver suffered incapacitating injuries and was transported to Delray Medical Center.
- o HSMV Crash Report #87693575 (2018): At approximately 11:15 AM under daylight and dry conditions, Vehicle 1 was traveling southbound on Barwick Road when the driver veered to the right, reportedly due to fatigue after caring for an ill child overnight. The vehicle first struck a pile of roadside debris before continuing into the guardrail end terminal, sustaining heavy front-end damage. No injuries were reported.
- o HSMV Crash Report #26085898 (2023): At approximately 9:14 PM under dark-lighted and dry conditions, Vehicle 1 was traveling northbound on Barwick Road when it departed the roadway and struck the guardrail end terminal, resulting in major front-end vehicle damage and substantial damage to the guardrail. The driver exhibited signs of impairment, and a DUI investigation was initiated. The driver sustained no reported injuries.
- o HSMV Crash Report #27663928 (2025): At approximately 10:29 PM under dark-lighted and dry conditions, Vehicle 1 was traveling northbound on Sabal Lakes Road at an apparent speed well above the posted limit when it struck the face of the guardrail. The driver was initially found unconscious but regained consciousness before being transported to Delray Medical Center with possible injuries and the guardrail sustained significant damage.

The Category 1 crash history indicates that the existing guardrail has generally performed its intended function. The five guardrail-related crashes occurred over the 10 year analysis period and were predominantly associated with identifiable driver or vehicle related factors, including distraction, fatigue, impairment, excessive speed, and turning error, rather than a roadway geometric deficiency contributing to roadway departure. Of the five crashes, two resulted in reported injuries, including one incapacitating injury, and three resulted in property damage only; no fatalities were reported.

7.1.2 Category 2 Crashes

Four roadway departure crashes were identified in which no existing guardrail was present at the point of departure, but where a roadside barrier could have served as a potential countermeasure. Police reports for each incident were reviewed to evaluate the crash circumstances, roadside conditions, and the nature of the objects struck following the roadway departure.

- o HSMV Crash Report #86398770 (2016): Vehicle 1 was traveling southbound on Barwick Road approaching the intersection with Lake Ida Road when the driver reported experiencing brake failure while attempting to



stop for the traffic signal. To avoid entering the intersection, the driver intentionally steered the vehicle off the roadway to the right, striking a row of hedges and a chain-link fence. No injuries were reported.

- o HSMV Crash Report #86967657 (2017): Vehicle 1 was traveling southbound on Barwick Road approaching Lake Ida Road under rainy conditions on a wet roadway when the driver lost control of the vehicle. The vehicle departed the roadway to the west and struck roadside hedges. No injuries were reported, and the driver was cited for careless driving.
- o HSMV Crash Report #87693073 (2018): At approximately 2:12 AM under dark-lighted conditions, Vehicle 1 was attempting to turn right from Lake Ida Road onto Barwick Road when it lost control and departed the roadway, striking trees and a fence within the Country Manors development. The driver fled the scene, and a subsequent investigation determined the vehicle had been stolen. No injuries were reported.
- o HSMV Crash Report #26052244 (2023): Vehicle 1 was traveling northbound on Barwick Road during rainy conditions when the driver stated he swerved to avoid another vehicle. The vehicle struck the curb, departed the roadway onto the grass shoulder, and collided with a traffic sign before coming to rest. The vehicle sustained disabling damage due to two flat tires, and no injuries were reported.

The Category 2 crash history consisted of four roadway departure crashes at locations without guardrail protection. All four crashes resulted in property damage only, with no reported injuries. These findings do not demonstrate a generalized need for longitudinal barrier throughout the corridor. Rather, they support a location specific roadside safety approach in which adequate lateral separation is provided along the segment, as part of the proposed design.

The Review of the nine roadway departure crashes indicates that the events were primarily associated with identifiable driver related factors, including distraction, fatigue, impairment, excessive speed, brake failure, evasive maneuvers, and loss of vehicle control, rather than a recurring roadway geometric deficiency. Two crashes occurred on wet pavement and three occurred during dark-lighted conditions. The crashes were also concentrated near the Lake Ida Road and Sabal Lakes Road intersections, rather than exhibiting a consistent roadway departure pattern throughout the entire guardrail segment.

The AASHTO Guide for the Development of Bicycle Facilities, Section 5.2.2, recommends providing a crashworthy barrier where the separation between a shared-use path and the outside edge of the paved shoulder is less than 5 feet. Under existing conditions, the guardrail provides positive separation between vehicular traffic and the adjacent shared-use path. According to the Crash Modification Factors (CMF) Clearinghouse, the applicable CMF (2375) identified for curb and gutter installation is 0.89, indicating an expected reduction in crashes, while the identified CMF (8391) for guardrail installation is 1.06, an expected increase in crashes. Accordingly, curb and gutter combined with adequate lateral separation supports a safe roadside environment without reliance on continuous guardrail. The proposed corridor improvements should therefore be designed to meet applicable FDOT and AASHTO roadside safety criteria, including curb and gutter, adequate lateral separation between the traveled way and shared-use path, removal or relocation of nonessential fixed objects, breakaway hardware where applicable, and implement appropriate speed management measures.

7.2 Near-Miss Analysis

A video based near-miss analysis was conducted to supplement the historical crash assessment and evaluate vehicle and bicycle interactions that may not appear in reported crash records. One week of continuous video collected at six locations was reviewed for errant vehicle movements, lateral encroachments, and potential conflicts.

Vehicle trajectories were evaluated using surrogate safety measures, including Time-to-Collision (TTC) and Post-Encroachment Time (PET), together with observed vehicle-path deviations and interactions with the roadside environment. Vehicle near-miss boundaries were established along the outside lane striping adjacent to the existing guardrail, while bicycle near-miss boundaries were established along the inside edge of the shared-use path immediately behind the guardrail.

The analysis identified recurring vehicle and bicycle near-miss activity adjacent to the barrier, with the greatest combined activity occurring in Zones 4 and 5, where 22 and 26 events, respectively, were recorded. A substantial portion of these events occurred during or near the 7:00 AM school arrival and 2:00 PM school dismissal periods, indicating increased interaction between vehicles and vulnerable road users during periods of concentrated school related activity. A boundary crossing event does not necessarily represent a roadway departure that would have entered the shared use path in the absence of the guardrail; rather, the results serve as an indicator of locations with increased lateral interaction and support the need to provide adequate geometric separation and appropriate roadside treatments, particularly within Zones 4 and 5. Figure 7-2 shows the locations of the near-miss analysis zones along the corridor, while Figure 7-3 displays the near-miss analysis configuration at the guardrail locations along the corridor. Table 7-1 through Table 7-6 present the near-miss analysis summary details of vehicles and bicyclists for each zone. Detailed near-miss data, including pedestrian and bicycle trajectories, can be found in Appendix E.



Figure 7-2: Near-miss Analysis Zones



Figure 7-3: Near-miss Analysis at Guardrail Locations

Table 7-1: Zone 1 Near-miss Analysis Summary By Day

Day	Vehicle Near-miss	Vehicle Hit	Bicycle Near-miss	Bicycle Hit	Total
2026-05-12	0	0	0	0	0
2026-05-13	0	0	3	0	3
2026-05-14	0	0	2	0	2
2026-05-15	0	0	1	0	1
2026-05-16	0	0	0	0	0
2026-05-17	0	0	1	0	1
2026-05-18	0	0	0	0	0
Total	0	0	7	0	7



Table 7-2: Zone 2 Near-miss Analysis Summary By Day

Day	Vehicle Near-miss	Vehicle Hit	Bicycle Near-miss	Bicycle Hit	Total
2026-05-12	0	0	0	0	0
2026-05-13	0	0	0	0	0
2026-05-14	0	0	0	0	0
2026-05-15	0	0	0	0	0
2026-05-16	0	0	0	0	0
2026-05-17	0	0	0	0	0
2026-05-18	1	0	1	0	2
Total	1	0	1	0	2

Table 7-3: Zone 3 Near-miss Analysis Summary By Day

Day	Vehicle Near-miss	Vehicle Hit	Bicycle Near-miss	Bicycle Hit	Total
2026-05-12	0	0	0	0	0
2026-05-13	0	0	3	0	3
2026-05-14	0	0	1	0	1
2026-05-15	0	0	2	0	2
2026-05-16	0	0	2	0	2
2026-05-17	0	0	5	0	5
2026-05-18	0	0	5	0	5
Total	0	0	18	0	18

Table 7-4: Zone 4 Near-miss Analysis Summary by Day

Day	Vehicle Near-miss	Vehicle Hit	Bicycle Near-miss	Bicycle Hit	Total
2026-05-23	3	0	0	0	3
2026-05-24	0	0	0	0	0
2026-05-25	0	0	1	0	1
2026-05-26	3	0	1	0	4
2026-05-27	4	0	2	0	6
2026-05-28	2	0	1	0	3
2026-05-29	5	0	0	0	5
Total	17	0	5	0	22



Table 7-5: Zone 5 Near-miss Analysis Summary by Day

Day	Vehicle Near-miss	Vehicle Hit	Bicycle Near-miss	Bicycle Hit	Total
2026-05-23	1	0	1	0	2
2026-05-24	3	0	0	0	3
2026-05-25	0	0	2	0	2
2026-05-26	2	0	3	0	5
2026-05-27	2	0	2	0	4
2026-05-28	4	0	2	0	6
2026-05-29	1	0	3	0	4
Total	13	0	13	0	26

Table 7-6: Zone 6 Near-miss Analysis Summary by Day

Day	Vehicle Near-miss	Vehicle Hit	Bicycle Near-miss	Bicycle Hit	Total
2026-05-23	0	0	4	0	4
2026-05-24	0	0	0	0	0
2026-05-25	0	0	1	0	1
2026-05-26	2	0	1	0	3
2026-05-27	0	0	0	0	0
2026-05-28	0	0	4	0	4
2026-05-29	0	0	0	0	0
Total	2	0	10	0	12

Zone 5 experienced the highest near-miss activity, with 26 total events, evenly distributed between vehicle and bicycle near-misses. Zones 3, 4, and 6 recorded 18, 22, and 12 events, respectively. Zone 1 recorded seven bicycle near-misses and no vehicle near-misses, while Zone 2 experienced the lowest activity, with one vehicle and one bicycle near-miss. Overall, the recurring vehicle and bicycle interactions, particularly within Zones 4 and 5, support maintaining positive separation between vehicular traffic and the adjacent shared-use path.

7.3 Guardrail Recommendations

Based on the crash history and near-miss analysis, removal of the existing longitudinal guardrail is recommended, provided the proposed design incorporates the applicable lateral separation and roadside safety treatments required by current FDOT and AASHTO criteria, including:

- Provide continuous pedestrian connectivity along the segment adjacent to Barwick Road and Sabal Lakes Road.
- Provide curb and gutter on both sides of the roadway
- Provide the applicable lateral separation between the traveled way and shared use path in accordance with current FDOT and AASHTO criteria.
- Remove, relocate, make breakaway roadside fixed object hazards within the applicable roadside area.

8. INTERSECTION ANALYSIS

8.1 Existing Operational Analysis

An operational analysis of Barwick Road at Lake Ida Road signalized intersection and at the unsignalized intersection of Barwick Road and Sabal Lakes Road was conducted using Synchro software to evaluate existing traffic operations and identify potential operational deficiencies under current conditions. Peak analysis periods were established based on the 24-hour approach traffic counts collected at the study intersection and included the AM peak hour, the PM peak hour, and the school dismissal period between 1:30 PM to 2:30 PM to capture traffic conditions associated with Banyan Creek Elementary School operations. Synchro input volumes were developed using the 24-hour approach counts and 8-hour Turning Movement Counts (TMCs), with a seasonal adjustment factor of 1.01 applied to represent average annual traffic conditions. The operational analysis evaluated intersection delay, level of service (LOS), queue lengths, and movement-specific performance under existing conditions. Figure 8-1 displays the analysis intersections. A summary of the measures of effectiveness for the studied time periods can be found in Table 8-1 and Table 8-2, while full Synchro reports can be found in Appendix F.



Figure 8-1: Study Intersections

At the Barwick Road and Lake Ida Road intersection, the southbound left-turn movement operates at LOS C during all three analysis periods. Average control delay ranges from 23.0 to 25.1 seconds per vehicle, with the highest delay occurring during the AM peak hour. The 95th-percentile queue length reaches approximately 290 feet during the AM peak hour, decreasing to 139 feet during the PM peak hour and 113 feet during the school dismissal period, reflecting the increased left-turn demand associated with the morning school arrival period. Conversely, the southbound right-turn movement also operates at LOS C but experiences relatively consistent delays ranging from 24.3 to 29.8 seconds per vehicle throughout the evaluated periods. No measurable queues were reported for the southbound right-turn movement.



Table 8-1: Barwick Road at Lake Ida Road AM and PM Peak Hour Existing Conditions Measures of Effectiveness

App.	Mov.	AM			PM			PM (Dismissal)		
		LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)
NB	L	C	29.3	73	C	23.4	86	C	24.1	85
	T	A	0.0	150	A	0.0	206	A	0.0	96
	R	D	36.8	-	C	31.7	-	C	29.6	-
SB	L	C	25.1	290	C	23.0	139	C	23.0	113
	T	A	0.0	97	A	0.0	80	A	0.0	138
	R	C	24.3	-	C	24.8	-	C	29.8	-
EB	L	B	17.2	45	B	15.9	51	B	14.6	63
	T	C	24.5	356	C	22.1	330	B	18.6	237
	R	B	16.1	10	B	14.9	29	B	11.9	13
WB	L	B	18.6	58	B	16.4	77	B	14.4	50
	T	C	20.9	208	C	19.4	254	B	19.6	241
	R	A	9.3	22	B	12.4	31	B	12.4	29

At the Barwick Road and Sabal Lakes Road intersection, the southbound left-turn movement operates at LOS A during all three analysis periods, with average delays ranging between 8 and 9 seconds per vehicle. The 95th-percentile queue lengths reflect that typically, queuing is not an issue at this movement, but field observation during school arrival in the AM peak indicated longer queues that spilled into the southbound through lane. Across all other analysis periods, all movements operate at LOS C or better except for the Westbound left turn during the AM peak period, which operates at LOS F, and reflects 95th percentile queue lengths longer than the field observed queue lengths. Excessive queue lengths additionally can be partially attributed to traffic safety officers taking control of the intersection during school drop-off operation hours.

Table 8-2: Barwick Road at Sabal Lakes Road AM and PM Peak Hour Existing Conditions Measures of Effectiveness

App.	Mov.	AM			PM			PM (Dismissal)		
		LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)
NB	L	A	7.6	0	A	7.6	0	A	7.5	0
	T	-	-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-
SB	L	A	8.9	18	A	8.0	3	A	8.0	5
	T	A	0	-	A	0.0	3	A	0.0	-
	R	-	-	-	-	-	-	-	-	-
EB	L	-	-	-	-	-	-	-	-	-
	T	C	15.7	3	A	9.4	0	B	13.1	0
	R	-	-	-	-	-	-	-	-	-
WB	L	F	259.1	588	B	14.5	10	C	16.2	40
	T	-	-	-	-	-	-	-	-	-
	R	A	9.7	20	B	9.9	3	A	9.4	8



8.2 Improvement Alternatives Analysis

To evaluate a potential operational improvement at the intersection of Barwick Road and Lake Ida Road, an improvement alternative was analyzed using Synchro software during the AM peak hour, PM peak hour, and the school dismissal period. The evaluated alternative consists of the implementation of a 150-foot exclusive southbound right-turn lane on Barwick Road at Lake Ida Road, as well as extending the existing southbound left-turn lane from 185 feet to 325 feet to accommodate observed queues. The proposed improvement is intended to separate right-turning vehicles from through traffic, increase available storage for southbound through and left turning traffic, and reduce the effects of school-related queuing on overall intersection operations. At the intersection of Barwick Road and Sabal Lakes Road, an alternative was evaluated which involved extending the existing storage lengths for the northbound right turn from 180 feet to approximately 400 feet (utilizing almost the full length of the existing block) and the southbound left turn from the existing 190 foot storage length to approximately 400 feet to accommodate observed queuing during the school drop-off operations during the AM peak period. The summary of existing and proposed storage lengths at both intersections is shown in Table 8-3. The purpose of the analysis is to evaluate the operational effectiveness of the proposed southbound right-turn lane and determine its potential to reduce delay, improve traffic flow, increase available storage, and mitigate queue spillback associated with school-related traffic operations at the intersection. Synchro analysis of the alternative also featured signal timing split optimization.

Table 8-3: Existing vs. Proposed Storage Lengths

Intersection	Movement	Existing Storage Length (feet)	Proposed Storage Length (feet)
Barwick Road at Lake Ida Road	SBR	N/A	150
	SBL	185	325
Barwick Road at Sabal Lakes Road	SBL	190	400
	NBR	180	400

Yellow change intervals and red clearance intervals for all movements at the Lake Ida Road intersection were reviewed based on the 2026 Traffic Engineering Manual. The calculations of Yellow Change Intervals were based on the approach speed (mph) and the Red Clearance intervals were calculated based on the approach speed (mph) and the width of the intersection which was measured via satellite imagery to scale from movement near-side stop line to the end of the far edge of the conflicting vehicular movement along the vehicle path. The review revealed that the current Yellow Change Intervals for all intersections comply with the TEM requirements. The review of the Red Clearance interval reveals that some of the movements will require an increase as shown in bold font in Table 8-4.



Table 8-4: Yellow Change and Red Clearance Intervals

		Existing Yellow Interval	Calculated Yellow Interval	Recommended Yellow Interval	Existing Red Clearance	Calculated Red Clearance	Recommended Red Clearance
Barwick Road at Lake Ida Road	EBT	4	4	4	2	1.8	2
	WBT	4	4	4	2	1.7	2
	EBL	4	4	4	2	1.8	2
	WBL	4	4	4	2	1.7	2
	NBT	4.5	4	4.5	2	2.4	2.4
	SBT	4.5	4	4.5	2	2.5	2.5
	NBL	4.5	4	4.5	2	1.9	2
	SBL	4.5	4	4.5	2	2.0	2

The pedestrian walk time and clearance interval were reviewed for the intersection of Barwick Road and Lake Ida Road. Crosswalks with pedestrian heads across all legs at the intersection to provide safe crossings for pedestrians. Pedestrian crossing distances were reviewed and used to calculate the recommended pedestrian clearance times displayed in Table 8-5, based on the MUTCD recommended pedestrian walking speed of 3.5 feet per second.

Table 8-5: Pedestrian Clearance Times

			Existing Pedestrian Clearance Time	Pedestrian Crossing Distance	Calculated Pedestrian Clearance Time	Recommended Pedestrian Clearance Time
Barwick Road at Lake Ida Road	EB	South Crosswalk	17	70	20	20
	WB	North Crosswalk	17	60	17	17
	NB	East Crosswalk	27	97	28	28
	SB	West Crosswalk	27	97	28	28

At the Lake Ida Road intersection under the improvement alternative conditions, the southbound left-turn movement operates at LOS C during all three analysis periods. Average control delay ranges from 23.8 to 27.1 seconds per vehicle, operating at LOS C across all analysis periods, with the highest delay occurring during the AM peak hour. The 95th-percentile queue length reaches approximately 282 feet during the AM peak hour, a slightly decreased value from the existing condition, decreasing to 137 feet during the PM peak hour and 123 feet during the school dismissal period. Conversely, the southbound right-turn movement also operates at LOS C but experiences relatively consistent delays ranging from 25.3 to 29.8 seconds per vehicle throughout the evaluated periods, with negligible queues during the AM



and PM analysis periods and an average 95th percentile queue of 36 feet during the PM dismissal period. No measurable queues were reported for the southbound right-turn movement. Table 8-6 summarizes the Measures of Effectiveness based on Synchro analysis for this alternative, while full Synchro reports for the alternative can be found in Appendix F.

Table 8-6: Barwick Road at Lake Ida Road – AM and PM Peak Hour Operational Measures of Effectiveness

App.	Mov.	AM			PM			PM (Dismissal)		
		LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)
NB	L	C	30.1	71	C	24.1	84	C	24.4	93
	T	A	0.0	143	A	0.0	194	A	0.0	99
	R	D	37.8	-	C	32.6	-	C	31.1	-
SB	L	C	27.1	282	C	23.8	137	C	23.9	123
	T	C	23.8	65	C	24.9	62	C	27.0	88
	R	C	24.1	0	C	24.8	0	C	28.2	36
EB	L	B	17.5	43	B	16.1	48	B	14.1	61
	T	C	24.8	318	C	22.3	302	B	17.8	220
	R	B	16.3	8	B	15.0	26	B	11.6	22
WB	L	B	18.9	57	B	16.6	74	B	13.9	50
	T	C	21.2	193	C	19.6	230	B	19.0	253
	R	A	9.4	21	B	12.6	29	B	12.0	31

The existing and proposed conditions indicate that the implementation of the exclusive southbound right-turn lane provides operational benefits primarily to the southbound right-turn movement while maintaining similar performance for the remaining intersection movements. The southbound left-turn movement continues to operate at LOS C during all three analysis periods, with average control delay and 95th-percentile queue lengths remaining generally unchanged but better accommodated with the proposed storage length. Similarly, the southbound right-turn movement operates at LOS C across all analysis periods. More significantly, the proposed exclusive right-turn lane eliminates queue formation for right-turning vehicles by reducing the 95th-percentile queue from a shared-lane condition to negligible queues during the AM and PM peak hour, and 36 feet during the PM school dismissal period. Separating right-turning vehicles from through traffic additionally reduces the southbound through movement queue, thereby improving lane utilization and minimizing the potential for queue spillback associated with school-related traffic operations.

Signal timing optimization was performed for movement splits, maintaining the existing cycle length, for the intersection of Barwick Road and Lake Ida Road, in tandem with proposed red clearance timing changes and recommended pedestrian clearance times. The proposed optimized signal timing for all approaches is summarized in Table 8-7.



Table 8-7: Signal Timing Recommendations for Peak Conditions

		CL	Offset	SL	NT	WL	ET	NL	ST	EL	WT
		Day Plan AM Peak									
Barwick Road at Lake Ida Road	Existing	130	-	30	35	20	45	15	35	15	45
	Proposed	130	-	28	42	11	49	12	57	11	49
		Day Plan PM Peak									
Barwick Road at Lake Ida Road	Existing	130	-	30	35	20	45	15	35	15	45
	Proposed	130	-	20	43	11	56	13	50	15	52
		Day Plan PM School Dismissal Peak									
Barwick Road at Lake Ida Road	Existing	130	-	30	35	20	45	15	35	15	45
	Proposed	130	-	18	43	17	52	14	47	13	56

At the intersection of Barwick Road and Sabal Lakes Road, Synchro analyses showed that MOE results were mostly unchanged from the existing condition. Storage lengths for the northbound right and southbound left movements are still recommended to be lengthened contingent on design constraints in order to better accommodate queuing particularly during school drop-off operations and maintain smooth through movement operation.

Table 8-8: Barwick Road at Sabal Lakes Road – AM and PM Peak Hour Operational Measures of Effectiveness

App.	Mov.	AM			PM			PM (Dismissal)		
		LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)	LOS	Delay (sec/veh)	Queue 95th (ft)
NB	L	A	7.6	0	A	7.6	0	A	7.5	0
	T	-	-	-	-	-	-	-	-	-
	R	-	-	-	-	-	-	-	-	-
SB	L	A	8.9	18	A	8.0	3	A	8.0	5
	T	A	0	-	A	0.0	3	A	0.0	-
	R	-	-	-	-	-	-	-	-	-
EB	L	-	-	-	-	-	-	-	-	-
	T	C	15.7	3	A	9.4	0	B	13.1	0
	R	-	-	-	-	-	-	-	-	-
WB	L	F	259.1	588	B	14.5	13	C	17.7	55
	T	-	-	-	-	-	-	-	-	-
	R	A	9.7	20	A	9.9	3	A	9.4	8



8.3 Operational Recommendations

- Provide an exclusive southbound right turn lane on Barwick Road at Lake Ida Road to separate right turning vehicles from through traffic. Install appropriate signing and pavement markings in accordance with applicable FDOT criteria and Standard Plans. Implementation is subject to available right-of-way and coordination with the County.
- Extend the southbound left turn storage length to 325 feet at Barwick Road and Lake Ida Road in order to accommodate observed queues during the AM peak period.
- Extend the southbound left turn lane and northbound right turn lane at Barwick Road and Sabal Lakes Road to provide 400 feet of storage, subject to applicable design criteria, right-of-way, and utility constraints.
- Coordinate with Palm Beach County Traffic Engineering Division to implement optimized signal timing and phasing following implementation of the proposed improvements to maximize operational efficiency and accommodate the revised lane configuration.
- Coordinate with Palm Beach County Traffic Engineering Division to implement recommended red clearance times and pedestrian clearance times.



9. CONCLUSIONS AND RECOMMENDATIONS

9.1 Conclusions

The evaluation of the Barwick Road corridor from Lake Ida Road to the L-30 Canal (City Limits) consisted of a comprehensive assessment of existing safety and operational conditions to identify transportation deficiencies and develop appropriate improvement recommendations. The study incorporated field reviews, traffic and pedestrian data collection, crash analyses, pedestrian crossing and vehicle gap evaluations, near-miss analyses, roadside safety assessments, and Synchro operational analyses to characterize existing corridor performance and school-related traffic operations. Particular emphasis was placed on evaluating conditions associated with Banyan Creek Elementary School, including pedestrian safety, roadside safety, and recurring congestion during school arrival and dismissal periods. The findings presented in this report provide the basis for targeted short-term and long-term recommendations intended to improve pedestrian safety, enhance roadside safety, optimize traffic operations, and support the continued safe and efficient movement of all roadway users along the study corridor.

Crash Analysis: Comprehensive safety analysis was conducted for the Barwick Road corridor from Lake Ida Road to the L-30 Canal (City Limits) using field observations, traffic and pedestrian data collection, crash data, pedestrian crossing and vehicle gap evaluations, roadside safety assessments, and near-miss analyses. The crash analysis identified 50 reported crashes along the study corridor during the 2016–2025 analysis period. Rear-end crashes were the predominant crash type and were primarily associated with congestion and queue formation on the southbound approach to Lake Ida Road. Left turn and angle crashes were concentrated at the Barwick Road and Sabal Lakes Road intersection. They were generally attributed to failure-to-yield conditions, misjudged traffic gaps, and vehicle interactions associated with school-related traffic operations. Roadway departure crashes were primarily the result of driver-related factors, including distraction, impairment, excessive speed, fatigue, and loss of vehicle control, rather than roadway geometric deficiencies.

Pedestrian Crossing Analysis: The pedestrian evaluation determined that the existing crossing location at the north leg of Barwick Road and Sabal Lakes Road serves the primary school pedestrian demand and that an RRFB is the appropriate treatment to enhance pedestrian visibility and driver yielding behavior. The pedestrian crossing evaluation identified Banyan Creek Elementary School as the primary pedestrian generator along the corridor. Field observations confirmed a well-defined pedestrian desire line near the Barwick Road and Sabal Lakes Road intersection during school arrival and dismissal periods. The engineering evaluation conducted in accordance with the 2026 FDOT Traffic Engineering Manual (TEM) determined that the proposed crossing location satisfies the criteria for a marked crosswalk and that a Rectangular Rapid Flashing Beacon (RRFB) is the appropriate enhanced pedestrian crossing treatment. Although the existing crossing guard provides acceptable crossing opportunities during school arrival and dismissal periods, the RRFB would provide supplemental active warning to motorists and improve pedestrian conspicuity during periods when the crossing guard is not present.

Guardrail Crash Analysis: The roadside safety assessment supports removing the existing guardrail as part of the proposed corridor reconstruction. The review of roadway departure and guardrail-related crashes indicates that the documented events were primarily associated with driver behavior rather than roadway geometry. The near-miss analysis also identified localized vehicle and bicycle interactions, particularly in Zones 4 and 5, but no vehicle or bicycle impacts. AASHTO guidance states that a crashworthy barrier should be provided where the separation between a shared-use path and the outside edge of the paved shoulder is less than 5 feet. According to the Crash Modification Factors (CMF) Clearinghouse, the applicable CMF (2375) identified for curb and gutter installation is 0.89, indicating an expected reduction in crashes, while the identified CMF (8391) for guardrail installation is 1.06, an expected increase in crashes. Accordingly, providing curb and gutter with adequate lateral separation supports a safe roadside environment without reliance on continuous guardrail. Therefore, guardrail removal should be contingent on the proposed



improvements providing curb and gutter, adequate lateral separation between the traveled way and shared-use path, mitigation of roadside hazards, and appropriate speed management measures.

Following implementation of the corridor improvements and accumulation of sufficient post-construction crash and operational data, a follow-up roadside safety assessment should be conducted to evaluate the performance of the reconstructed corridor and determine whether barrier protection is warranted.

Operational Analysis: The operational analysis identified recurring school-related congestion at the Lake Ida Road and Sabal Lakes Road intersections, particularly along the southbound approach to Lake Ida Road, and demonstrated that geometric improvements can improve traffic operations. Queue analyses documented recurring spillback beyond the available left turn lane storage during the morning arrival period. Synchro analyses demonstrated that implementing an exclusive southbound right-turn lane and extending the existing left-turn storage lane would improve lane utilization, increase available storage for the southbound through movement, virtually eliminate right-turn queueing, and maintain acceptable operations for the remaining intersection movements.

9.2 Recommendations for Improvements

1. Implement speed management countermeasures within the school influence area, including:
 - Implement School Zone Flashing Beacon assemblies with integrated electronic speed feedback signs on the northbound and southbound approaches in advance of the Banyan Creek Elementary School zone to improve driver awareness and speed compliance (coordination with Palm Beach County is required).
 - Revise the school zone limits and install BEGIN HIGHER FINES ZONE (R2-10) and END SCHOOL ZONE (S5-2) signs at the appropriate locations to clearly define the school influence area in accordance with the MUTCD and FDOT Standards on Barwick Road.
 - Reduce the posted speed limit along the study segment from 35 mph to 30 mph. The proposed 30 mph speed limit is recommended as the regulatory posted speed during periods when the reduced school-zone speed (20 mph) limit is not in effect.
 - Explore the feasibility of street trees as a Complete Streets treatment.
2. Provide roadway lighting near Banyan Creek Elementary School and Barwick Road at Sabal Lakes Road intersection in accordance with applicable FDOT standards to improve nighttime visibility and enhance pedestrian, bicyclist, and motorist safety.
3. Install Rectangular Rapid Flashing Beacon (RRFB) at the recommended pedestrian crossing across the north leg of Barwick Road at Sabal Lakes Road.
4. Remove the existing crosswalk on the south leg of the intersection and its associated signing (S1-1 and W16-7P) to consolidate pedestrian crossing activity at the recommended north leg crossing.
5. Continue to provide crossing guard during school arrival and dismissal periods in accordance with applicable FDOT standards and school crossing guard requirements.
6. Extend the southbound left turn lane and northbound right turn lane at Barwick Road and Sabal Lakes Road to provide 400 feet of storage, subject to applicable design criteria, right-of-way, and utility constraints.
7. Remove the existing longitudinal guardrail as part of the proposed corridor reconstruction, conditional upon implementation of the applicable FDOT and AASHTO roadside safety criteria and treatments, including:
 - Provide continuous pedestrian connectivity along the segment adjacent to Barwick Road and Sabal Lakes Road.
 - Provide curb and gutter on both sides of the roadway.
 - Provide the applicable lateral separation between the traveled way and shared use path in accordance with current FDOT and AASHTO criteria.
 - Remove, relocate, make breakaway roadside fixed object hazards within the applicable roadside area.



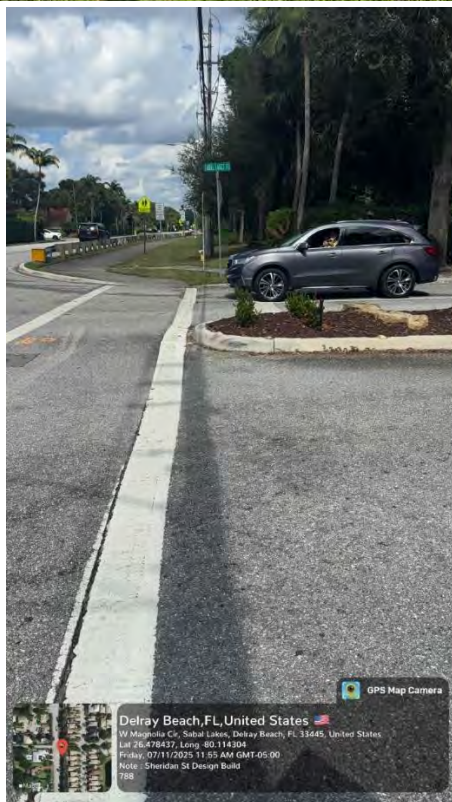
Future Considerations

1. Provide an exclusive southbound right turn lane on Barwick Road at Lake Ida Road to separate right turning vehicles from through traffic. Install appropriate signing and pavement markings in accordance with applicable FDOT criteria and Standard Plans. Implementation is subject to available right-of-way and coordination with the County.
2. Extend the southbound left turn storage length to 325 feet at Barwick Road and Lake Ida Road in order to accommodate observed queues during the AM peak period.
3. Coordinate with Palm Beach County Traffic Engineering Division to implement optimized signal timing and phasing following implementation of the proposed improvements to maximize operational efficiency and accommodate the revised lane configuration.
4. Coordinate with Palm Beach County Traffic Engineering Division to implement recommended red clearance times and pedestrian clearance times.

APPENDIX A

FIELD REVIEW











APPENDIX B

TRAFFIC DATA COLLECTION AND FTO HISTORICAL DATA

24-HR BIDIRECTIONAL VOLUME

Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

Full Length (+1)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 12:00AM	0	0	1	1	1
12:15AM	1	1	2	2	3
12:30AM	2	2	4	4	6
12:45AM	1	1	0	0	1
Hourly Total	4	4	7	7	11
1:00AM	2	2	0	0	2
1:15AM	0	0	0	0	0
1:30AM	1	1	0	0	1
1:45AM	0	0	0	0	0
Hourly Total	3	3	0	0	3
2:00AM	0	0	0	0	0
2:15AM	1	1	0	0	1
2:30AM	0	0	2	2	2
2:45AM	0	0	0	0	0
Hourly Total	1	1	2	2	3
3:00AM	0	0	0	0	0
3:15AM	0	0	0	0	0
3:30AM	0	0	0	0	0
3:45AM	2	2	0	0	2
Hourly Total	2	2	0	0	2
4:00AM	0	0	0	0	0
4:15AM	0	0	1	1	1
4:30AM	2	2	0	0	2
4:45AM	1	1	1	1	2
Hourly Total	3	3	2	2	5
5:00AM	2	2	5	5	7
5:15AM	1	1	1	1	2
5:30AM	1	1	3	3	4
5:45AM	5	5	7	7	12
Hourly Total	9	9	16	16	25
6:00AM	9	9	8	8	17
6:15AM	13	13	14	14	27
6:30AM	20	20	17	17	37
6:45AM	20	20	29	29	49
Hourly Total	62	62	68	68	130
7:00AM	33	33	40	40	73
7:15AM	36	36	46	46	82
7:30AM	54	54	104	104	158
7:45AM	50	50	58	58	108
Hourly Total	173	173	248	248	421
8:00AM	42	42	37	37	79
8:15AM	31	31	45	45	76
8:30AM	31	31	34	34	65
8:45AM	26	26	42	42	68
Hourly Total	130	130	158	158	288
9:00AM	24	24	39	39	63
9:15AM	32	32	33	33	65
9:30AM	27	27	44	44	71
9:45AM	20	20	44	44	64
Hourly Total	103	103	160	160	263
10:00AM	38	38	34	34	72

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
10:15AM	20	20	22	22	42
10:30AM	25	25	26	26	51
10:45AM	11	11	29	29	40
Hourly Total	94	94	111	111	205
11:00AM	25	25	35	35	60
11:15AM	33	33	39	39	72
11:30AM	23	23	30	30	53
11:45AM	34	34	35	35	69
Hourly Total	115	115	139	139	254
12:00PM	35	35	34	34	69
12:15PM	27	27	32	32	59
12:30PM	33	33	33	33	66
12:45PM	33	33	34	34	67
Hourly Total	128	128	133	133	261
1:00PM	25	25	26	26	51
1:15PM	18	18	32	32	50
1:30PM	27	27	42	42	69
1:45PM	28	28	35	35	63
Hourly Total	98	98	135	135	233
2:00PM	44	44	27	27	71
2:15PM	45	45	33	33	78
2:30PM	41	41	33	33	74
2:45PM	32	32	40	40	72
Hourly Total	162	162	133	133	295
3:00PM	51	51	47	47	98
3:15PM	81	81	39	39	120
3:30PM	49	49	33	33	82
3:45PM	53	53	39	39	92
Hourly Total	234	234	158	158	392
4:00PM	51	51	46	46	97
4:15PM	55	55	32	32	87
4:30PM	50	50	48	48	98
4:45PM	55	55	44	44	99
Hourly Total	211	211	170	170	381
5:00PM	52	52	45	45	97
5:15PM	56	56	48	48	104
5:30PM	56	56	48	48	104
5:45PM	45	45	40	40	85
Hourly Total	209	209	181	181	390
6:00PM	47	47	36	36	83
6:15PM	36	36	32	32	68
6:30PM	28	28	32	32	60
6:45PM	29	29	32	32	61
Hourly Total	140	140	132	132	272
7:00PM	32	32	21	21	53
7:15PM	41	41	28	28	69
7:30PM	23	23	23	23	46
7:45PM	22	22	28	28	50
Hourly Total	118	118	100	100	218
8:00PM	29	29	21	21	50
8:15PM	30	30	10	10	40
8:30PM	17	17	10	10	27
8:45PM	19	19	13	13	32
Hourly Total	95	95	54	54	149
9:00PM	17	17	23	23	40
9:15PM	11	11	29	29	40
9:30PM	15	15	17	17	32
9:45PM	18	18	10	10	28
Hourly Total	61	61	79	79	140
10:00PM	8	8	12	12	20

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
10:15PM	5	5	16	16	21
10:30PM	1	1	5	5	6
10:45PM	6	6	5	5	11
Hourly Total	20	20	38	38	58
11:00PM	2	2	4	4	6
11:15PM	5	5	5	5	10
11:30PM	5	5	1	1	6
11:45PM	1	1	2	2	3
Hourly Total	13	13	12	12	25
2026-04-22 12:00AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
Total	2188	2188	2236	2236	4424
% Approach	100%	-	100%	-	-
% Total	49.5%	49.5%	50.5%	50.5%	-
Motorcycles	6	6	7	7	13
% Motorcycles	0.3%	0.3%	0.3%	0.3%	0.3%
Passenger cars	1875	1875	1903	1903	3778
% Passenger cars	85.7%	85.7%	85.1%	85.1%	85.4%
Four tire, single unit	271	271	289	289	560
% Four tire, single unit	12.4%	12.4%	12.9%	12.9%	12.7%
Buses	17	17	15	15	32
% Buses	0.8%	0.8%	0.7%	0.7%	0.7%
Two axle, six tire, single unit	16	16	20	20	36
% Two axle, six tire, single unit	0.7%	0.7%	0.9%	0.9%	0.8%
Three axle, single unit	3	3	0	0	3
% Three axle, single unit	0.1%	0.1%	0%	0%	0.1%
Four or more axle, single unit	0	0	1	1	1
% Four or more axle, single unit	0%	0%	0%	0%	0%
Four or less axle, single unit	0	0	1	1	1
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

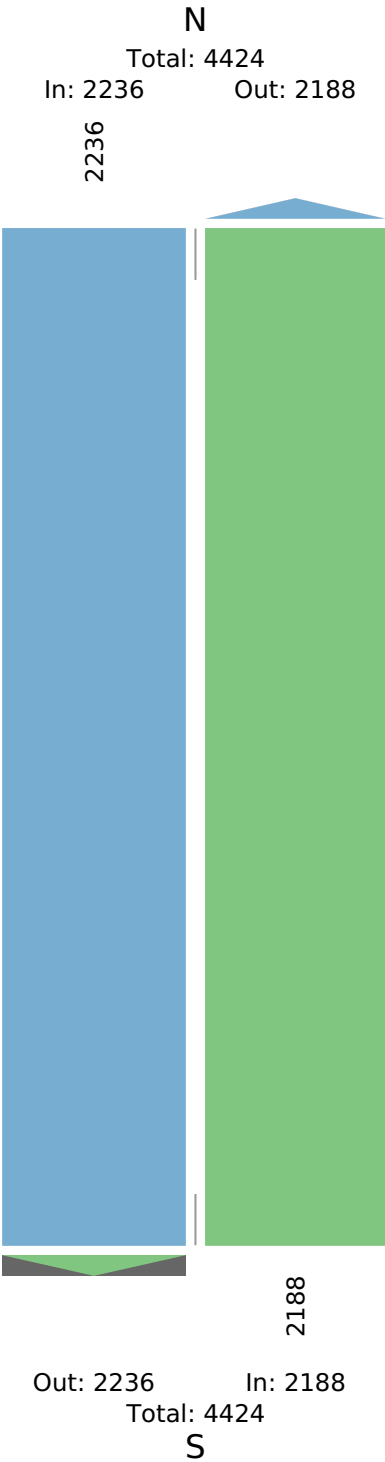
Full Length (+1))

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US



Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

AM Peak (Apr 21 2026 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

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Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 7:15AM	36	36	46	46	82
7:30AM	54	54	104	104	158
7:45AM	50	50	58	58	108
8:00AM	42	42	37	37	79
Total	182	182	245	245	427
% Approach	100%	-	100%	-	-
% Total	42.6%	42.6%	57.4%	57.4%	-
PHF	0.843	0.843	0.589	0.589	0.676
Motorcycles	0	0	1	1	1
% Motorcycles	0%	0%	0.4%	0.4%	0.2%
Passenger cars	157	157	210	210	367
% Passenger cars	86.3%	86.3%	85.7%	85.7%	85.9%
Four tire, single unit	22	22	28	28	50
% Four tire, single unit	12.1%	12.1%	11.4%	11.4%	11.7%
Buses	2	2	2	2	4
% Buses	1.1%	1.1%	0.8%	0.8%	0.9%
Two axle, six tire, single unit	1	1	4	4	5
% Two axle, six tire, single unit	0.5%	0.5%	1.6%	1.6%	1.2%
Three axle, single unit	0	0	0	0	0
% Three axle, single unit	0%	0%	0%	0%	0%
Four or more axle, single unit	0	0	0	0	0
% Four or more axle, single unit	0%	0%	0%	0%	0%
Four or less axle, single unit	0	0	0	0	0
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

AM Peak (Apr 21 2026 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

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Miami, FL, 33178, US



Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

Midday Peak (Apr 21 2026 11:15AM - 12:15 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 11:15AM	33	33	39	39	72
11:30AM	23	23	30	30	53
11:45AM	34	34	35	35	69
12:00PM	35	35	34	34	69
Total	125	125	138	138	263
% Approach	100%	-	100%	-	-
% Total	47.5%	47.5%	52.5%	52.5%	-
PHF	0.893	0.893	0.885	0.885	0.913
Motorcycles	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%
Passenger cars	104	104	111	111	215
% Passenger cars	83.2%	83.2%	80.4%	80.4%	81.7%
Four tire, single unit	20	20	25	25	45
% Four tire, single unit	16.0%	16.0%	18.1%	18.1%	17.1%
Buses	1	1	0	0	1
% Buses	0.8%	0.8%	0%	0%	0.4%
Two axle, six tire, single unit	0	0	2	2	2
% Two axle, six tire, single unit	0%	0%	1.4%	1.4%	0.8%
Three axle, single unit	0	0	0	0	0
% Three axle, single unit	0%	0%	0%	0%	0%
Four or more axle, single unit	0	0	0	0	0
% Four or more axle, single unit	0%	0%	0%	0%	0%
Four or less axle, single unit	0	0	0	0	0
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

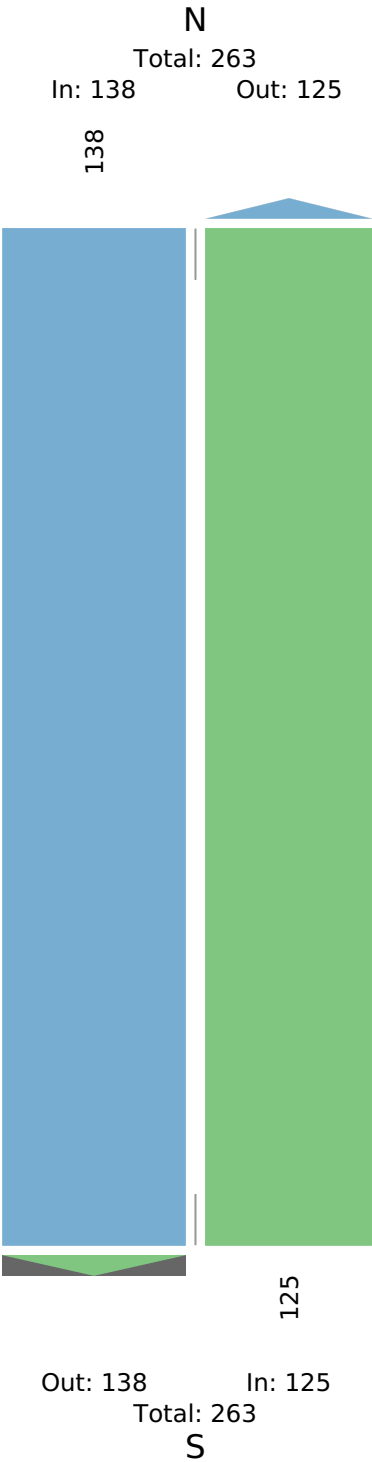
Midday Peak (Apr 21 2026 11:15AM - 12:15 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

Provided by: HBC
Engineering
9675 NW 117th Ave,
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Miami, FL, 33178, US



Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

PM Peak (Apr 21 2026 4:45PM - 5:45 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 4:45PM	55	55	44	44	99
5:00PM	52	52	45	45	97
5:15PM	56	56	48	48	104
5:30PM	56	56	48	48	104
Total	219	219	185	185	404
% Approach	100%	-	100%	-	-
% Total	54.2%	54.2%	45.8%	45.8%	-
PHF	0.978	0.978	0.964	0.964	0.971
Motorcycles	0	0	1	1	1
% Motorcycles	0%	0%	0.5%	0.5%	0.2%
Passenger cars	191	191	168	168	359
% Passenger cars	87.2%	87.2%	90.8%	90.8%	88.9%
Four tire, single unit	20	20	15	15	35
% Four tire, single unit	9.1%	9.1%	8.1%	8.1%	8.7%
Buses	2	2	1	1	3
% Buses	0.9%	0.9%	0.5%	0.5%	0.7%
Two axle, six tire, single unit	4	4	0	0	4
% Two axle, six tire, single unit	1.8%	1.8%	0%	0%	1.0%
Three axle, single unit	2	2	0	0	2
% Three axle, single unit	0.9%	0.9%	0%	0%	0.5%
Four or more axle, single unit	0	0	0	0	0
% Four or more axle, single unit	0%	0%	0%	0%	0%
Four or less axle, single unit	0	0	0	0	0
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Highgate Drive - ATR

Tue Apr 21, 2026

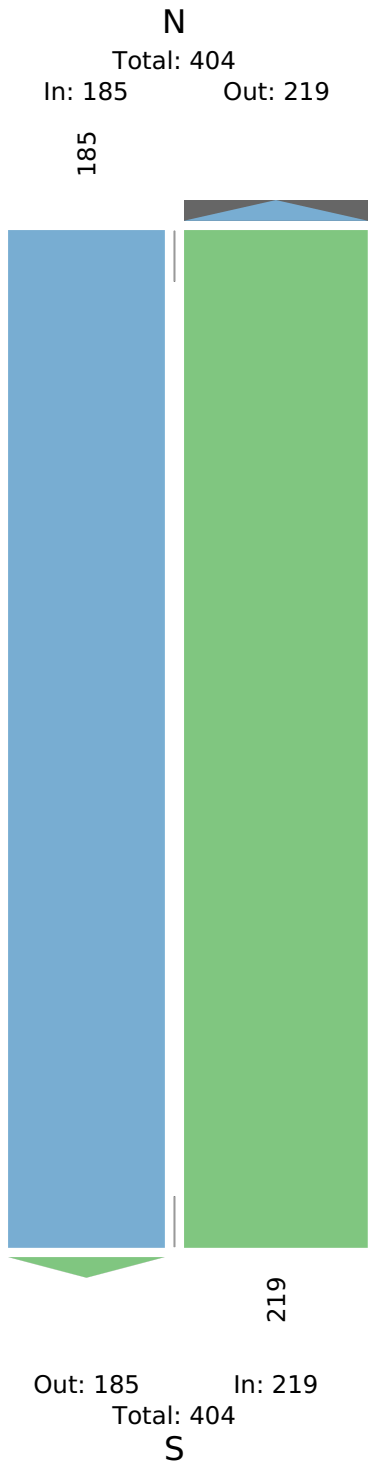
PM Peak (Apr 21 2026 4:45PM - 5:45 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412771, Location: 26.482561, -80.114499

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US



Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

Full Length (+1)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 12:00AM	3	3	1	1	4
12:15AM	2	2	3	3	5
12:30AM	5	5	6	6	11
12:45AM	2	2	0	0	2
Hourly Total	12	12	10	10	22
1:00AM	2	2	0	0	2
1:15AM	2	2	0	0	2
1:30AM	2	2	0	0	2
1:45AM	2	2	2	2	4
Hourly Total	8	8	2	2	10
2:00AM	1	1	0	0	1
2:15AM	1	1	1	1	2
2:30AM	1	1	3	3	4
2:45AM	1	1	0	0	1
Hourly Total	4	4	4	4	8
3:00AM	0	0	0	0	0
3:15AM	2	2	1	1	3
3:30AM	0	0	0	0	0
3:45AM	3	3	0	0	3
Hourly Total	5	5	1	1	6
4:00AM	1	1	3	3	4
4:15AM	1	1	5	5	6
4:30AM	0	0	3	3	3
4:45AM	4	4	4	4	8
Hourly Total	6	6	15	15	21
5:00AM	4	4	5	5	9
5:15AM	0	0	10	10	10
5:30AM	3	3	7	7	10
5:45AM	6	6	12	12	18
Hourly Total	13	13	34	34	47
6:00AM	11	11	14	14	25
6:15AM	12	12	27	27	39
6:30AM	22	22	37	37	59
6:45AM	32	32	57	57	89
Hourly Total	77	77	135	135	212
7:00AM	57	57	89	89	146
7:15AM	105	105	128	128	233
7:30AM	143	143	182	182	325
7:45AM	82	82	168	168	250
Hourly Total	387	387	567	567	954
8:00AM	35	35	114	114	149
8:15AM	50	50	84	84	134
8:30AM	43	43	73	73	116
8:45AM	47	47	80	80	127
Hourly Total	175	175	351	351	526
9:00AM	41	41	64	64	105
9:15AM	38	38	48	48	86
9:30AM	43	43	57	57	100
9:45AM	46	46	68	68	114
Hourly Total	168	168	237	237	405
10:00AM	42	42	54	54	96

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
10:15AM	36	36	57	57	93
10:30AM	32	32	51	51	83
10:45AM	35	35	53	53	88
Hourly Total	145	145	215	215	360
11:00AM	43	43	50	50	93
11:15AM	52	52	52	52	104
11:30AM	44	44	65	65	109
11:45AM	63	63	60	60	123
Hourly Total	202	202	227	227	429
12:00PM	59	59	56	56	115
12:15PM	55	55	49	49	104
12:30PM	41	41	51	51	92
12:45PM	67	67	49	49	116
Hourly Total	222	222	205	205	427
1:00PM	47	47	54	54	101
1:15PM	57	57	43	43	100
1:30PM	56	56	55	55	111
1:45PM	82	82	53	53	135
Hourly Total	242	242	205	205	447
2:00PM	75	75	84	84	159
2:15PM	82	82	111	111	193
2:30PM	80	80	94	94	174
2:45PM	66	66	70	70	136
Hourly Total	303	303	359	359	662
3:00PM	78	78	75	75	153
3:15PM	94	94	80	80	174
3:30PM	69	69	69	69	138
3:45PM	79	79	66	66	145
Hourly Total	320	320	290	290	610
4:00PM	87	87	65	65	152
4:15PM	87	87	41	41	128
4:30PM	87	87	73	73	160
4:45PM	113	113	71	71	184
Hourly Total	374	374	250	250	624
5:00PM	90	90	75	75	165
5:15PM	95	95	72	72	167
5:30PM	97	97	78	78	175
5:45PM	79	79	63	63	142
Hourly Total	361	361	288	288	649
6:00PM	77	77	53	53	130
6:15PM	62	62	38	38	100
6:30PM	54	54	50	50	104
6:45PM	42	42	41	41	83
Hourly Total	235	235	182	182	417
7:00PM	50	50	34	34	84
7:15PM	63	63	31	31	94
7:30PM	52	52	30	30	82
7:45PM	55	55	31	31	86
Hourly Total	220	220	126	126	346
8:00PM	46	46	25	25	71
8:15PM	59	59	20	20	79
8:30PM	42	42	18	18	60
8:45PM	39	39	16	16	55
Hourly Total	186	186	79	79	265
9:00PM	27	27	20	20	47
9:15PM	24	24	29	29	53
9:30PM	22	22	17	17	39
9:45PM	25	25	9	9	34
Hourly Total	98	98	75	75	173
10:00PM	20	20	13	13	33

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
10:15PM	15	15	13	13	28
10:30PM	13	13	10	10	23
10:45PM	17	17	8	8	25
Hourly Total	65	65	44	44	109
11:00PM	8	8	3	3	11
11:15PM	5	5	5	5	10
11:30PM	8	8	3	3	11
11:45PM	7	7	2	2	9
Hourly Total	28	28	13	13	41
2026-04-22 12:00AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
Total	3856	3856	3914	3914	7770
% Approach	100%	-	100%	-	-
% Total	49.6%	49.6%	50.4%	50.4%	-
Motorcycles	5	5	5	5	10
% Motorcycles	0.1%	0.1%	0.1%	0.1%	0.1%
Passenger cars	3350	3350	3377	3377	6727
% Passenger cars	86.9%	86.9%	86.3%	86.3%	86.6%
Four tire, single unit	447	447	478	478	925
% Four tire, single unit	11.6%	11.6%	12.2%	12.2%	11.9%
Buses	30	30	28	28	58
% Buses	0.8%	0.8%	0.7%	0.7%	0.7%
Two axle, six tire, single unit	20	20	18	18	38
% Two axle, six tire, single unit	0.5%	0.5%	0.5%	0.5%	0.5%
Three axle, single unit	4	4	3	3	7
% Three axle, single unit	0.1%	0.1%	0.1%	0.1%	0.1%
Four or more axle, single unit	0	0	4	4	4
% Four or more axle, single unit	0%	0%	0.1%	0.1%	0.1%
Four or less axle, single unit	0	0	1	1	1
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

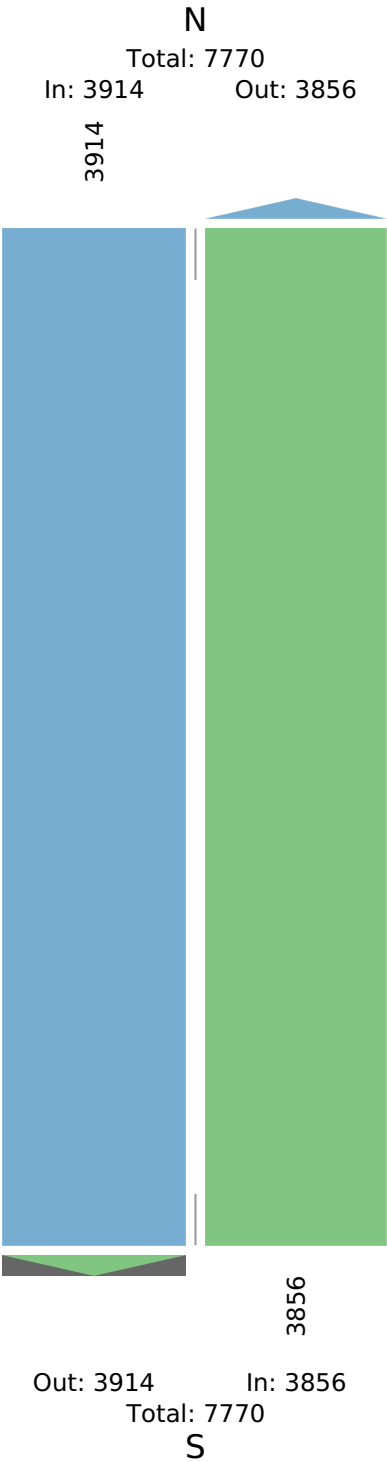
Full Length (+1))

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US



Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

AM Peak (Apr 21 2026 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC

Engineering

9675 NW 117th Ave,

Suite 305,

Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 7:15AM	105	105	128	128	233
7:30AM	143	143	182	182	325
7:45AM	82	82	168	168	250
8:00AM	35	35	114	114	149
Total	365	365	592	592	957
% Approach	100%	-	100%	-	-
% Total	38.1%	38.1%	61.9%	61.9%	-
PHF	0.638	0.638	0.813	0.813	0.736
Motorcycles	0	0	0	0	0
% Motorcycles	0%	0%	0%	0%	0%
Passenger cars	325	325	521	521	846
% Passenger cars	89.0%	89.0%	88.0%	88.0%	88.4%
Four tire, single unit	35	35	67	67	102
% Four tire, single unit	9.6%	9.6%	11.3%	11.3%	10.7%
Buses	4	4	2	2	6
% Buses	1.1%	1.1%	0.3%	0.3%	0.6%
Two axle, six tire, single unit	1	1	1	1	2
% Two axle, six tire, single unit	0.3%	0.3%	0.2%	0.2%	0.2%
Three axle, single unit	0	0	0	0	0
% Three axle, single unit	0%	0%	0%	0%	0%
Four or more axle, single unit	0	0	1	1	1
% Four or more axle, single unit	0%	0%	0.2%	0.2%	0.1%
Four or less axle, single unit	0	0	0	0	0
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

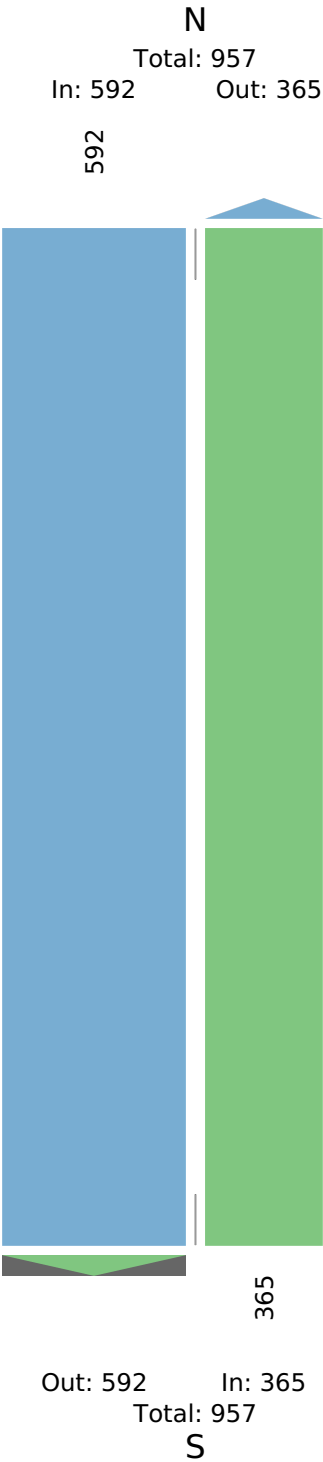
AM Peak (Apr 21 2026 7:15AM - 8:15 AM) - Overall Peak Hour

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US



Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

Midday Peak (Apr 21 2026 11:15AM - 12:15 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC

Engineering

9675 NW 117th Ave,

Suite 305,

Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 11:15AM	52	52	52	52	104
11:30AM	44	44	65	65	109
11:45AM	63	63	60	60	123
12:00PM	59	59	56	56	115
Total	218	218	233	233	451
% Approach	100%	-	100%	-	-
% Total	48.3%	48.3%	51.7%	51.7%	-
PHF	0.865	0.865	0.896	0.896	0.917
Motorcycles	1	1	0	0	1
% Motorcycles	0.5%	0.5%	0%	0%	0.2%
Passenger cars	176	176	185	185	361
% Passenger cars	80.7%	80.7%	79.4%	79.4%	80.0%
Four tire, single unit	35	35	41	41	76
% Four tire, single unit	16.1%	16.1%	17.6%	17.6%	16.9%
Buses	1	1	0	0	1
% Buses	0.5%	0.5%	0%	0%	0.2%
Two axle, six tire, single unit	3	3	5	5	8
% Two axle, six tire, single unit	1.4%	1.4%	2.1%	2.1%	1.8%
Three axle, single unit	2	2	1	1	3
% Three axle, single unit	0.9%	0.9%	0.4%	0.4%	0.7%
Four or more axle, single unit	0	0	1	1	1
% Four or more axle, single unit	0%	0%	0.4%	0.4%	0.2%
Four or less axle, single unit	0	0	0	0	0
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

Midday Peak (Apr 21 2026 11:15AM - 12:15 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US



Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

PM Peak (Apr 21 2026 4:45PM - 5:45 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 4:45PM	113	113	71	71	184
5:00PM	90	90	75	75	165
5:15PM	95	95	72	72	167
5:30PM	97	97	78	78	175
Total	395	395	296	296	691
% Approach	100%	-	100%	-	-
% Total	57.2%	57.2%	42.8%	42.8%	-
PHF	0.874	0.874	0.949	0.949	0.939
Motorcycles	0	0	2	2	2
% Motorcycles	0%	0%	0.7%	0.7%	0.3%
Passenger cars	350	350	268	268	618
% Passenger cars	88.6%	88.6%	90.5%	90.5%	89.4%
Four tire, single unit	41	41	25	25	66
% Four tire, single unit	10.4%	10.4%	8.4%	8.4%	9.6%
Buses	3	3	1	1	4
% Buses	0.8%	0.8%	0.3%	0.3%	0.6%
Two axle, six tire, single unit	0	0	0	0	0
% Two axle, six tire, single unit	0%	0%	0%	0%	0%
Three axle, single unit	1	1	0	0	1
% Three axle, single unit	0.3%	0.3%	0%	0%	0.1%
Four or more axle, single unit	0	0	0	0	0
% Four or more axle, single unit	0%	0%	0%	0%	0%
Four or less axle, single unit	0	0	0	0	0
% Four or less axle, single unit	0%	0%	0%	0%	0%
Five axle, tractor semi-trailer	0	0	0	0	0
% Five axle, tractor semi-trailer	0%	0%	0%	0%	0%
Six or more axle, single-trailer	0	0	0	0	0
% Six or more axle, single-trailer	0%	0%	0%	0%	0%
Five or less axle, multi-trailer	0	0	0	0	0
% Five or less axle, multi-trailer	0%	0%	0%	0%	0%
Six axle, multi-trailer	0	0	0	0	0
% Six axle, multi-trailer	0%	0%	0%	0%	0%
Seven or more axle, multi-trailer	0	0	0	0	0
% Seven or more axle, multi-trailer	0%	0%	0%	0%	0%
No Class	0	0	0	0	0
% No Class	0%	0%	0%	0%	0%
Non motorized vehicle	0	0	0	0	0
% Non motorized vehicle	0%	0%	0%	0%	0%

*T: Thru

Barwick Road North of Lake Ida Road - ATR

Tue Apr 21, 2026

PM Peak (Apr 21 2026 4:45PM - 5:45 PM)

All Classes (Motorcycles, Passenger cars, Four tire, single unit, Buses, Two axle, six tire, single unit, Three axle, single unit, Four or more axle, single unit, Four or less axle, single unit, Five axle, tractor semi-trailer, Six or more axle, single-trailer, Five or less axle, multi-trailer, Six axle, multi-trailer, Seven or more axle, multi-trailer, No Class, Non motorized vehicle)

All Channels

ID: 1412784, Location: 26.4765, -80.114401

Provided by: HBC
Engineering
9675 NW 117th Ave,
Suite 305,
Miami, FL, 33178, US



8-HR TURNING MOVEMENT COUNTS

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

Full Length (7 AM-10 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

Leg Direction	West Eastbound							East Westbound							South Northbound							North Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-04-21 7:00AM	9	117	26	1	153	0		11	150	26	0	187	3		20	7	9	0	36	2		44	25	28	0	97	0	473	
7:15AM	16	118	18	0	152	0		17	149	27	0	193	5		24	19	11	0	54	6		69	13	12	0	94	0	493	
7:30AM	9	224	21	0	254	1		12	106	29	0	147	8		22	37	19	0	78	9		90	13	18	0	121	0	600	
7:45AM	14	220	24	1	259	0		18	113	28	0	159	5		15	11	17	0	43	3		101	14	16	0	131	0	592	
Hourly Total	48	679	89	2	818	1		58	518	110	0	686	21		81	74	56	0	211	20		304	65	74	0	443	0	2158	
8:00AM	10	197	19	1	227	1		23	117	20	0	160	1		17	5	16	0	38	0		74	15	14	0	103	1	528	
8:15AM	15	186	24	1	226	1		15	110	16	2	143	2		22	13	16	0	51	4		53	5	11	0	69	1	489	
8:30AM	13	160	23	0	196	0		20	122	25	0	167	1		16	11	16	0	43	2		51	8	10	0	69	0	475	
8:45AM	13	181	25	0	219	0		22	118	22	0	162	0		20	4	17	0	41	1		50	11	18	0	79	0	501	
Hourly Total	51	724	91	2	868	2		80	467	83	2	632	4		75	33	65	0	173	7		228	39	53	0	320	2	1993	
9:00AM	12	175	20	0	207	0		29	92	21	0	142	2		15	11	17	0	43	0		45	10	14	0	69	0	461	
9:15AM	5	148	26	0	179	1		22	129	23	0	174	0		18	8	24	0	50	0		35	9	20	0	64	0	467	
9:30AM	6	172	22	0	200	0		21	131	22	0	174	0		22	7	27	0	56	1		41	6	16	0	63	1	493	
9:45AM	7	152	19	1	179	0		23	136	20	0	179	0		21	13	15	0	49	0		41	12	13	0	66	1	473	
Hourly Total	30	647	87	1	765	1		95	488	86	0	669	2		76	39	83	0	198	1		162	37	63	0	262	2	1894	
11:00AM	14	124	18	1	157	1		20	129	34	0	183	0		13	10	18	0	41	0		39	8	15	0	62	1	443	
11:15AM	15	160	19	1	195	1		13	120	28	0	161	0		18	12	14	0	44	0		30	11	14	0	55	1	455	
11:30AM	10	173	21	0	204	0		10	155	26	0	191	0		11	5	17	0	33	0		36	13	13	0	62	0	490	
11:45AM	20	147	19	0	186	0		21	120	36	1	178	0		15	9	18	0	42	2		34	8	15	0	57	0	463	
Hourly Total	59	604	77	2	742	2		64	524	124	1	713	0		57	36	67	0	160	2		139	40	57	0	236	2	1851	
12:00PM	13	161	23	1	198	0		21	125	28	1	175	0		15	10	10	1	36	3		31	7	11	0	49	0	458	
12:15PM	12	151	19	1	183	0		19	131	31	0	181	1		27	11	24	0	62	0		26	6	11	0	43	0	469	
12:30PM	18	158	25	2	203	0		19	155	32	0	206	1		20	8	18	0	46	0		28	11	17	0	56	0	511	
12:45PM	25	160	22	1	208	1		29	173	50	0	252	0		22	9	15	0	46	1		26	6	20	0	52	0	558	
Hourly Total	68	630	89	5	792	1		88	584	141	1	814	2		84	38	67	1	190	4		111	30	59	0	200	0	1996	
4:00PM	15	158	33	1	207	0		23	183	48	1	255	0		35	21	22	0	78	1		38	20	20	0	78	0	618	
4:15PM	21	182	22	0	225	0		30	220	63	0	313	0		30	14	37	0	81	0		23	29	11	0	63	0	682	
4:30PM	31	155	32	1	219	0		11	183	44	1	239	4		33	17	21	0	71	1		42	24	15	0	81	0	610	
4:45PM	13	181	28	1	223	0		30	185	49	1	265	0		22	26	19	0	67	3		33	12	10	0	55	0	610	
Hourly Total	80	676	115	3	874	0		94	771	204	3	1072	4		120	78	99	0	297	5		136	85	56	0	277	0	2520	
5:00PM	30	182	28	0	240	0		20	154	37	2	213	1		26	29	31	0	86	0		49	12	16	0	77	0	616	
5:15PM	7	187	28	0	222	1		23	130	46	0	199	1		28	20	29	0	77	1		38	10	7	0	55	1	553	
5:30PM	10	184	35	1	230	0		30	145	39	0	214	0		21	23	31	0	75	1		47	17	8	0	72	0	591	
5:45PM	14	151	26	1	192	1		27	127	31	1	186	2		22	19	18	0	59	2		40	12	11	0	63	1	500	
Hourly Total	61	704	117	2	884	2		100	556	153	3	812	4		97	91	109	0	297	4		174	51	42	0	267	2	2260	
6:00PM	16	163	32	1	212	0		16	81	25	1	123	1		20	22	23	0	65	10		31	9	6	0	46	0	446	
6:15PM	18	138	21	1	178	2		30	113	33	1	177	1		9	13	18	0	40	2		27	5	11	0	43	1	438	
6:30PM	20	124	22	0	166	0		17	96	20	0	133	1		17	11	25	0	53	1		30	3	12	0	45	1	397	
6:45PM	15	115	16	2	148	0		19	99	36	1	155	1		18	11	23	0	52	5		22	8	7	0	37	0	392	
Hourly Total	69	540	91	4	704	2		82	389	114	3	588	4		64	57	89	0	210	18		110	25	36	0	171	2	1673	
Total	466	5204	756	21	6447	11		661	4297	1015	13	5986	41		654	446	635	1	1736	61		1364	372	440	0	2176	10	16345	
% Approach	7.2%	80.7%	11.7%	0.3%	-	-		11.0%	71.8%	17.0%	0.2%	-	-		37.7%	25.7%	36.6%	0.1%	-	-		62.7%	17.1%	20.2%	0%	-	-	-	
% Total	2.9%	31.8%	4.6%	0.1%	39.4%	-		4.0%	26.3%	6.2%	0.1%	36.6%	-		4.0%	2.7%	3.9%	0%	10.6%	-		8.3%	2.3%	2.7%	0%	13.3%	-	-	
Motorcycles	0	6	0	0	6	-		0	3	0	0	3	-		0	5	2	0	7	-		2	2	1	0	5	-	21	
% Motorcycles	0%	0.1%	0%	0%	0.1%	-		0%	0.1%	0%	0%	0.1%	-		0%	1.1%	0.3%	0%	0.4%	-		0.1%	0.5%	0.2%	0%	0.2%	-	0.1%	
Lights	460	5077	747	21	6305	-		632	4215	997	13	5857	-		645	430	600	1	1676	-		1344	362	427	0	2133	-	15971	
% Lights	98.7%	97.6%	98.8%	100%	97.8%	-		95.6%	98.1%	98.2%	100%	97.8%	-		98.6%	96.4%	94.5%	100%	96.5%	-		98.5%	97.3%	97.0%	0%	98.0%	-	97.7%	
Single-Unit Trucks	4	40	5	0	49	-		13	50	6	0	69	-		7	5	12	0	24	-		6	6	5	0	17	-	159	
% Single-Unit Trucks	0.9%	0.8%	0.7%	0%	0.8%	-		2.0%	1.2%	0.6%	0%	1.2%	-		1.1%	1.1%	1.9%	0%	1.4%	-		0.4%	1.6%	1.1%	0%	0.8%	-	1.0%	
Articulated Trucks	0	15	1	0	16	-		1	5	1	0	7	-		0	0	0	0	0	-		1	0	3	0	4	-	27	
% Articulated Trucks	0%	0.3%	0.1%	0%	0.2%	-		0.2%	0.1%	0.1%	0%	0.1%	-		0%	0%	0%	0%	0%	-		0.1%	0%	0.7%	0%	0.2%	-	0.2%	
Buses																													

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

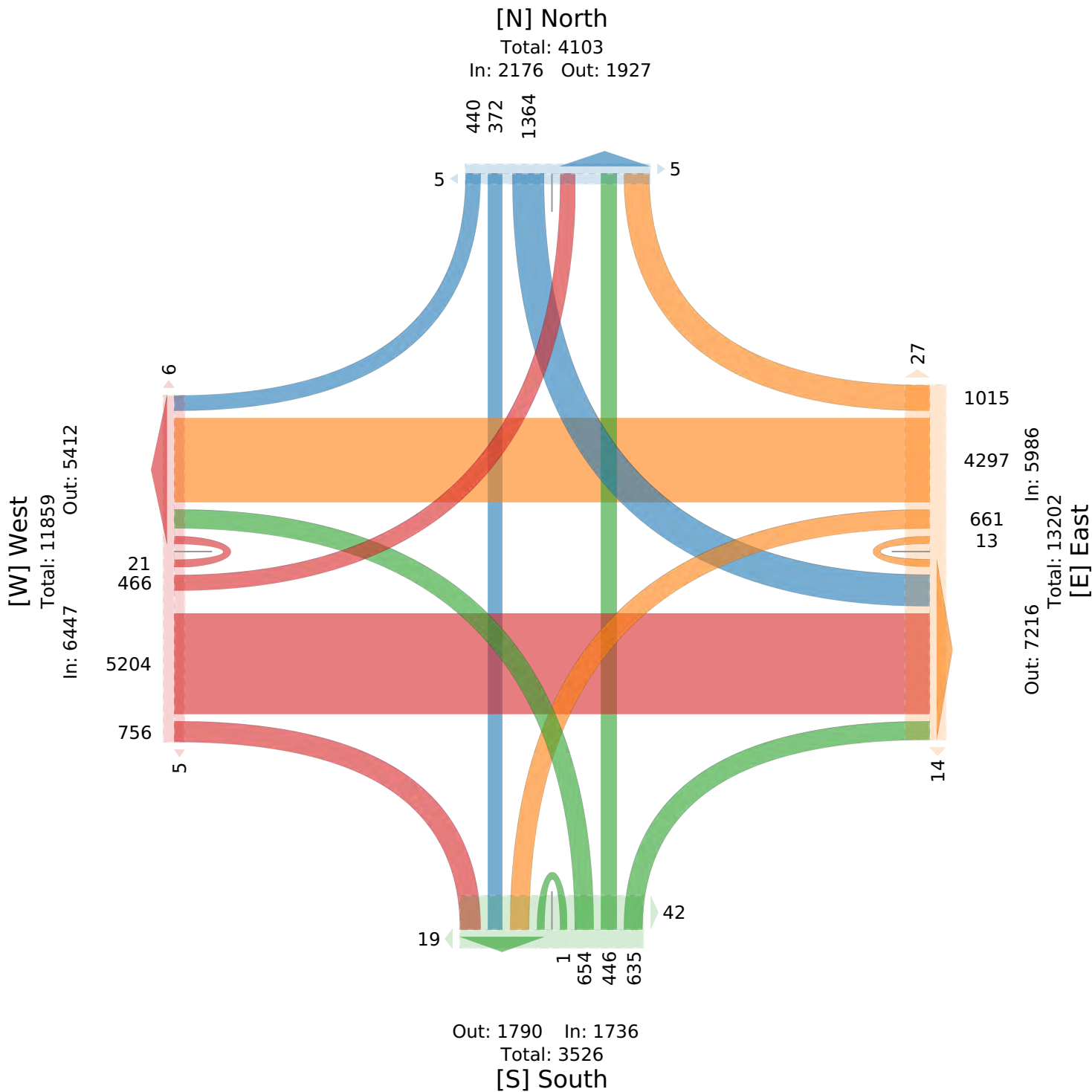
Full Length (7 AM-10 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

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

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 7:15AM	16	118	18	0	152	0	17	149	27	0	193	5	24	19	11	0	54	6	69	13	12	0	94	0	493
7:30AM	9	224	21	0	254	1	12	106	29	0	147	8	22	37	19	0	78	9	90	13	18	0	121	0	600
7:45AM	14	220	24	1	259	0	18	113	28	0	159	5	15	11	17	0	43	3	101	14	16	0	131	0	592
8:00AM	10	197	19	1	227	1	23	117	20	0	160	1	17	5	16	0	38	0	74	15	14	0	103	1	528
Total	49	759	82	2	892	2	70	485	104	0	659	19	78	72	63	0	213	18	334	55	60	0	449	1	2213
% Approach	5.5%	85.1%	9.2%	0.2%	-	-	10.6%	73.6%	15.8%	0%	-	-	36.6%	33.8%	29.6%	0%	-	-	74.4%	12.2%	13.4%	0%	-	-	-
% Total	2.2%	34.3%	3.7%	0.1%	40.3%	-	3.2%	21.9%	4.7%	0%	29.8%	-	3.5%	3.3%	2.8%	0%	9.6%	-	15.1%	2.5%	2.7%	0%	20.3%	-	-
PHF	0.766	0.847	0.854	0.500	0.861	-	0.761	0.814	0.897	-	0.854	-	0.813	0.486	0.829	-	0.683	-	0.827	0.917	0.833	-	0.857	-	0.922
Motorcycles	0	2	0	0	2	-	0	0	0	0	0	-	0	0	1	0	1	-	0	1	0	0	1	-	4
% Motorcycles	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	1.6%	0%	0.5%	-	0%	1.8%	0%	0%	0.2%	-	0.2%
Lights	48	750	79	2	879	-	66	470	102	0	638	-	77	71	58	0	206	-	332	53	58	0	443	-	2166
% Lights	98.0%	98.8%	96.3%	100%	98.5%	-	94.3%	96.9%	98.1%	0%	96.8%	-	98.7%	98.6%	92.1%	0%	96.7%	-	99.4%	96.4%	96.7%	0%	98.7%	-	97.9%
Single-Unit Trucks	0	1	2	0	3	-	3	11	1	0	15	-	1	0	3	0	4	-	1	1	0	0	2	-	24
% Single-Unit Trucks	0%	0.1%	2.4%	0%	0.3%	-	4.3%	2.3%	1.0%	0%	2.3%	-	1.3%	0%	4.8%	0%	1.9%	-	0.3%	1.8%	0%	0%	0.4%	-	1.1%
Articulated Trucks	0	3	1	0	4	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	6
% Articulated Trucks	0%	0.4%	1.2%	0%	0.4%	-	0%	0%	1.0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	1.7%	0%	0.2%	-	0.3%
Buses	1	3	0	0	4	-	1	4	0	0	5	-	0	1	1	0	2	-	1	0	1	0	2	-	13
% Buses	2.0%	0.4%	0%	0%	0.4%	-	1.4%	0.8%	0%	0%	0.8%	-	0%	1.4%	1.6%	0%	0.9%	-	0.3%	0%	1.7%	0%	0.4%	-	0.6%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	15	-	-	-	-	-	13	-	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	78.9%	-	-	-	-	-	72.2%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	21.1%	-	-	-	-	-	27.8%	-	-	-	-	-	0%	-

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

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

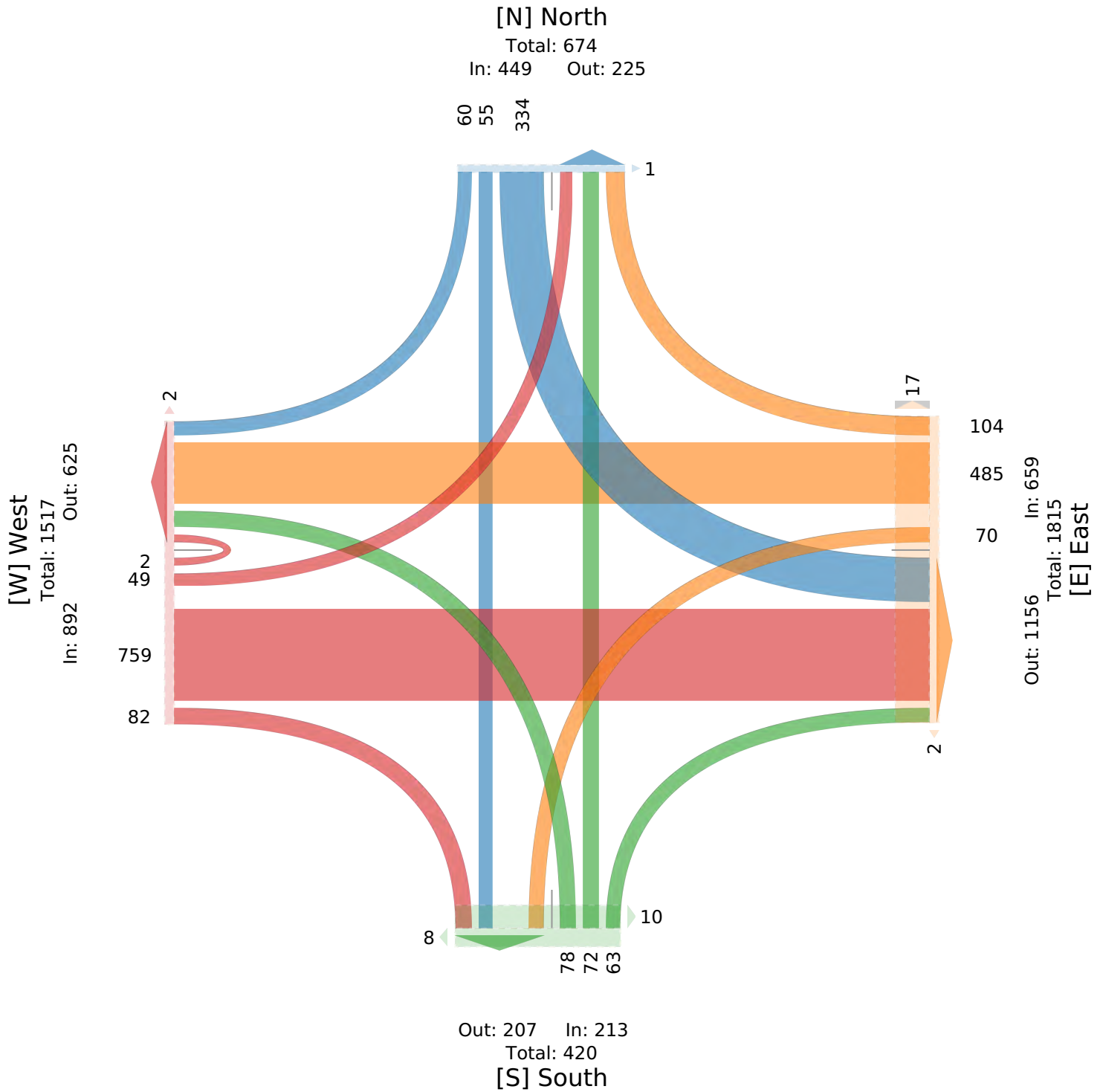
AM Peak (7:15 AM - 8:15 AM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

Midday Peak (12 PM - 1 PM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 12:00PM	13	161	23	1	198	0	21	125	28	1	175	0	15	10	10	1	36	3	31	7	11	0	49	0	458
12:15PM	12	151	19	1	183	0	19	131	31	0	181	1	27	11	24	0	62	0	26	6	11	0	43	0	469
12:30PM	18	158	25	2	203	0	19	155	32	0	206	1	20	8	18	0	46	0	28	11	17	0	56	0	511
12:45PM	25	160	22	1	208	1	29	173	50	0	252	0	22	9	15	0	46	1	26	6	20	0	52	0	558
Total	68	630	89	5	792	1	88	584	141	1	814	2	84	38	67	1	190	4	111	30	59	0	200	0	1996
% Approach	8.6%	79.5%	11.2%	0.6%	-	-	10.8%	71.7%	17.3%	0.1%	-	-	44.2%	20.0%	35.3%	0.5%	-	-	55.5%	15.0%	29.5%	0%	-	-	-
% Total	3.4%	31.6%	4.5%	0.3%	39.7%	-	4.4%	29.3%	7.1%	0.1%	40.8%	-	4.2%	1.9%	3.4%	0.1%	9.5%	-	5.6%	1.5%	3.0%	0%	10.0%	-	-
PHF	0.680	0.978	0.890	0.625	0.952	-	0.759	0.844	0.705	0.250	0.808	-	0.778	0.864	0.698	0.250	0.766	-	0.895	0.682	0.738	-	0.893	-	0.894
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	1	0	1	-	0	0	1	0	1	-	3
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	1.5%	0%	0.5%	-	0%	0%	1.7%	0%	0.5%	-	0.2%
Lights	68	619	89	5	781	-	84	567	130	1	782	-	84	35	61	1	181	-	108	30	56	0	194	-	1938
% Lights	100%	98.3%	100%	100%	98.6%	-	95.5%	97.1%	92.2%	100%	96.1%	-	100%	92.1%	91.0%	100%	95.3%	-	97.3%	100%	94.9%	0%	97.0%	-	97.1%
Single-Unit Trucks	0	6	0	0	6	-	3	6	1	0	10	-	0	3	5	0	8	-	1	0	0	0	1	-	25
% Single-Unit Trucks	0%	1.0%	0%	0%	0.8%	-	3.4%	1.0%	0.7%	0%	1.2%	-	0%	7.9%	7.5%	0%	4.2%	-	0.9%	0%	0%	0%	0.5%	-	1.3%
Articulated Trucks	0	3	0	0	3	-	0	1	0	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	5
% Articulated Trucks	0%	0.5%	0%	0%	0.4%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.9%	0%	0%	0%	0.5%	-	0.3%
Buses	0	1	0	0	1	-	1	10	10	0	21	-	0	0	0	0	0	-	1	0	2	0	3	-	25
% Buses	0%	0.2%	0%	0%	0.1%	-	1.1%	1.7%	7.1%	0%	2.6%	-	0%	0%	0%	0%	0%	-	0.9%	0%	3.4%	0%	1.5%	-	1.3%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	25.0%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	75.0%	-	-	-	-	-	-	

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

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

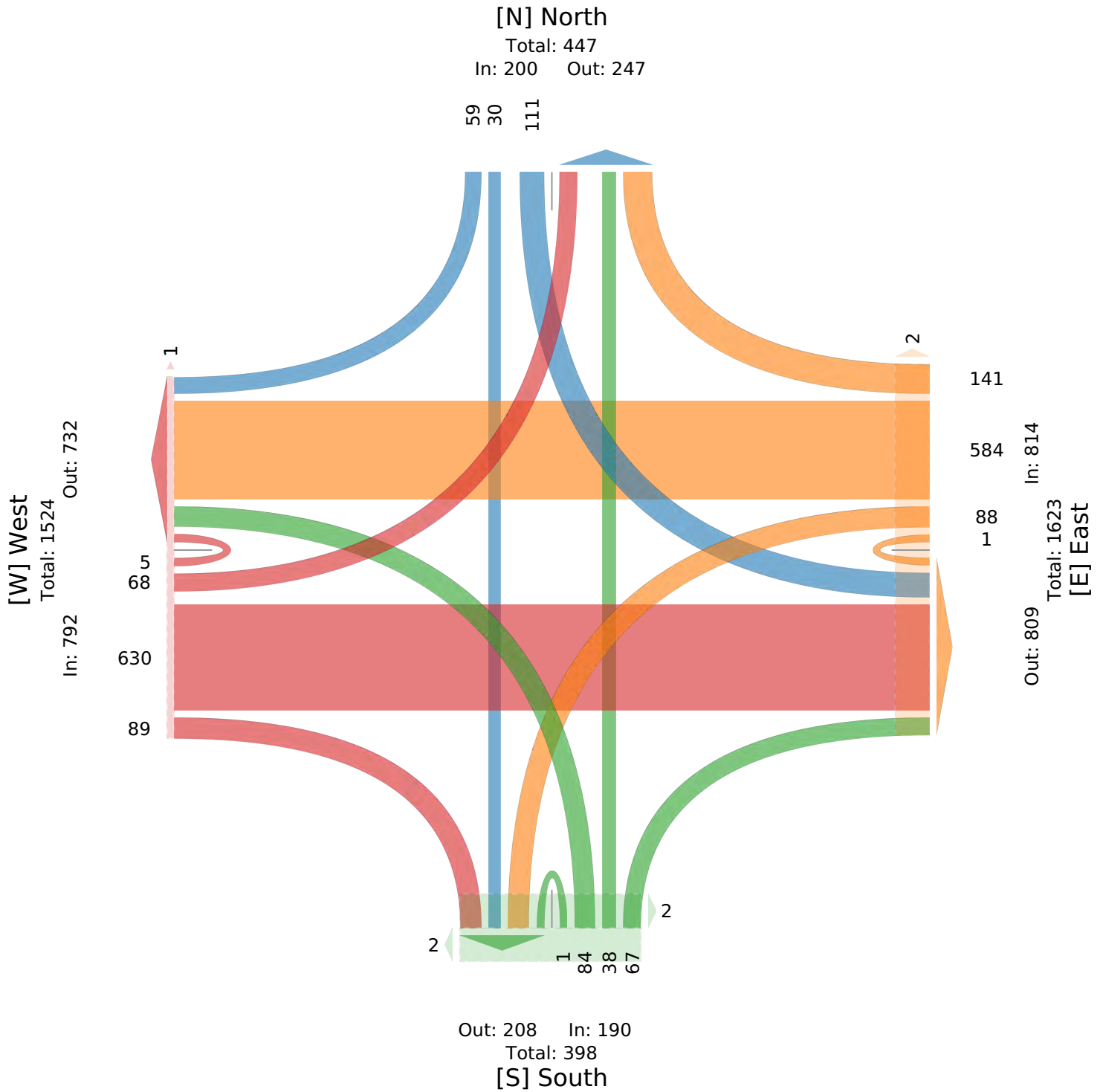
Midday Peak (12 PM - 1 PM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Lake Ida Road (School Pickup) - TMC

Tue Apr 21, 2026

School Dismissal Peak (1:30 PM - 2:30 PM)

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

All Movements

ID: 1413063, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 1:30PM	23	133	20	1	177	0	19	125	40	1	185	0	20	8	20	0	48	0	28	26	35	0	89	2	499
1:45PM	25	166	22	0	213	0	23	149	39	0	211	0	24	13	16	0	53	2	31	10	18	0	59	0	536
2:00PM	31	152	23	0	206	0	14	205	45	1	265	3	30	11	17	0	58	2	29	14	19	0	62	1	591
2:15PM	23	182	22	0	227	0	19	167	56	0	242	15	26	14	12	0	52	11	48	22	25	0	95	1	616
Total	102	633	87	1	823	0	75	646	180	2	903	18	100	46	65	0	211	15	136	72	97	0	305	4	2242
% Approach	12.4%	76.9%	10.6%	0.1%	-	-	8.3%	71.5%	19.9%	0.2%	-	-	47.4%	21.8%	30.8%	0%	-	-	44.6%	23.6%	31.8%	0%	-	-	-
% Total	4.5%	28.2%	3.9%	0%	36.7%	-	3.3%	28.8%	8.0%	0.1%	40.3%	-	4.5%	2.1%	2.9%	0%	9.4%	-	6.1%	3.2%	4.3%	0%	13.6%	-	-
PHF	0.823	0.870	0.946	0.250	0.906	-	0.804	0.788	0.804	0.500	0.854	-	0.833	0.821	0.813	-	0.909	-	0.708	0.692	0.693	-	0.803	-	0.909
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	2
% Motorcycles	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	2.2%	0%	0%	0.5%	-	0%	0%	0%	0%	0%	-	0.1%
Lights	101	620	83	1	805	-	73	632	179	2	886	-	100	45	63	0	208	-	130	71	97	0	298	-	2197
% Lights	99.0%	97.9%	95.4%	100%	97.8%	-	97.3%	97.8%	99.4%	100%	98.1%	-	100%	97.8%	96.9%	0%	98.6%	-	95.6%	98.6%	100%	0%	97.7%	-	98.0%
Single-Unit Trucks	1	7	2	0	10	-	0	9	0	0	9	-	0	0	1	0	1	-	3	1	0	0	4	-	24
% Single-Unit Trucks	1.0%	1.1%	2.3%	0%	1.2%	-	0%	1.4%	0%	0%	1.0%	-	0%	0%	1.5%	0%	0.5%	-	2.2%	1.4%	0%	0%	1.3%	-	1.1%
Articulated Trucks	0	1	1	0	2	-	0	1	0	0	1	-	0	0	0	0	0	-	1	0	0	0	1	-	4
% Articulated Trucks	0%	0.2%	1.1%	0%	0.2%	-	0%	0.2%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0.7%	0%	0%	0%	0.3%	-	0.2%
Buses	0	4	1	0	5	-	1	4	1	0	6	-	0	0	1	0	1	-	2	0	0	0	2	-	14
% Buses	0%	0.6%	1.1%	0%	0.6%	-	1.3%	0.6%	0.6%	0%	0.7%	-	0%	0%	1.5%	0%	0.5%	-	1.5%	0%	0%	0%	0.7%	-	0.6%
Bicycles on Road	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	1.3%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	9	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	77.8%	-	-	-	-	-	60.0%	-	-	-	-	-	50.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	22.2%	-	-	-	-	-	40.0%	-	-	-	-	-	50.0%	-

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

Barwick Road & Lake Ida Road (School Pickup) - TMC

Tue Apr 21, 2026

School Dismissal Peak (1:30 PM - 2:30 PM)

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

All Movements

ID: 1413063, Location: 26.472985, -80.114341

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

[N] North

Total: 633

In: 305 Out: 328

97
72
136

3

1

2

180

In: 903

Total: 1739

[E] East

Out: 836

16

75

2

[W] West

Total: 1667

Out: 844

In: 823

102

633

87

12

100
46
65

3

Out: 234 In: 211

Total: 445

[S] South

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

PM Peak (4 PM - 5 PM) - Overall Peak Hour

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 4:00PM	15	158	33	1	207	0	23	183	48	1	255	0	35	21	22	0	78	1	38	20	20	0	78	0	618
4:15PM	21	182	22	0	225	0	30	220	63	0	313	0	30	14	37	0	81	0	23	29	11	0	63	0	682
4:30PM	31	155	32	1	219	0	11	183	44	1	239	4	33	17	21	0	71	1	42	24	15	0	81	0	610
4:45PM	13	181	28	1	223	0	30	185	49	1	265	0	22	26	19	0	67	3	33	12	10	0	55	0	610
Total	80	676	115	3	874	0	94	771	204	3	1072	4	120	78	99	0	297	5	136	85	56	0	277	0	2520
% Approach	9.2%	77.3%	13.2%	0.3%	-	-	8.8%	71.9%	19.0%	0.3%	-	-	40.4%	26.3%	33.3%	0%	-	-	49.1%	30.7%	20.2%	0%	-	-	-
% Total	3.2%	26.8%	4.6%	0.1%	34.7%	-	3.7%	30.6%	8.1%	0.1%	42.5%	-	4.8%	3.1%	3.9%	0%	11.8%	-	5.4%	3.4%	2.2%	0%	11.0%	-	-
PHF	0.645	0.931	0.871	0.750	0.978	-	0.783	0.876	0.810	0.750	0.856	-	0.857	0.750	0.669	-	0.917	-	0.810	0.733	0.700	-	0.855	-	0.926
Motorcycles	0	0	0	0	0	-	0	2	0	0	2	-	0	1	0	0	1	-	0	1	0	0	1	-	4
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	1.3%	0%	0%	0.3%	-	0%	1.2%	0%	0%	0.4%	-	0.2%
Lights	80	663	114	3	860	-	93	763	203	3	1062	-	118	76	95	0	289	-	135	84	54	0	273	-	2484
% Lights	100%	98.1%	99.1%	100%	98.4%	-	98.9%	99.0%	99.5%	100%	99.1%	-	98.3%	97.4%	96.0%	0%	97.3%	-	99.3%	98.8%	96.4%	0%	98.6%	-	98.6%
Single-Unit Trucks	0	0	0	0	0	-	0	4	1	0	5	-	2	0	1	0	3	-	0	0	1	0	1	-	9
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0.5%	0.5%	0%	0.5%	-	1.7%	0%	1.0%	0%	1.0%	-	0%	0%	1.8%	0%	0.4%	-	0.4%
Articulated Trucks	0	0	0	0	0	-	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	11	1	0	12	-	1	0	0	0	1	-	0	1	3	0	4	-	1	0	1	0	2	-	19
% Buses	0%	1.6%	0.9%	0%	1.4%	-	1.1%	0%	0%	0%	0.1%	-	0%	1.3%	3.0%	0%	1.3%	-	0.7%	0%	1.8%	0%	0.7%	-	0.8%
Bicycles on Road	0	2	0	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Bicycles on Road	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	80.0%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	20.0%	-	-	-	-	-	-	-

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

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

PM Peak (4 PM - 5 PM) - Overall Peak Hour

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

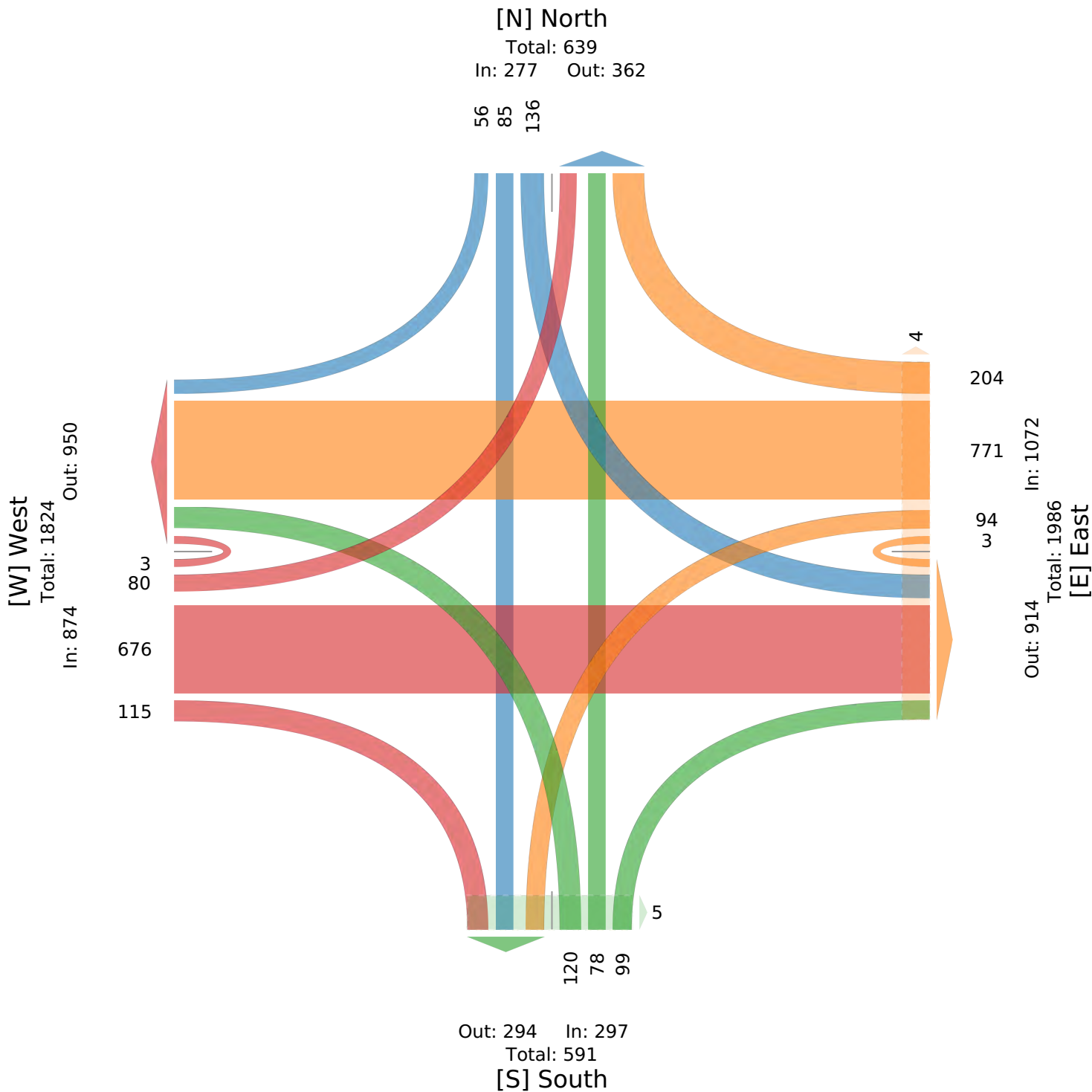
All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US



Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

Forced Peak (4:45 PM - 5:45 PM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 4:45PM	13	181	28	1	223	0	30	185	49	1	265	0	22	26	19	0	67	3	33	12	10	0	55	0	610
5:00PM	30	182	28	0	240	0	20	154	37	2	213	1	26	29	31	0	86	0	49	12	16	0	77	0	616
5:15PM	7	187	28	0	222	1	23	130	46	0	199	1	28	20	29	0	77	1	38	10	7	0	55	1	553
5:30PM	10	184	35	1	230	0	30	145	39	0	214	0	21	23	31	0	75	1	47	17	8	0	72	0	591
Total	60	734	119	2	915	1	103	614	171	3	891	2	97	98	110	0	305	5	167	51	41	0	259	1	2370
% Approach	6.6%	80.2%	13.0%	0.2%	-	-	11.6%	68.9%	19.2%	0.3%	-	-	31.8%	32.1%	36.1%	0%	-	-	64.5%	19.7%	15.8%	0%	-	-	-
% Total	2.5%	31.0%	5.0%	0.1%	38.6%	-	4.3%	25.9%	7.2%	0.1%	37.6%	-	4.1%	4.1%	4.6%	0%	12.9%	-	7.0%	2.2%	1.7%	0%	10.9%	-	-
PHF	0.500	0.981	0.850	0.500	0.953	-	0.858	0.830	0.872	0.375	0.841	-	0.866	0.845	0.887	-	0.887	-	0.852	0.750	0.641	-	0.841	-	0.962
Motorcycles	0	1	0	0	1	-	0	2	0	0	2	-	0	0	0	0	0	-	1	0	0	0	1	-	4
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0.3%	0%	0%	0.2%	-	0%	0%	0%	0%	0%	-	0.6%	0%	0%	0%	0.4%	-	0.2%
Lights	58	713	118	2	891	-	102	609	171	3	885	-	97	94	107	0	298	-	164	50	41	0	255	-	2329
% Lights	96.7%	97.1%	99.2%	100%	97.4%	-	99.0%	99.2%	100%	100%	99.3%	-	100%	95.9%	97.3%	0%	97.7%	-	98.2%	98.0%	100%	0%	98.5%	-	98.3%
Single-Unit Trucks	1	4	1	0	6	-	0	2	0	0	2	-	0	1	1	0	2	-	1	1	0	0	2	-	12
% Single-Unit Trucks	1.7%	0.5%	0.8%	0%	0.7%	-	0%	0.3%	0%	0%	0.2%	-	0%	1.0%	0.9%	0%	0.7%	-	0.6%	2.0%	0%	0%	0.8%	-	0.5%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	1	16	0	0	17	-	1	1	0	0	2	-	0	3	2	0	5	-	1	0	0	0	1	-	25
% Buses	1.7%	2.2%	0%	0%	1.9%	-	1.0%	0.2%	0%	0%	0.2%	-	0%	3.1%	1.8%	0%	1.6%	-	0.6%	0%	0%	0%	0.4%	-	1.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	50.0%	-	-	-	-	-	80.0%	-	-	-	-	-	0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	50.0%	-	-	-	-	-	20.0%	-	-	-	-	-	100%	-

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

Barwick Road & Lake Ida Road - TMC

Tue Apr 21, 2026

Forced Peak (4:45 PM - 5:45 PM)

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

All Movements

ID: 1412817, Location: 26.472985, -80.114341

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

[N] North

Total: 588

In: 259 Out: 329

41
51
167

1

1

171

614

103

3

In: 891

Total: 1905

[E] East

Out: 1014

1

4

97
98
110

Out: 273 In: 305

Total: 578

[S] South

[W] West

Total: 1669

Out: 754

In: 915

60

734

119

1

1

2

119

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

Full Length (7 AM-10 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 7:00AM	0	0	2	0	2	0	26	0	21	0	47	1	2	11	42	0	55	0	22	31	0	0	53	0	157
7:15AM	1	0	0	0	1	0	62	0	23	0	85	3	0	14	91	0	105	0	33	37	0	0	70	1	261
7:30AM	1	0	1	0	2	2	104	0	42	0	146	0	0	21	83	0	104	0	64	54	2	0	120	9	372
7:45AM	0	0	1	0	1	0	99	0	58	0	157	2	0	8	57	0	65	0	61	43	1	0	105	21	328
Hourly Total	2	0	4	0	6	2	291	0	144	0	435	6	2	54	273	0	329	0	180	165	3	0	348	31	1118
8:00AM	0	0	2	0	2	0	50	0	26	0	76	5	1	22	8	1	32	0	9	38	0	0	47	2	157
8:15AM	1	0	1	0	2	0	15	0	6	0	21	1	1	27	11	0	39	0	6	54	0	0	60	0	122
8:30AM	1	0	1	0	2	2	6	0	8	0	14	2	0	26	13	0	39	0	3	42	0	0	45	1	100
8:45AM	0	0	0	0	0	0	8	0	3	0	11	1	0	31	10	0	41	0	5	43	0	0	48	1	100
Hourly Total	2	0	4	0	6	2	79	0	43	0	122	9	2	106	42	1	151	0	23	177	0	0	200	4	479
9:00AM	0	0	0	0	0	0	7	0	3	0	10	2	0	26	3	0	29	0	3	42	1	0	46	1	85
9:15AM	0	0	0	0	0	0	2	0	5	0	7	5	0	31	4	0	35	0	1	33	1	0	35	0	77
9:30AM	0	0	1	0	1	0	7	0	6	0	13	0	0	25	2	0	27	0	3	46	0	0	49	0	90
9:45AM	0	0	2	0	2	0	7	0	4	0	11	2	0	24	9	0	33	0	5	46	1	0	52	1	98
Hourly Total	0	0	3	0	3	0	23	0	18	0	41	9	0	106	18	0	124	0	12	167	3	0	182	2	350
11:00AM	0	0	1	0	1	0	1	0	2	0	3	1	0	28	8	0	36	0	5	37	0	0	42	0	82
11:15AM	0	0	0	0	0	0	8	0	5	0	13	1	0	36	10	0	46	0	6	36	1	0	43	0	102
11:30AM	0	0	0	0	0	0	17	1	6	0	24	2	1	24	7	0	32	0	5	38	0	0	43	0	99
11:45AM	0	0	0	0	0	0	7	0	1	0	8	0	1	45	7	0	53	0	3	35	0	0	38	0	99
Hourly Total	0	0	1	0	1	0	33	1	14	0	48	4	2	133	32	0	167	0	19	146	1	0	166	0	382
12:00PM	0	0	0	0	0	0	13	0	6	0	19	0	0	35	8	0	43	0	4	33	0	0	37	0	99
12:15PM	0	0	0	0	0	0	6	0	1	0	7	0	0	31	8	0	39	0	2	35	0	0	37	0	83
12:30PM	1	0	0	0	1	0	6	0	3	0	9	0	1	32	2	0	35	0	2	35	2	1	40	0	85
12:45PM	0	0	0	0	0	0	10	0	7	0	17	1	0	41	11	0	52	0	10	29	0	0	39	0	108
Hourly Total	1	0	0	0	1	0	35	0	17	0	52	1	1	139	29	0	169	0	18	132	2	1	153	0	375
4:00PM	0	0	0	0	0	0	7	0	6	0	13	1	0	52	14	0	66	0	5	42	0	0	47	0	126
4:15PM	0	1	0	0	1	0	11	0	6	0	17	4	2	56	8	0	66	0	8	29	0	0	37	0	121
4:30PM	0	0	1	0	1	0	16	0	5	0	21	4	0	55	14	0	69	0	5	44	0	0	49	1	140
4:45PM	0	0	1	0	1	0	9	0	8	0	17	2	2	67	21	0	90	0	8	50	0	0	58	1	166
Hourly Total	0	1	2	0	3	0	43	0	25	0	68	11	4	230	57	0	291	0	26	165	0	0	191	2	553
5:00PM	0	0	2	0	2	0	15	0	6	0	21	2	1	60	10	0	71	0	8	45	0	0	53	1	147
5:15PM	0	0	1	0	1	0	9	0	5	0	14	4	1	57	12	0	70	0	8	50	1	0	59	0	144
5:30PM	0	0	0	0	0	0	16	0	8	0	24	2	1	62	18	0	81	0	7	51	0	0	58	0	163
5:45PM	0	0	1	0	1	0	8	0	8	0	16	4	2	45	9	0	56	0	5	40	1	0	46	1	119
Hourly Total	0	0	4	0	4	0	48	0	27	0	75	12	5	224	49	0	278	0	28	186	2	0	216	2	573
6:00PM	2	0	0	0	2	0	4	0	4	0	8	1	0	48	5	0	53	0	8	32	1	0	41	0	104
6:15PM	0	1	1	0	2	1	5	0	6	0	11	2	0	41	9	0	50	0	2	33	1	0	36	0	99
6:30PM	0	0	0	0	0	0	5	0	2	0	7	0	2	31	7	0	40	0	1	36	0	0	37	1	84
6:45PM	1	0	0	0	1	0	0	0	1	0	1	2	0	32	4	0	36	0	1	37	0	0	38	0	76
Hourly Total	3	1	1	0	5	1	14	0	13	0	27	5	2	152	25	0	179	0	12	138	2	0	152	1	363
Total	8	2	19	0	29	5	566	1	301	0	868	57	18	1144	525	1	1688	0	318	1276	13	1	1608	42	4193
% Approach	27.6%	6.9%	65.5%	0%	-	-	65.2%	0.1%	34.7%	0%	-	-	1.1%	67.8%	31.1%	0.1%	-	-	19.8%	79.4%	0.8%	0.1%	-	-	-
% Total	0.2%	0%	0.5%	0%	0.7%	-	13.5%	0%	7.2%	0%	20.7%	-	0.4%	27.3%	12.5%	0%	40.3%	-	7.6%	30.4%	0.3%	0%	38.3%	-	-
Motorcycles	1	0	0	0	1	-	0	0	1	0	1	-	0	2	0	0	2	-	0	2	0	0	2	-	6
% Motorcycles	12.5%	0%	0%	0%	3.4%	-	0%	0%	0.3%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0.1%
Lights	7	1	18	0	26	-	558	1	290	0	849	-	18	1122	514	1	1655	-	311	1254	12	1	1578	-	4108
% Lights	87.5%	50.0%	94.7%	0%	89.7%	-	98.6%	100%	96.3%	0%	97.8%	-	100%	98.1%	97.9%	100%	98.0%	-	97.8%	98.3%	92.3%	100%	98.1%	-	98.0%
Single-Unit Trucks	0	0	0	0	0	-	3	0	2	0	5	-	0	10	2	0	12	-	1	10	0	0	11	-	28
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0.5%	0%	0.7%	0%	0.6%	-	0%	0.9%	0.4%	0%	0.7%	-	0.3%	0.8%	0%	0%	0.7%	-	0.7%
Articulated Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	2	0	0	2	-	2	1	0	0	3	-	6
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0.3%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0.6%	0.1%	0%	0%	0.2%	-	0.1%
Buses	0	0	0	0	0	-	5	0	6	0	11	-	0	6	9	0	15	-	2	7	0	0	9	-	35
% Buses	0%	0%	0%	0%	0%	-	0.9%	0%	2.0%	0%	1.3%	-	0%	0.5%	1.7%	0%	0.9%	-	0.6%	0.5%	0%	0%	0.6%	-	0.8%
Bicycles on Road	0	1	1	0	2	-	0	0	1	0	1	-	0	2	0	0	2	-	2	2	1	0	5	-	10
% Bicycles on Road	0%	50.0%	5.3%	0%	6.9%	-	0%	0%	0.3%	0%	0.1%	-	0%	0.2%	0%	0%	0.1%	-	0.6%	0.2%	7.7%	0%	0.3%	-	0.2%
Pedestrians	-	-	-	-	-	5	-	-	-	-	-	45	-	-	-	-	-	0	-	-	-	-	-	41	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	78.9%	-	-	-	-	-	-	-	-	-	-	-	97.6%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	21.1%	-	-	-	-	-	-	-	-	-	-	-	2.4%	-

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

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

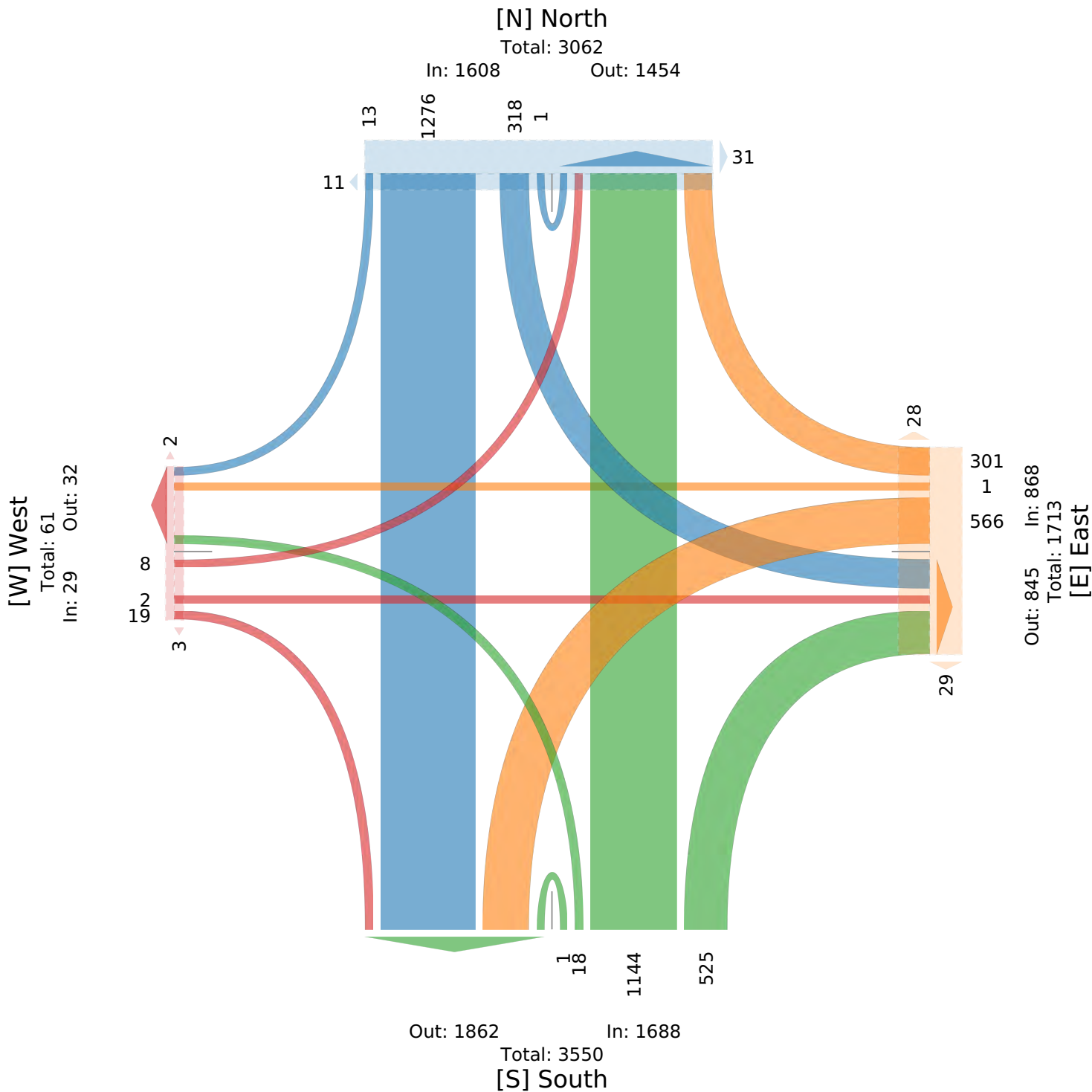
Full Length (7 AM-10 AM, 11 AM-1 PM, 4 PM-7 PM)

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

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

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 7:00AM	0	0	2	0	2	0	26	0	21	0	47	1	2	11	42	0	55	0	22	31	0	0	53	0	157
7:15AM	1	0	0	0	1	0	62	0	23	0	85	3	0	14	91	0	105	0	33	37	0	0	70	1	261
7:30AM	1	0	1	0	2	2	104	0	42	0	146	0	0	21	83	0	104	0	64	54	2	0	120	9	372
7:45AM	0	0	1	0	1	0	99	0	58	0	157	2	0	8	57	0	65	0	61	43	1	0	105	21	328
Total	2	0	4	0	6	2	291	0	144	0	435	6	2	54	273	0	329	0	180	165	3	0	348	31	1118
% Approach	33.3%	0%	66.7%	0%	-	-	66.9%	0%	33.1%	0%	-	-	0.6%	16.4%	83.0%	0%	-	-	51.7%	47.4%	0.9%	0%	-	-	-
% Total	0.2%	0%	0.4%	0%	0.5%	-	26.0%	0%	12.9%	0%	38.9%	-	0.2%	4.8%	24.4%	0%	29.4%	-	16.1%	14.8%	0.3%	0%	31.1%	-	-
PHF	0.500	-	0.500	-	0.750	-	0.700	-	0.621	-	0.693	-	0.250	0.663	0.750	-	0.781	-	0.703	0.764	0.375	-	0.725	-	0.753
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	2	0	4	0	6	-	290	0	140	0	430	-	2	52	269	0	323	-	179	162	3	0	344	-	1103
% Lights	100%	0%	100%	0%	100%	-	99.7%	0%	97.2%	0%	98.9%	-	100%	96.3%	98.5%	0%	98.2%	-	99.4%	98.2%	100%	0%	98.9%	-	98.7%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.3%	-	0.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.1%
Buses	0	0	0	0	0	-	1	0	4	0	5	-	0	0	4	0	4	-	1	2	0	0	3	-	12
% Buses	0%	0%	0%	0%	0%	-	0.3%	0%	2.8%	0%	1.1%	-	0%	0%	1.5%	0%	1.2%	-	0.6%	1.2%	0%	0%	0.9%	-	1.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.9%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	30	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	96.8%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	3.2%	-

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

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

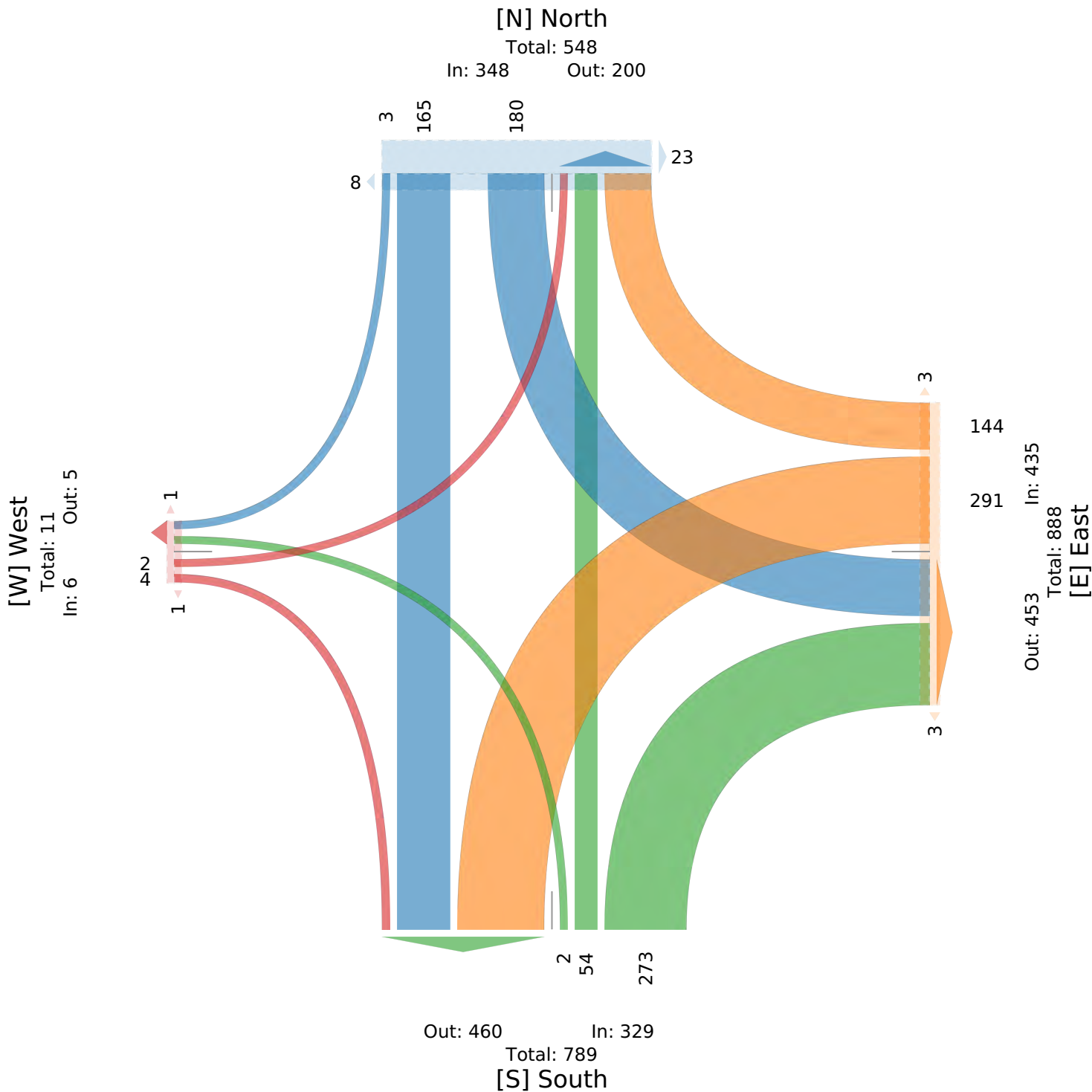
AM Peak (7 AM - 8 AM) - Overall Peak Hour

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

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

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 7:15AM	1	0	0	0	1	0	62	0	23	0	85	3	0	14	91	0	105	0	33	37	0	0	70	1	261
7:30AM	1	0	1	0	2	2	104	0	42	0	146	0	0	21	83	0	104	0	64	54	2	0	120	9	372
7:45AM	0	0	1	0	1	0	99	0	58	0	157	2	0	8	57	0	65	0	61	43	1	0	105	21	328
8:00AM	0	0	2	0	2	0	50	0	26	0	76	5	1	22	8	1	32	0	9	38	0	0	47	2	157
Total	2	0	4	0	6	2	315	0	149	0	464	10	1	65	239	1	306	0	167	172	3	0	342	33	1118
% Approach	33.3%	0%	66.7%	0%	-	-	67.9%	0%	32.1%	0%	-	-	0.3%	21.2%	78.1%	0.3%	-	-	48.8%	50.3%	0.9%	0%	-	-	-
% Total	0.2%	0%	0.4%	0%	0.5%	-	28.2%	0%	13.3%	0%	41.5%	-	0.1%	5.8%	21.4%	0.1%	27.4%	-	14.9%	15.4%	0.3%	0%	30.6%	-	-
PHF	0.500	-	0.500	-	0.750	-	0.757	-	0.642	-	0.739	-	0.250	0.727	0.657	0.250	0.726	-	0.652	0.796	0.375	-	0.713	-	0.753
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	2	0	4	0	6	-	314	0	145	0	459	-	1	63	235	1	300	-	165	169	3	0	337	-	1102
% Lights	100%	0%	100%	0%	100%	-	99.7%	0%	97.3%	0%	98.9%	-	100%	96.9%	98.3%	100%	98.0%	-	98.8%	98.3%	100%	0%	98.5%	-	98.6%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.3%	-	0.1%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	1	1	0	0	2	-	3
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.5%	0%	0%	0.3%	-	0.6%	0.6%	0%	0%	0.6%	-	0.3%
Buses	0	0	0	0	0	-	1	0	4	0	5	-	0	0	4	0	4	-	1	1	0	0	2	-	11
% Buses	0%	0%	0%	0%	0%	-	0.3%	0%	2.7%	0%	1.1%	-	0%	0%	1.7%	0%	1.3%	-	0.6%	0.6%	0%	0%	0.6%	-	1.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.5%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0.1%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	10	-	-	-	-	-	0	-	-	-	-	-	32	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	97.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	3.0%	-

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

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

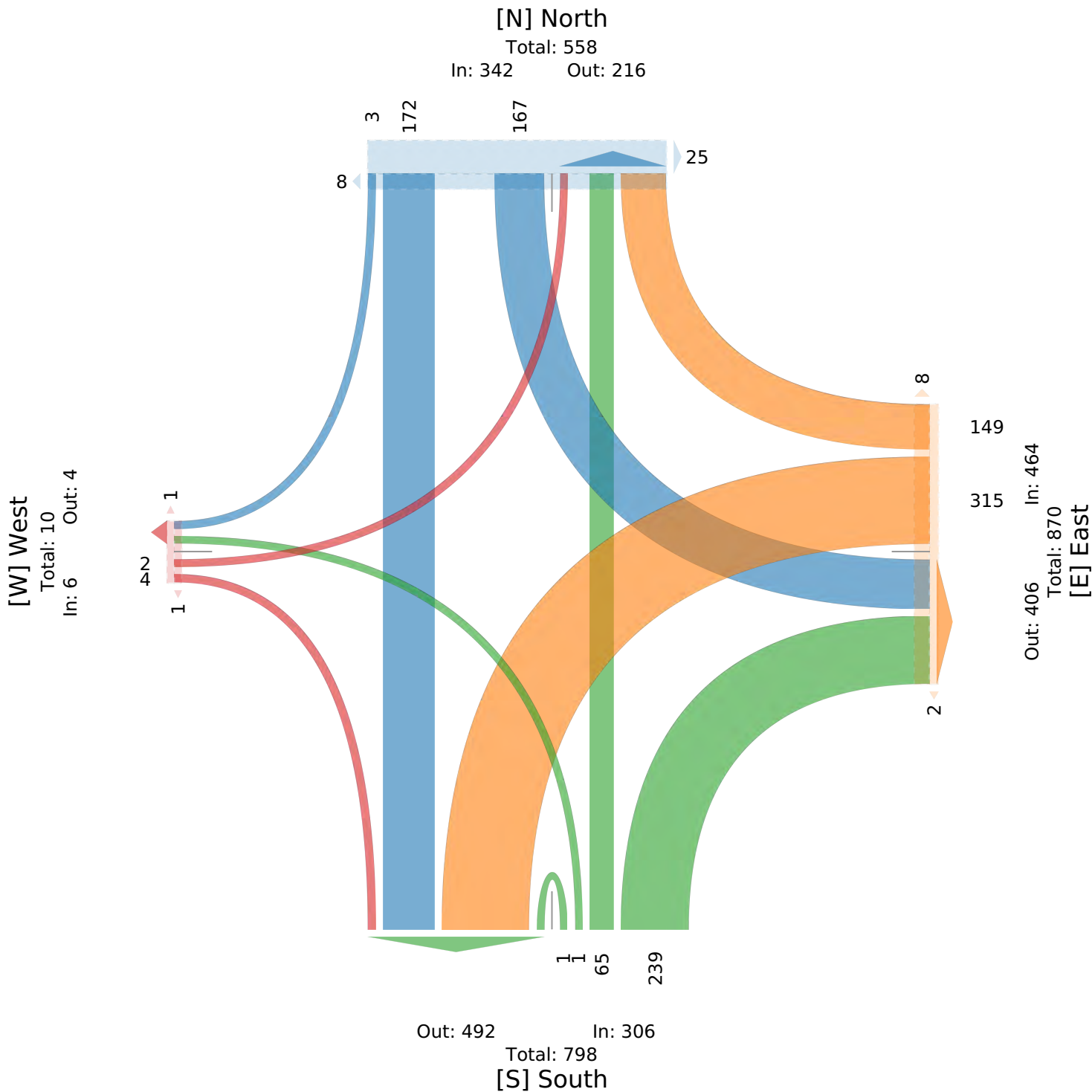
Forced Peak (7:15 AM - 8:15 AM)

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

Midday Peak (11:15 AM - 12:15 PM)

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

Leg Direction	West Eastbound							East Westbound							South Northbound							North Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*	Int	
2026-04-21 11:15AM	0	0	0	0	0	0	0	8	0	5	0	13	1		0	36	10	0	46	0		6	36	1	0	43	0	102	
11:30AM	0	0	0	0	0	0	0	17	1	6	0	24	2		1	24	7	0	32	0		5	38	0	0	43	0	99	
11:45AM	0	0	0	0	0	0	0	7	0	1	0	8	0		1	45	7	0	53	0		3	35	0	0	38	0	99	
12:00PM	0	0	0	0	0	0	0	13	0	6	0	19	0		0	35	8	0	43	0		4	33	0	0	37	0	99	
Total	0	0	0	0	0	0	0	45	1	18	0	64	3		2	140	32	0	174	0		18	142	1	0	161	0	399	
% Approach	0%	0%	0%	0%	0%	-	-	70.3%	1.6%	28.1%	0%	-	-		1.1%	80.5%	18.4%	0%	-	-		11.2%	88.2%	0.6%	0%	-	-	-	
% Total	0%	0%	0%	0%	0%	0%	-	11.3%	0.3%	4.5%	0%	16.0%	-		0.5%	35.1%	8.0%	0%	43.6%	-		4.5%	35.6%	0.3%	0%	40.4%	-	-	
PHF	-	-	-	-	-	-	-	0.662	0.250	0.750	-	0.667	-		0.500	0.778	0.800	-	0.821	-		0.750	0.934	0.250	-	0.936	-	0.978	
Motorcycles	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-		0	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	
Lights	0	0	0	0	0	0	-	41	1	16	0	58	-		2	138	29	0	169	-		17	139	1	0	157	-	384	
% Lights	0%	0%	0%	0%	0%	-	-	91.1%	100%	88.9%	0%	90.6%	-		100%	98.6%	90.6%	0%	97.1%	-		94.4%	97.9%	100%	0%	97.5%	-	96.2%	
Single-Unit Trucks	0	0	0	0	0	0	-	3	0	1	0	4	-		0	2	2	0	4	-		1	3	0	0	4	-	12	
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	-	6.7%	0%	5.6%	0%	6.3%	-		0%	1.4%	6.3%	0%	2.3%	-		5.6%	2.1%	0%	0%	2.5%	-	3.0%	
Articulated Trucks	0	0	0	0	0	0	-	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-	0	
% Articulated Trucks	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	
Buses	0	0	0	0	0	0	-	1	0	1	0	2	-		0	0	1	0	1	-		0	0	0	0	0	-	3	
% Buses	0%	0%	0%	0%	0%	-	-	2.2%	0%	5.6%	0%	3.1%	-		0%	0%	3.1%	0%	0.6%	-		0%	0%	0%	0%	0%	-	0.8%	
Bicycles on Road	0	0	0	0	0	0	-	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-	0	
% Bicycles on Road	0%	0%	0%	0%	0%	-	-	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-	0%	
Pedestrians	-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	0		
% Pedestrians	-	-	-	-	-	-		-	-	-	-	-	33.3%		-	-	-	-	-	-		-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	2		-	-	-	-	-	0		-	-	-	-	-	0		
% Bicycles on Crosswalk	-	-	-	-	-	-		-	-	-	-	-	66.7%		-	-	-	-	-	-		-	-	-	-	-	-	-	

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

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

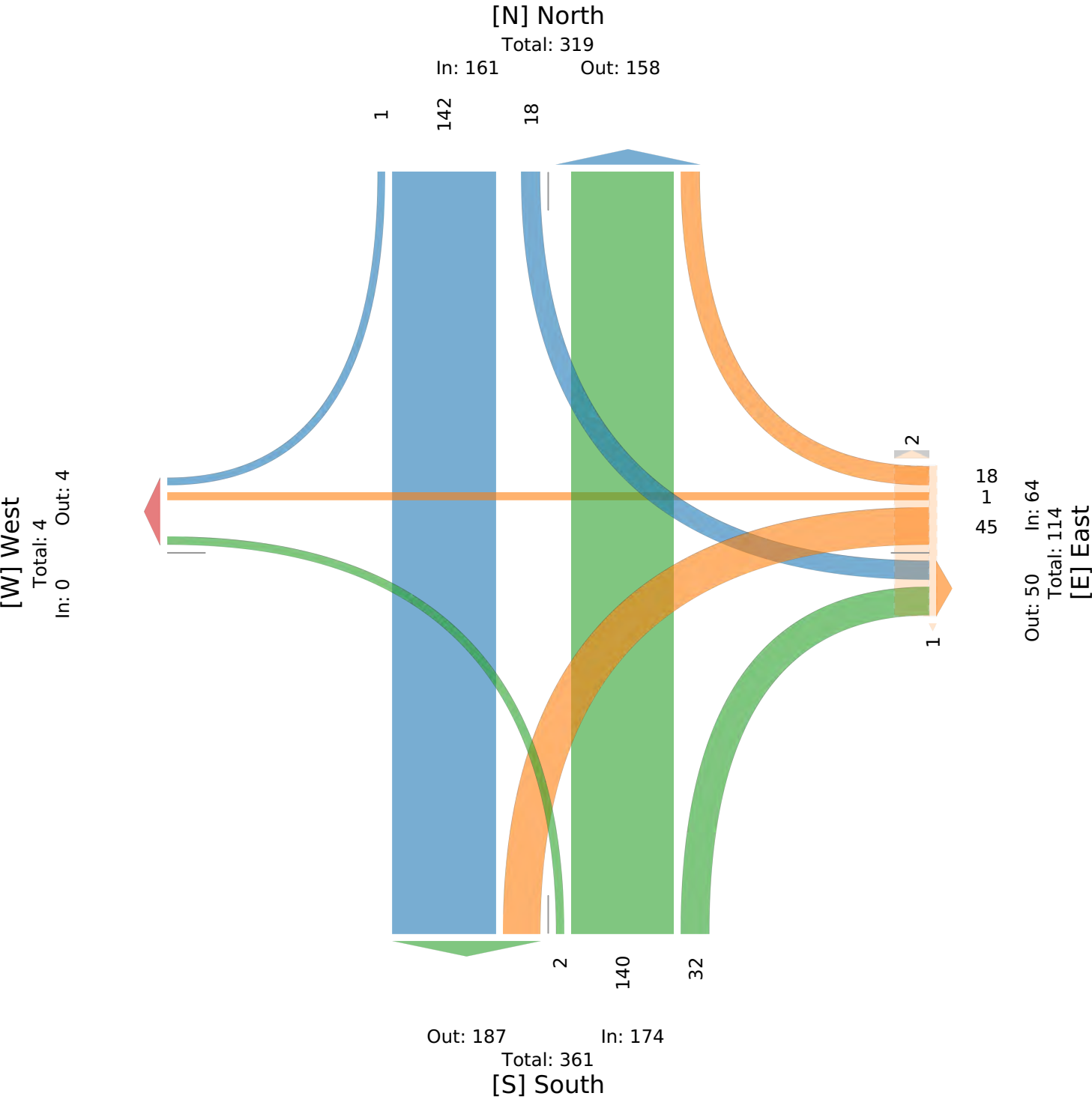
Midday Peak (11:15 AM - 12:15 PM)

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



Barwick Road & Sabal Lakes Road (School Pick... - TMC

Tue Apr 21, 2026

School Dismissal Peak (1:30 PM - 2:30 PM)

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

All Movements

ID: 1413058, Location: 26.480142, -80.114459

Provided by: HBC Engineering

9675 NW 117th Ave, Suite 305,

Miami, FL, 33178, US

Leg Direction	West Eastbound							East Westbound							South Northbound							North Southbound							
Time	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		Int
2026-04-21 1:30PM	1	1	0	0	2	0		9	0	6	0	15	0		1	27	22	0	50	0		18	38	0	0	56	0		123
1:45PM	0	0	0	0	0	1		14	0	9	0	23	0		1	26	31	0	58	0		10	31	0	0	41	1		122
2:00PM	0	0	0	0	0	1		50	0	28	0	78	1		0	23	39	0	62	0		12	25	0	0	37	24		177
2:15PM	0	1	1	0	2	2		67	0	29	0	96	0		0	22	39	1	62	0		12	29	0	0	41	0		201
Total	1	2	1	0	4	4		140	0	72	0	212	1		2	98	131	1	232	0		52	123	0	0	175	25		623
% Approach	25.0%	50.0%	25.0%	0%	-	-		66.0%	0%	34.0%	0%	-	-		0.9%	42.2%	56.5%	0.4%	-	-		29.7%	70.3%	0%	0%	-	-		-
% Total	0.2%	0.3%	0.2%	0%	0.6%	-		22.5%	0%	11.6%	0%	34.0%	-		0.3%	15.7%	21.0%	0.2%	37.2%	-		8.3%	19.7%	0%	0%	28.1%	-		-
PHF	0.250	0.500	0.250	-	0.500	-		0.522	-	0.621	-	0.552	-		0.500	0.907	0.840	0.250	0.935	-		0.722	0.809	-	-	0.781	-		0.775
Motorcycles	0	0	0	0	0	-		0	0	0	0	0	-		0	0	1	0	1	-		0	0	0	0	0	-		1
% Motorcycles	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0.8%	0%	0.4%	-		0%	0%	0%	0%	0%	-		0.2%
Lights	1	2	1	0	4	-		132	0	66	0	198	-		2	97	120	1	220	-		50	117	0	0	167	-		589
% Lights	100%	100%	100%	0%	100%	-		94.3%	0%	91.7%	0%	93.4%	-		100%	99.0%	91.6%	100%	94.8%	-		96.2%	95.1%	0%	0%	95.4%	-		94.5%
Single-Unit Trucks	0	0	0	0	0	-		0	0	3	0	3	-		0	1	0	0	1	-		1	5	0	0	6	-		10
% Single-Unit Trucks	0%	0%	0%	0%	0%	-		0%	0%	4.2%	0%	1.4%	-		0%	1.0%	0%	0%	0.4%	-		1.9%	4.1%	0%	0%	3.4%	-		1.6%
Articulated Trucks	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	1	0	0	1	-		1
% Articulated Trucks	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0.8%	0%	0%	0.6%	-		0.2%
Buses	0	0	0	0	0	-		8	0	3	0	11	-		0	0	10	0	10	-		1	0	0	0	1	-		22
% Buses	0%	0%	0%	0%	0%	-		5.7%	0%	4.2%	0%	5.2%	-		0%	0%	7.6%	0%	4.3%	-		1.9%	0%	0%	0%	0.6%	-		3.5%
Bicycles on Road	0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0	0	0	0	0	-		0
% Bicycles on Road	0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%	0%	0%	0%	0%	-		0%
Pedestrians	-	-	-	-	-	4		-	-	-	-	-	0		-	-	-	-	-	0		-	-	-	-	-	25		
% Pedestrians	-	-	-	-	-	100%		-	-	-	-	-	0%		-	-	-	-	-	-		-	-	-	-	-	100%		-
Bicycles on Crosswalk	-	-	-	-	-	0		-	-	-	-	-	1		-	-	-	-	-	0		-	-	-	-	-	0		-
% Bicycles on Crosswalk	-	-	-	-	-	0%		-	-	-	-	-	100%		-	-	-	-	-	-		-	-	-	-	-	0%		-

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

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026

PM Peak (4:45 PM - 5:45 PM)

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

All Movements

ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

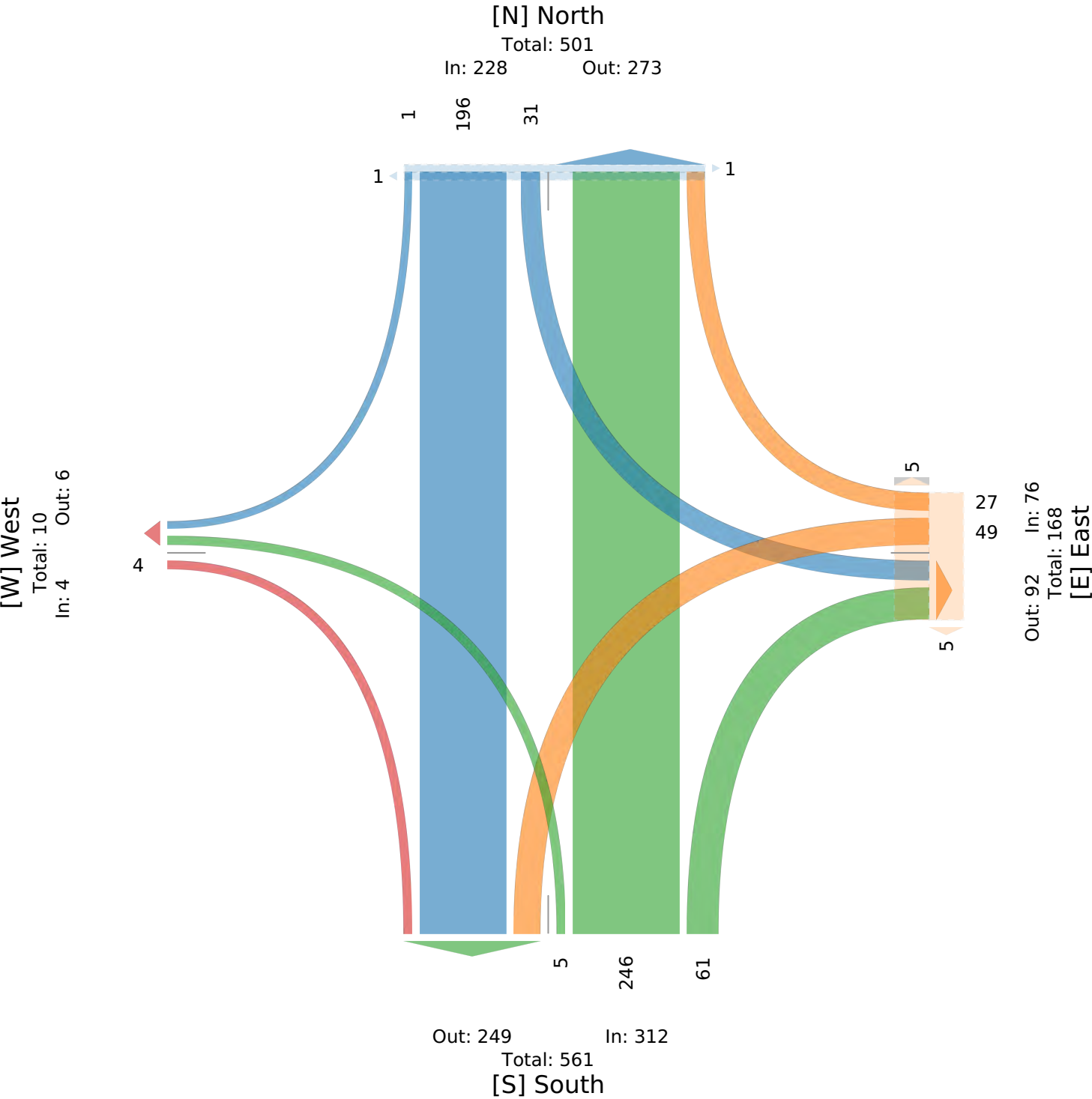
Leg Direction	West Eastbound						East Westbound						South Northbound						North Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2026-04-21 4:45PM	0	0	1	0	1	0	9	0	8	0	17	2	2	67	21	0	90	0	8	50	0	0	58	1	166
5:00PM	0	0	2	0	2	0	15	0	6	0	21	2	1	60	10	0	71	0	8	45	0	0	53	1	147
5:15PM	0	0	1	0	1	0	9	0	5	0	14	4	1	57	12	0	70	0	8	50	1	0	59	0	144
5:30PM	0	0	0	0	0	0	16	0	8	0	24	2	1	62	18	0	81	0	7	51	0	0	58	0	163
Total	0	0	4	0	4	0	49	0	27	0	76	10	5	246	61	0	312	0	31	196	1	0	228	2	620
% Approach	0%	0%	100%	0%	-	-	64.5%	0%	35.5%	0%	-	-	1.6%	78.8%	19.6%	0%	-	-	13.6%	86.0%	0.4%	0%	-	-	-
% Total	0%	0%	0.6%	0%	0.6%	-	7.9%	0%	4.4%	0%	12.3%	-	0.8%	39.7%	9.8%	0%	50.3%	-	5.0%	31.6%	0.2%	0%	36.8%	-	-
PHF	-	-	0.500	-	0.500	-	0.766	-	0.813	-	0.815	-	0.625	0.914	0.726	-	0.864	-	0.969	0.956	0.250	-	0.978	-	0.929
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	2	0	0	2	-	2
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.0%	0%	0%	0.9%	-	0.3%
Lights	0	0	4	0	4	-	49	0	24	0	73	-	5	241	59	0	305	-	31	191	1	0	223	-	605
% Lights	0%	0%	100%	0%	100%	-	100%	0%	88.9%	0%	96.1%	-	100%	98.0%	96.7%	0%	97.8%	-	100%	97.4%	100%	0%	97.8%	-	97.6%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	0	1	0	0	1	-	4
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	1.2%	0%	0%	1.0%	-	0%	0.5%	0%	0%	0.4%	-	0.6%
Articulated Trucks	0	0	0	0	0	-	0	0	1	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	3.7%	0%	1.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses	0	0	0	0	0	-	0	0	1	0	1	-	0	1	2	0	3	-	0	1	0	0	1	-	5
% Buses	0%	0%	0%	0%	0%	-	0%	0%	3.7%	0%	1.3%	-	0%	0.4%	3.3%	0%	1.0%	-	0%	0.5%	0%	0%	0.4%	-	0.8%
Bicycles on Road	0	0	0	0	0	-	0	0	1	0	1	-	0	1	0	0	1	-	0	1	0	0	1	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	3.7%	0%	1.3%	-	0%	0.4%	0%	0%	0.3%	-	0%	0.5%	0%	0%	0.4%	-	0.5%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	2	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

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

Barwick Road & Sabal Lakes Road - TMC

Tue Apr 21, 2026
PM Peak (4:45 PM - 5:45 PM)
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)
All Movements
ID: 1412818, Location: 26.480142, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US



24-HOUR SPEED PROFILE DATA

Provided by: HBC Engineering
 9675 NW 117th Ave, Suite 305
 Miami, FL, 33178, US

Traffic Data Report - Spot Speed

Study Name:Barwick Road North of
 Lake Ida Road
 Coordinates: 26.4765, -80.114401
 Start Date:04/21/2026

Speed Summary (mph)	
15th Percentile Speed	33
50th Percentile Speed	39
85th Percentile Speed	45
95th Percentile Speed	49
Mean Speed	39
Min Speed	8
Max Speed	66

Classification Summary		
Classification	Count	Mean Speed (mph)
Motorcycles	10	40
Passenger Cars	4190	39
Four tire, single unit	480	39
Buses	3	31
Two axle, six tire, single unit	11	37
Three axle, single unit	3	22
Four or more axle, single unit	2	38
Four or less axle, single-trailer	1	36
Five axle, tractor semi-trailer	0	0
Six or more axle, single-trailer	0	0
Five or less axle, multi-trailer	0	0
Six axle, multi-trailer	0	0
Seven or more axle, multi-trailer	0	0
No Class	0	0
Non motorized vehicle	0	0
Total	4700	39

Classification Speed Summary - All Directions (mph)							
Study Date: 04/21/2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Motorcycles	32	39	43	49	40	56	29
Passenger Cars	33	39	45	49	39	66	8
Four tire, single unit	33	39	45	49	39	58	11
Buses	28	33	33	33	31	34	28
Two axle, six tire, single unit	27	38	45	46	37	54	17
Three axle, single unit	19	21	21	21	22	27	19
Four or more axle, single unit	36	36	36	36	38	41	36
Four or less axle, single-trailer	36	36	36	36	36	36	36
Five axle, tractor semi-trailer	0	0	0	0	0	0	0
Six or more axle, single-trailer	0	0	0	0	0	0	0
Five or less axle, multi-trailer	0	0	0	0	0	0	0
Six axle, multi-trailer	0	0	0	0	0	0	0
Seven or more axle, multi-trailer	0	0	0	0	0	0	0
No Class	0	0	0	0	0	0	0
Non motorized vehicle	0	0	0	0	0	0	0
All Classes	33	39	45	49	39	66	8

Classification Speed Summary - Northbound (mph)							
Study Date: 04/21/2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Motorcycles	32	39	43	43	40	49	32
Passenger Cars	33	39	44	47	38	61	16
Four tire, single unit	25	34	42	44	35	45	22
Buses	0	0	0	0	0	0	0
Two axle, six tire, single unit	0	0	0	0	0	0	0
Three axle, single unit	0	0	0	0	0	0	0
Four or more axle, single unit	0	0	0	0	0	0	0
Four or less axle, single-trailer	0	0	0	0	0	0	0
Five axle, tractor semi-trailer	0	0	0	0	0	0	0
Six or more axle, single-trailer	0	0	0	0	0	0	0
Five or less axle, multi-trailer	0	0	0	0	0	0	0
Six axle, multi-trailer	0	0	0	0	0	0	0
Seven or more axle, multi-trailer	0	0	0	0	0	0	0
No Class	0	0	0	0	0	0	0
Non motorized vehicle	0	0	0	0	0	0	0
All Classes	33	39	44	48	38	61	16

Classification Speed Summary - Southbound (mph)							
Study Date: 04/21/2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Motorcycles	29	39	43	43	41	56	29
Passenger Cars	34	40	45	49	40	66	8
Four tire, single unit	33	39	45	49	39	58	11
Buses	28	33	33	33	31	34	28
Two axle, six tire, single unit	27	38	45	46	37	54	17
Three axle, single unit	19	21	21	21	22	27	19
Four or more axle, single unit	36	36	36	36	38	41	36
Four or less axle, single-trailer	36	36	36	36	36	36	36
Five axle, tractor semi-trailer	0	0	0	0	0	0	0
Six or more axle, single-trailer	0	0	0	0	0	0	0
Five or less axle, multi-trailer	0	0	0	0	0	0	0
Six axle, multi-trailer	0	0	0	0	0	0	0
Seven or more axle, multi-trailer	0	0	0	0	0	0	0
No Class	0	0	0	0	0	0	0
Non motorized vehicle	0	0	0	0	0	0	0
All Classes	33	40	45	49	40	66	8

Direction	Northbound
-----------	------------

Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
04/21/2026	0	0	0	4	20	54	175	322	222	92	8	1	1	0	0	899
04/22/2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	0	0	4	20	54	175	322	222	92	8	1	1	0	0	899

Traffic Count by Speed: 60 minute bins																
Date: 04/21/2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	5	2	3	3	1	0	0	0	0	14
07:00	0	0	0	3	12	27	37	24	7	3	0	0	0	0	0	113
08:00	0	0	0	0	1	0	10	22	6	5	0	0	0	0	0	44
09:00	0	0	0	0	0	0	14	17	16	3	1	0	0	0	0	51
10:00	0	0	0	0	0	0	5	19	9	7	0	0	0	0	0	40
11:00	0	0	0	0	1	1	9	18	10	5	2	0	0	0	0	46
12:00	0	0	0	0	0	0	7	22	22	4	0	0	0	0	0	55
13:00	0	0	0	1	3	12	14	15	12	2	0	0	0	0	0	59
14:00	0	0	0	0	1	3	30	34	11	1	0	0	0	0	0	80
15:00	0	0	0	0	0	1	10	27	22	12	1	0	0	0	0	73
16:00	0	0	0	0	0	3	6	47	23	8	2	0	0	0	0	89

17:00	0	0	0	0	2	6	9	31	33	19	1	0	0	0	0	101
18:00	0	0	0	0	0	1	11	21	21	11	0	0	0	0	0	65
19:00	0	0	0	0	0	0	7	20	25	8	0	1	1	0	0	62
20:00	0	0	0	0	0	0	1	2	1	1	0	0	0	0	0	5
21:00	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Date: 04/22/2026																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	0	0	4	20	54	175	322	222	92	8	1	1	0	0	899

Direction	Southbound
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Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
04/21/2026	0	1	3	10	35	194	677	1179	1132	434	100	30	5	1	0	3801
04/22/2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	1	3	10	35	194	677	1179	1132	434	100	30	5	1	0	3801

Traffic Count by Speed: 60 minute bins																
Date: 04/21/2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
00:00	0	0	0	0	0	0	1	3	0	1	1	0	1	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	4
03:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	0	0	0	0	1	2	0	2	4	1	1	0	0	0	11
05:00	0	0	0	0	0	0	2	3	14	2	1	2	0	0	0	24
06:00	0	0	0	0	0	1	9	35	47	25	7	2	1	0	0	127
07:00	0	0	0	0	7	65	185	192	86	24	1	1	0	0	0	561
08:00	0	0	0	0	1	11	68	105	118	36	5	2	0	0	0	346
09:00	0	0	0	0	2	5	32	74	81	31	10	1	0	0	0	236
10:00	0	0	0	2	0	4	22	58	78	37	9	1	0	0	0	211
11:00	0	0	0	0	1	3	23	69	79	37	8	3	1	0	0	224
12:00	0	0	0	0	0	5	24	67	64	34	8	1	0	0	0	203
13:00	0	1	3	6	9	11	46	51	54	18	4	0	0	0	0	203
14:00	0	0	0	1	7	50	91	103	70	20	6	0	0	0	0	348
15:00	0	0	0	0	0	9	43	88	100	36	8	2	0	0	0	286
16:00	0	0	0	0	1	11	25	84	84	30	9	2	1	0	0	247

17:00	0	0	0	0	1	2	27	95	110	39	7	3	0	0	0	284
18:00	0	0	0	1	2	3	24	67	52	26	4	2	0	0	0	181
19:00	0	0	0	0	0	0	14	37	50	13	4	4	1	1	0	124
20:00	0	0	0	0	1	4	10	21	18	9	3	1	0	0	0	67
21:00	0	0	0	0	2	7	15	18	8	7	1	2	0	0	0	60
22:00	0	0	0	0	0	1	8	5	16	3	3	0	0	0	0	36
23:00	0	0	0	0	1	1	3	3	1	1	0	0	0	0	0	10
Date: 04/22/2026																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	1	3	10	35	194	677	1179	1132	434	100	30	5	1	0	3801

Provided by: HBC Engineering
 9675 NW 117th Ave, Suite 305
 Miami, FL, 33178, US

Traffic Data Report - Spot Speed

Study Name:Barwick Road North of Highgate Drive
 Coordinates: 26.482561, -80.114499
 Start Date:04/21/2026

Speed Summary (mph)	
15th Percentile Speed	29
50th Percentile Speed	35
85th Percentile Speed	40
95th Percentile Speed	44
Mean Speed	35
Min Speed	8
Max Speed	63

Classification Summary		
Classification	Count	Mean Speed (mph)
Motorcycles	13	29
Passenger Cars	3687	35
Four tire, single unit	400	35
Buses	10	31
Two axle, six tire, single unit	21	31
Three axle, single unit	2	27
Four or more axle, single unit	1	38
Four or less axle, single-trailer	1	27
Five axle, tractor semi-trailer	0	0
Six or more axle, single-trailer	0	0
Five or less axle, multi-trailer	0	0
Six axle, multi-trailer	0	0
Seven or more axle, multi-trailer	0	0
No Class	0	0
Non motorized vehicle	0	0
Total	4135	35

Classification Speed Summary - All Directions (mph)							
Study Date: 04/21/2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Motorcycles	21	26	35	39	29	44	14
Passenger Cars	30	35	41	44	35	63	9
Four tire, single unit	28	35	40	44	35	52	8
Buses	25	32	34	37	31	38	22
Two axle, six tire, single unit	24	29	36	39	31	53	21
Three axle, single unit	21	21	21	21	27	33	21
Four or more axle, single unit	38	38	38	38	38	38	38
Four or less axle, single-trailer	27	27	27	27	27	27	27
Five axle, tractor semi-trailer	0	0	0	0	0	0	0
Six or more axle, single-trailer	0	0	0	0	0	0	0
Five or less axle, multi-trailer	0	0	0	0	0	0	0
Six axle, multi-trailer	0	0	0	0	0	0	0
Seven or more axle, multi-trailer	0	0	0	0	0	0	0
No Class	0	0	0	0	0	0	0
Non motorized vehicle	0	0	0	0	0	0	0
All Classes	29	35	40	44	35	63	8

Classification Speed Summary - Northbound (mph)							
Study Date: 04/21/2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Motorcycles	14	31	39	39	32	44	14
Passenger Cars	29	35	40	43	35	59	9
Four tire, single unit	28	35	40	43	35	52	20
Buses	38	38	38	38	38	38	38
Two axle, six tire, single unit	21	24	24	24	33	53	21
Three axle, single unit	21	21	21	21	27	33	21
Four or more axle, single unit	0	0	0	0	0	0	0
Four or less axle, single-trailer	0	0	0	0	0	0	0
Five axle, tractor semi-trailer	0	0	0	0	0	0	0
Six or more axle, single-trailer	0	0	0	0	0	0	0
Five or less axle, multi-trailer	0	0	0	0	0	0	0
Six axle, multi-trailer	0	0	0	0	0	0	0
Seven or more axle, multi-trailer	0	0	0	0	0	0	0
No Class	0	0	0	0	0	0	0
Non motorized vehicle	0	0	0	0	0	0	0
All Classes	29	35	40	43	35	59	9

Classification Speed Summary - Southbound (mph)							
Study Date: 04/21/2026	Speed Percentiles				Speed Variances		
Classification	15th	50th	85th	95th	Mean Speed	Max Speed	Min Speed
Motorcycles	21	24	30	30	26	35	21
Passenger Cars	30	35	41	44	35	63	10
Four tire, single unit	28	35	40	43	35	52	8
Buses	25	32	33	34	30	37	22
Two axle, six tire, single unit	25	29	36	36	30	39	22
Three axle, single unit	0	0	0	0	0	0	0
Four or more axle, single unit	38	38	38	38	38	38	38
Four or less axle, single-trailer	27	27	27	27	27	27	27
Five axle, tractor semi-trailer	0	0	0	0	0	0	0
Six or more axle, single-trailer	0	0	0	0	0	0	0
Five or less axle, multi-trailer	0	0	0	0	0	0	0
Six axle, multi-trailer	0	0	0	0	0	0	0
Seven or more axle, multi-trailer	0	0	0	0	0	0	0
No Class	0	0	0	0	0	0	0
Non motorized vehicle	0	0	0	0	0	0	0
All Classes	29	35	41	44	35	63	8

Direction	Northbound
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Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
04/21/2026	0	1	20	12	75	284	658	618	206	28	8	1	0	0	0	1911
04/22/2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	1	20	12	75	284	658	618	206	28	8	1	0	0	0	1911

Traffic Count by Speed: 60 minute bins																
Date: 04/21/2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
00:00	0	0	0	0	0	0	1	2	0	1	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	3
05:00	0	0	0	0	0	0	2	6	1	0	0	0	0	0	0	9
06:00	0	0	1	0	0	13	11	16	8	2	0	0	0	0	0	51
07:00	0	0	4	1	12	42	58	24	7	1	0	0	0	0	0	149
08:00	0	0	1	2	4	18	54	28	8	4	0	0	0	0	0	119
09:00	0	0	1	0	3	13	37	28	11	0	0	0	0	0	0	93
10:00	0	0	2	2	2	8	25	27	10	0	1	0	0	0	0	77
11:00	0	0	0	1	2	6	33	41	11	6	0	0	0	0	0	100
12:00	0	0	1	0	9	9	28	45	18	1	0	0	0	0	0	111
13:00	0	0	3	0	2	16	28	19	9	0	1	0	0	0	0	78
14:00	0	0	0	5	14	30	48	31	8	0	0	0	0	0	0	136
15:00	0	0	1	0	5	29	66	83	18	0	1	0	0	0	0	203
16:00	0	0	1	0	9	21	67	64	22	1	0	0	0	0	0	185

17:00	0	0	2	0	2	19	62	67	24	2	3	0	0	0	0	181
18:00	0	0	1	0	0	11	43	45	15	3	1	1	0	0	0	120
19:00	0	0	0	0	2	12	36	42	15	2	1	0	0	0	0	110
20:00	0	0	1	0	7	20	30	21	9	1	0	0	0	0	0	89
21:00	0	1	0	1	2	14	19	14	6	1	0	0	0	0	0	58
22:00	0	0	0	0	0	2	7	7	3	1	0	0	0	0	0	20
23:00	0	0	1	0	0	1	2	5	0	0	0	0	0	0	0	9
Date: 04/22/2026																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	1	20	12	75	284	658	618	206	28	8	1	0	0	0	1911

Direction	Southbound
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Traffic Count by Speed: Daily Total																
Date	Speed (mph)															
	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
04/21/2026	0	2	7	8	97	340	713	683	299	62	11	1	1	0	0	2224
04/22/2026	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	2	7	8	97	340	713	683	299	62	11	1	1	0	0	2224

Traffic Count by Speed: 60 minute bins																
Date: 04/21/2026	Speed (mph)															
Time	0-5	6-10	11-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60	61-65	66-70	> 70	Total
00:00	0	0	0	0	0	1	2	1	2	0	1	0	0	0	0	7
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
05:00	0	0	0	0	2	1	3	6	3	1	0	0	0	0	0	16
06:00	0	0	0	0	0	4	30	17	12	3	0	0	0	0	0	66
07:00	0	0	1	2	40	77	72	41	15	0	0	0	0	0	0	248
08:00	0	0	0	0	6	25	47	56	16	6	1	1	0	0	0	158
09:00	0	0	0	0	1	17	51	61	23	5	1	0	0	0	0	159
10:00	0	0	0	0	0	16	38	36	13	5	1	0	0	0	0	109
11:00	0	0	0	1	2	15	44	41	26	6	3	0	0	0	0	138
12:00	0	0	0	0	1	17	56	40	18	1	0	0	0	0	0	133
13:00	0	0	0	0	7	15	56	45	11	0	0	0	0	0	0	134
14:00	0	0	0	1	8	33	53	27	11	0	0	0	0	0	0	133
15:00	0	2	6	1	5	22	38	57	17	8	0	0	0	0	0	156
16:00	0	0	0	0	5	31	43	57	27	4	1	0	1	0	0	169

17:00	0	0	0	1	1	13	55	65	39	6	0	0	0	0	0	180
18:00	0	0	0	0	2	12	38	51	22	6	1	0	0	0	0	132
19:00	0	0	0	0	6	9	24	33	23	4	1	0	0	0	0	100
20:00	0	0	0	0	4	10	16	14	7	3	0	0	0	0	0	54
21:00	0	0	0	0	3	15	27	23	7	2	1	0	0	0	0	78
22:00	0	0	0	1	2	7	14	9	4	1	0	0	0	0	0	38
23:00	0	0	0	1	2	0	4	2	3	0	0	0	0	0	0	12
Date: 04/22/2026																
00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Study Total	0	2	7	8	97	340	713	683	299	62	11	1	1	0	0	2224

PEDESTRIAN CROSSING DATA

Barwick Road North Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026

Full Length (12 AM-12 AM (+1))

All Classes (Pedestrians, Bicycles, Bicycles)

All Channels

ID: 1412813, Location: 26.480314, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2026-04-21 12:00AM	0	0	0	0	0
12:15AM	0	0	0	0	0
12:30AM	0	0	0	0	0
12:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
1:00AM	0	0	0	0	0
1:15AM	0	0	0	0	0
1:30AM	0	0	0	0	0
1:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2:00AM	0	0	0	0	0
2:15AM	0	0	0	0	0
2:30AM	0	0	0	0	0
2:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
3:00AM	0	0	0	0	0
3:15AM	0	0	0	0	0
3:30AM	0	0	0	0	0
3:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
4:00AM	0	0	0	0	0
4:15AM	0	0	0	0	0
4:30AM	0	0	0	0	0
4:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
5:00AM	0	0	0	0	0
5:15AM	0	0	0	0	0
5:30AM	0	0	0	0	0
5:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
6:00AM	0	0	0	0	0
6:15AM	0	0	0	0	0
6:30AM	0	0	0	0	0
6:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
7:00AM	0	0	0	0	0
7:15AM	1	1	0	0	1
7:30AM	14	14	1	1	15
7:45AM	14	14	7	7	21
Hourly Total	29	29	8	8	0
8:00AM	2	2	0	0	2
8:15AM	0	0	0	0	0
8:30AM	1	1	0	0	1
8:45AM	1	1	0	0	1
Hourly Total	4	4	0	0	0
9:00AM	0	0	1	1	1
9:15AM	0	0	0	0	0
9:30AM	0	0	0	0	0
9:45AM	1	1	0	0	1
Hourly Total	1	1	1	1	0
10:00AM	0	0	0	0	0
10:15AM	0	0	0	0	0
10:30AM	0	0	0	0	0
10:45AM	0	0	0	0	0

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
Hourly Total	0	0	0	0	0
11:00AM	0	0	0	0	0
11:15AM	0	0	0	0	0
11:30AM	0	0	0	0	0
11:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
12:00PM	0	0	0	0	0
12:15PM	0	0	0	0	0
12:30PM	0	0	0	0	0
12:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
1:00PM	0	0	0	0	0
1:15PM	0	0	0	0	0
1:30PM	0	0	0	0	0
1:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2:00PM	4	4	25	25	29
2:15PM	0	0	0	0	0
2:30PM	0	0	0	0	0
2:45PM	0	0	0	0	0
Hourly Total	4	4	25	25	0
3:00PM	0	0	2	2	2
3:15PM	0	0	0	0	0
3:30PM	2	2	0	0	2
3:45PM	0	0	0	0	0
Hourly Total	2	2	2	2	0
4:00PM	0	0	0	0	0
4:15PM	0	0	0	0	0
4:30PM	0	0	0	0	0
4:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
5:00PM	1	1	0	0	1
5:15PM	0	0	0	0	0
5:30PM	0	0	0	0	0
5:45PM	0	0	0	0	0
Hourly Total	1	1	0	0	0
6:00PM	0	0	0	0	0
6:15PM	0	0	0	0	0
6:30PM	2	2	0	0	2
6:45PM	0	0	0	0	0
Hourly Total	2	2	0	0	0
7:00PM	0	0	0	0	0
7:15PM	0	0	2	2	2
7:30PM	0	0	0	0	0
7:45PM	1	1	0	0	1
Hourly Total	1	1	2	2	0
8:00PM	2	2	0	0	2
8:15PM	0	0	0	0	0
8:30PM	0	0	0	0	0
8:45PM	0	0	1	1	1
Hourly Total	2	2	1	1	0
9:00PM	0	0	0	0	0
9:15PM	0	0	0	0	0
9:30PM	1	1	1	1	2
9:45PM	0	0	0	0	0
Hourly Total	1	1	1	1	0
10:00PM	0	0	0	0	0
10:15PM	0	0	0	0	0
10:30PM	0	0	0	0	0
10:45PM	0	0	0	0	0

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
Hourly Total	0	0	0	0	0
11:00PM	0	0	0	0	0
11:15PM	0	0	0	0	0
11:30PM	0	0	0	0	0
11:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
Total	47	47	40	40	87
% Approach	100%	-	100%	-	-
% Total	54.0%	54.0%	46.0%	46.0%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	45	45	39	39	84
% Pedestrians	100%	95.7%	100%	97.5%	96.6%
Bicycles	2	2	1	1	3
% Bicycles	100%	4.3%	100%	2.5%	3.4%

*T: Thru

Barwick Road North Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412813, Location: 26.480314, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Barwick Road North Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412813, Location: 26.480314, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2026-04-21 7:15AM	1	1	0	0	1
7:30AM	14	14	1	1	15
7:45AM	14	14	7	7	21
8:00AM	2	2	0	0	2
Total	31	31	8	8	39
% Approach	100%	-	100%	-	-
% Total	79.5%	79.5%	20.5%	20.5%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	29	29	8	8	37
% Pedestrians	100%	93.5%	100%	100%	94.9%
Bicycles	2	2	0	0	2
% Bicycles	100%	6.5%	-	0%	5.1%

*T: Thru

Barwick Road North Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
AM Peak (7:15 AM - 8:15 AM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412813, Location: 26.480314, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Barwick Road North Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
PM Peak (2 PM - 3 PM)
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412813, Location: 26.480314, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2026-04-21 2:00PM	4	4	25	25	29
2:15PM	0	0	0	0	0
2:30PM	0	0	0	0	0
2:45PM	0	0	0	0	0
Total	4	4	25	25	29
% Approach	100%	-	100%	-	-
% Total	13.8%	13.8%	86.2%	86.2%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	4	4	25	25	29
% Pedestrians	100%	100%	100%	100%	100.0%
Bicycles	0	0	0	0	0
% Bicycles	-	0%	-	0%	0.0%

*T: Thru

Barwick Road North Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
PM Peak (2 PM - 3 PM)
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412813, Location: 26.480314, -80.114459

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Barwick Road South Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026

Full Length (12 AM-12 AM (+1))

All Classes (Pedestrians, Bicycles)

All Channels

ID: 1412815, Location: 26.479426, -80.114455

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2026-04-21 12:00AM	0	0	0	0	0
12:15AM	0	0	0	0	0
12:30AM	0	0	0	0	0
12:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
1:00AM	0	0	0	0	0
1:15AM	0	0	0	0	0
1:30AM	0	0	0	0	0
1:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2:00AM	0	0	0	0	0
2:15AM	0	0	0	0	0
2:30AM	0	0	0	0	0
2:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
3:00AM	0	0	0	0	0
3:15AM	0	0	0	0	0
3:30AM	0	0	0	0	0
3:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
4:00AM	0	0	0	0	0
4:15AM	0	0	0	0	0
4:30AM	0	0	0	0	0
4:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
5:00AM	0	0	0	0	0
5:15AM	0	0	0	0	0
5:30AM	0	0	0	0	0
5:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
6:00AM	0	0	0	0	0
6:15AM	0	0	0	0	0
6:30AM	0	0	0	0	0
6:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
7:00AM	0	0	0	0	0
7:15AM	0	0	0	0	0
7:30AM	0	0	0	0	0
7:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
8:00AM	0	0	0	0	0
8:15AM	0	0	0	0	0
8:30AM	0	0	0	0	0
8:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
9:00AM	0	0	0	0	0
9:15AM	0	0	0	0	0
9:30AM	0	0	0	0	0
9:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
10:00AM	0	0	0	0	0
10:15AM	0	0	0	0	0
10:30AM	0	0	0	0	0
10:45AM	0	0	0	0	0

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
Hourly Total	0	0	0	0	0
11:00AM	0	0	0	0	0
11:15AM	0	0	0	0	0
11:30AM	2	2	0	0	2
11:45AM	0	0	0	0	0
Hourly Total	2	2	0	0	0
12:00PM	0	0	0	0	0
12:15PM	0	0	0	0	0
12:30PM	0	0	0	0	0
12:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
1:00PM	0	0	0	0	0
1:15PM	0	0	0	0	0
1:30PM	0	0	0	0	0
1:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2:00PM	0	0	0	0	0
2:15PM	0	0	0	0	0
2:30PM	0	0	0	0	0
2:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
3:00PM	1	1	0	0	1
3:15PM	0	0	0	0	0
3:30PM	0	0	0	0	0
3:45PM	0	0	0	0	0
Hourly Total	1	1	0	0	0
4:00PM	0	0	1	1	1
4:15PM	0	0	0	0	0
4:30PM	0	0	0	0	0
4:45PM	0	0	0	0	0
Hourly Total	0	0	1	1	0
5:00PM	1	1	0	0	1
5:15PM	0	0	0	0	0
5:30PM	0	0	0	0	0
5:45PM	0	0	1	1	1
Hourly Total	1	1	1	1	0
6:00PM	0	0	0	0	0
6:15PM	1	1	1	1	2
6:30PM	0	0	0	0	0
6:45PM	0	0	0	0	0
Hourly Total	1	1	1	1	0
7:00PM	0	0	0	0	0
7:15PM	0	0	0	0	0
7:30PM	1	1	0	0	1
7:45PM	0	0	0	0	0
Hourly Total	1	1	0	0	0
8:00PM	0	0	0	0	0
8:15PM	0	0	0	0	0
8:30PM	0	0	0	0	0
8:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
9:00PM	0	0	0	0	0
9:15PM	0	0	0	0	0
9:30PM	0	0	0	0	0
9:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
10:00PM	0	0	0	0	0
10:15PM	0	0	0	0	0
10:30PM	0	0	0	0	0
10:45PM	0	0	0	0	0

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
Hourly Total	0	0	0	0	0
11:00PM	0	0	0	0	0
11:15PM	0	0	0	0	0
11:30PM	0	0	0	0	0
11:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
Total	6	6	3	3	9
% Approach	100%	-	100%	-	-
% Total	66.7%	66.7%	33.3%	33.3%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	6	6	3	3	9
% Pedestrians	100%	100%	100%	100%	100.0%

*T: Thru

Barwick Road South Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles)
All Channels
ID: 1412815, Location: 26.479426, -80.114455

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Barwick Road South Crosswalk - Ped & Bike Pathway

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Tue Apr 21, 2026
Midday Peak (11:30 AM - 12:30 PM)
All Classes (Pedestrians, Bicycles)
All Channels
ID: 1412815, Location: 26.479426, -80.114455

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2026-04-21 11:30AM	2	2	0	0	2
11:45AM	0	0	0	0	0
12:00PM	0	0	0	0	0
12:15PM	0	0	0	0	0
Total	2	2	0	0	2
% Approach	100%	-	0%	-	-
% Total	100%	100%	0%	0%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	-	0%
Pedestrians	2	2	0	0	2
% Pedestrians	100%	100%	-	0%	100.0%

*T: Thru

Barwick Road South Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
Midday Peak (11:30 AM - 12:30 PM)
All Classes (Pedestrians, Bicycles)
All Channels
ID: 1412815, Location: 26.479426, -80.114455

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Barwick Road South Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
PM Peak (5:45 PM - 6:45 PM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles)
All Channels
ID: 1412815, Location: 26.479426, -80.114455

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Leg Direction	West Eastbound		East Westbound		
Time	T	App	T	App	Int
2026-04-21 5:45PM	0	0	1	1	1
6:00PM	0	0	0	0	0
6:15PM	1	1	1	1	2
6:30PM	0	0	0	0	0
Total	1	1	2	2	3
% Approach	100%	-	100%	-	-
% Total	33.3%	33.3%	66.7%	66.7%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	1	1	2	2	3
% Pedestrians	100%	100%	100%	100%	100.0%

*T: Thru

Barwick Road South Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
PM Peak (5:45 PM - 6:45 PM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles)
All Channels
ID: 1412815, Location: 26.479426, -80.114455

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Sabal Lakes Road Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026

Full Length (12 AM-12 AM (+1))

All Classes (Pedestrians, Bicycles, Bicycles)

All Channels

ID: 1412812, Location: 26.480144, -80.112315

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 12:00AM	0	0	0	0	0
12:15AM	0	0	0	0	0
12:30AM	0	0	0	0	0
12:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
1:00AM	0	0	0	0	0
1:15AM	0	0	0	0	0
1:30AM	0	0	0	0	0
1:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2:00AM	0	0	0	0	0
2:15AM	0	0	0	0	0
2:30AM	0	0	0	0	0
2:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
3:00AM	0	0	0	0	0
3:15AM	0	0	0	0	0
3:30AM	0	0	0	0	0
3:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
4:00AM	0	0	0	0	0
4:15AM	0	0	0	0	0
4:30AM	0	0	0	0	0
4:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
5:00AM	0	0	0	0	0
5:15AM	0	0	0	0	0
5:30AM	0	0	0	0	0
5:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
6:00AM	0	0	0	0	0
6:15AM	0	0	0	0	0
6:30AM	0	0	0	0	0
6:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
7:00AM	0	0	0	0	0
7:15AM	2	2	2	2	4
7:30AM	12	12	1	1	13
7:45AM	24	24	2	2	26
Hourly Total	38	38	5	5	0
8:00AM	0	0	0	0	0
8:15AM	0	0	0	0	0
8:30AM	0	0	0	0	0
8:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
9:00AM	0	0	0	0	0
9:15AM	0	0	0	0	0
9:30AM	0	0	0	0	0
9:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
10:00AM	0	0	0	0	0
10:15AM	0	0	0	0	0
10:30AM	0	0	1	1	1
10:45AM	0	0	0	0	0

Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
Hourly Total	0	0	1	1	0
11:00AM	0	0	0	0	0
11:15AM	0	0	0	0	0
11:30AM	0	0	0	0	0
11:45AM	0	0	0	0	0
Hourly Total	0	0	0	0	0
12:00PM	0	0	0	0	0
12:15PM	0	0	0	0	0
12:30PM	0	0	0	0	0
12:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
1:00PM	0	0	0	0	0
1:15PM	0	0	0	0	0
1:30PM	0	0	0	0	0
1:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
2:00PM	2	2	40	40	42
2:15PM	0	0	3	3	3
2:30PM	0	0	0	0	0
2:45PM	0	0	3	3	3
Hourly Total	2	2	46	46	0
3:00PM	0	0	0	0	0
3:15PM	0	0	0	0	0
3:30PM	0	0	0	0	0
3:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
4:00PM	0	0	0	0	0
4:15PM	0	0	0	0	0
4:30PM	0	0	0	0	0
4:45PM	8	8	1	1	9
Hourly Total	8	8	1	1	0
5:00PM	3	3	1	1	4
5:15PM	0	0	0	0	0
5:30PM	0	0	0	0	0
5:45PM	0	0	2	2	2
Hourly Total	3	3	3	3	0
6:00PM	0	0	0	0	0
6:15PM	0	0	0	0	0
6:30PM	0	0	0	0	0
6:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
7:00PM	1	1	0	0	1
7:15PM	0	0	0	0	0
7:30PM	0	0	0	0	0
7:45PM	0	0	0	0	0
Hourly Total	1	1	0	0	0
8:00PM	0	0	0	0	0
8:15PM	0	0	0	0	0
8:30PM	0	0	0	0	0
8:45PM	1	1	0	0	1
Hourly Total	1	1	0	0	0
9:00PM	0	0	0	0	0
9:15PM	0	0	0	0	0
9:30PM	0	0	0	0	0
9:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
10:00PM	0	0	0	0	0
10:15PM	0	0	0	0	0
10:30PM	0	0	0	0	0
10:45PM	0	0	0	0	0

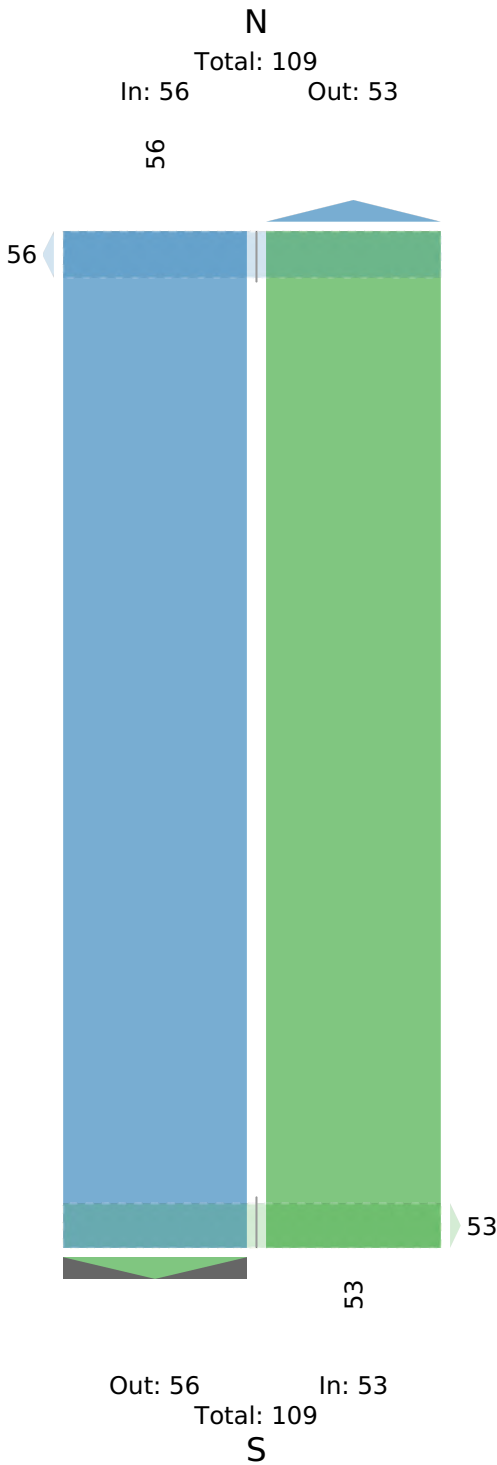
Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
Hourly Total	0	0	0	0	0
11:00PM	0	0	0	0	0
11:15PM	0	0	0	0	0
11:30PM	0	0	0	0	0
11:45PM	0	0	0	0	0
Hourly Total	0	0	0	0	0
Total	53	53	56	56	109
% Approach	100%	-	100%	-	-
% Total	48.6%	48.6%	51.4%	51.4%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	47	47	52	52	99
% Pedestrians	100%	88.7%	100%	92.9%	90.8%
Bicycles	6	6	4	4	10
% Bicycles	100%	11.3%	100%	7.1%	9.2%

*T: Thru

Sabal Lakes Road Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
Full Length (12 AM-12 AM (+1))
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412812, Location: 26.480144, -80.112315

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Sabal Lakes Road Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026

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

All Classes (Pedestrians, Bicycles, Bicycles)

All Channels

ID: 1412812, Location: 26.480144, -80.112315

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

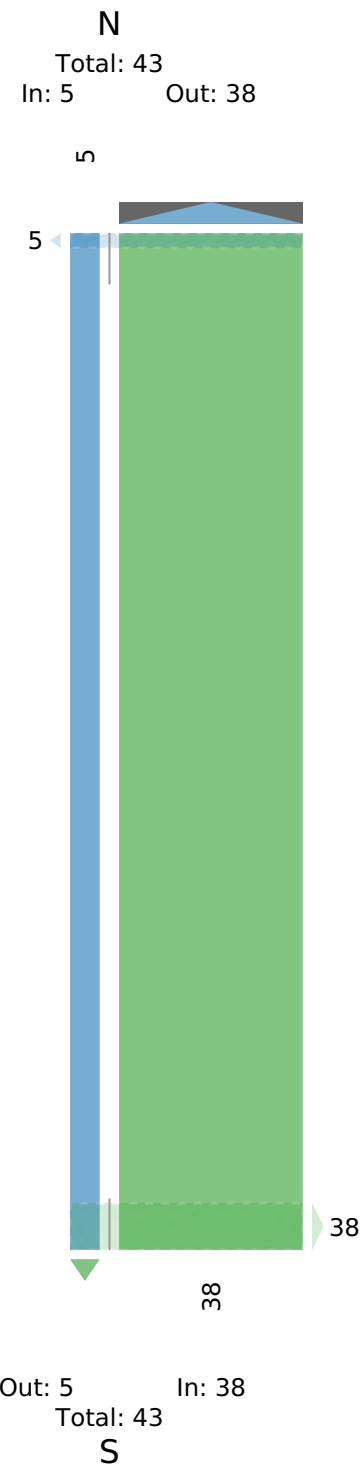
Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 7:15AM	2	2	2	2	4
7:30AM	12	12	1	1	13
7:45AM	24	24	2	2	26
8:00AM	0	0	0	0	0
Total	38	38	5	5	43
% Approach	100%	-	100%	-	-
% Total	88.4%	88.4%	11.6%	11.6%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	32	32	5	5	37
% Pedestrians	100%	84.2%	100%	100%	86.0%
Bicycles	6	6	0	0	6
% Bicycles	100%	15.8%	-	0%	14.0%

*T: Thru

Sabal Lakes Road Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
AM Peak (7:15 AM - 8:15 AM)
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412812, Location: 26.480144, -80.112315

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



Sabal Lakes Road Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026

PM Peak (2 PM - 3 PM) - Overall Peak Hour

All Classes (Pedestrians, Bicycles, Bicycles)

All Channels

ID: 1412812, Location: 26.480144, -80.112315

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US

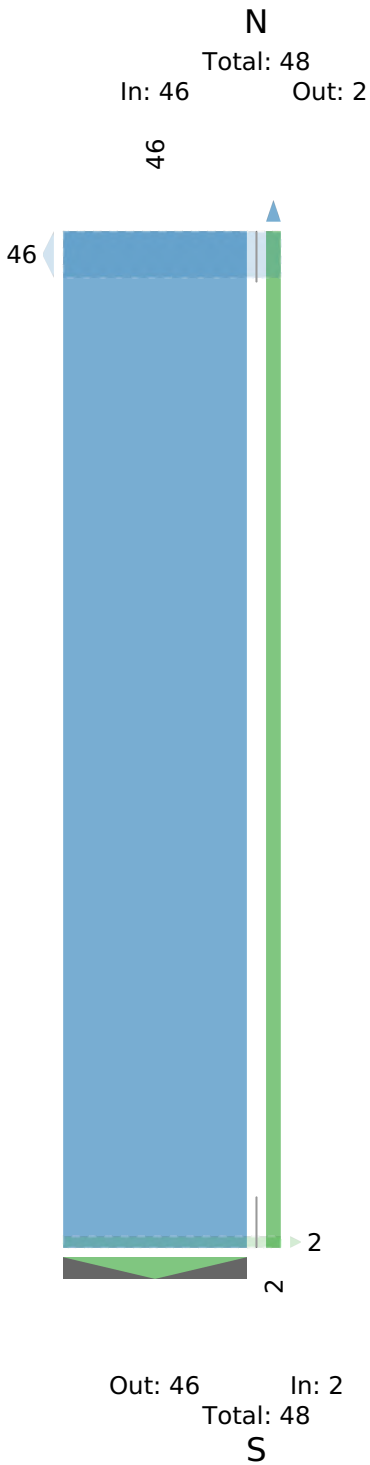
Leg Direction	South Northbound		North Southbound		
Time	T	App	T	App	Int
2026-04-21 2:00PM	2	2	40	40	42
2:15PM	0	0	3	3	3
2:30PM	0	0	0	0	0
2:45PM	0	0	3	3	3
Total	2	2	46	46	48
% Approach	100%	-	100%	-	-
% Total	4.2%	4.2%	95.8%	95.8%	-
Bicycles	0	0	0		
% Bicycles	0%	0%	0%	0%	0%
Pedestrians	2	2	42	42	44
% Pedestrians	100%	100%	100%	91.3%	91.7%
Bicycles	0	0	4	4	4
% Bicycles	-	0%	100%	8.7%	8.3%

*T: Thru

Sabal Lakes Road Crosswalk - Ped & Bike Pathway

Tue Apr 21, 2026
PM Peak (2 PM - 3 PM) - Overall Peak Hour
All Classes (Pedestrians, Bicycles, Bicycles)
All Channels
ID: 1412812, Location: 26.480144, -80.112315

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305, Miami, FL, 33178, US



GAP DATA

Data Collection: Vehicle Gaps - 24 Hours (12AM-12AM)
Location: Barwick Road North of Lake Ida Road, Palm Beach County, FL
Date: Tuesday, April 21, 2026
Direction: Northbound

Provided by: HBC Engineering
9675 NW 117th Ave, Suite 305,
Miami, FL, 33178, US

Time	1 to 3	3 to 5	5 to 7	7 to 9	9 to 11	11 to 13	13 to 15	15 to 17	17 to 19	19 to 21	21 to 23	23 to 25	25 to 27	27 to 29	> 29	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	3	4
6:00 AM	10	4	2	1	2	2	0	4	3	3	0	2	0	1	29	63
7:00 AM	138	81	35	21	17	19	8	11	5	8	4	7	4	4	27	389
8:00 AM	34	27	10	10	7	7	7	5	9	4	3	6	1	2	44	176
9:00 AM	32	16	10	12	8	3	8	4	6	5	6	2	6	4	47	169
10:00 AM	21	25	8	4	5	7	4	5	7	4	0	3	2	2	46	143
11:00 AM	37	21	20	15	7	8	12	5	9	7	8	5	5	5	38	202
12:00 PM	46	34	24	11	13	11	10	6	7	4	4	2	6	3	43	224
1:00 PM	59	35	32	12	14	10	2	6	14	4	1	6	4	3	40	242
2:00 PM	98	38	31	23	13	10	13	10	9	2	8	6	2	4	39	306
3:00 PM	76	59	31	14	15	20	12	16	9	7	4	5	4	6	32	310
4:00 PM	98	55	42	31	15	16	13	6	8	8	5	3	3	5	34	342
5:00 PM	95	51	34	19	16	17	11	7	12	9	6	5	1	4	31	318
6:00 PM	50	27	15	10	14	6	7	11	6	6	4	2	7	7	42	214
7:00 PM	44	32	12	17	12	11	7	11	5	7	6	9	2	2	42	219
8:00 PM	14	9	10	5	3	2	5	2	2	0	1	2	3	3	33	94
9:00 PM	3	0	1	0	0	0	0	0	0	0	0	0	0	0	14	18
10:00 PM	2	0	1	0	0	0	0	1	0	0	0	0	0	0	4	8
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	858	514	318	205	161	149	119	110	111	78	60	65	50	55	590	3,443

Data Collection: Vehicle Gaps - 24 Hours (12AM-12AM)
 Location: Barwick Road North of Lake Ida Road, Palm Beach County, FL
 Date: Tuesday, April 21, 2026
 Direction: Southbound

Provided by: HBC Engineering
 9675 NW 117th Ave, Suite 305,
 Miami, FL, 33178, US

Time	1 to 3	3 to 5	5 to 7	7 to 9	9 to 11	11 to 13	13 to 15	15 to 17	17 to 19	19 to 21	21 to 23	23 to 25	25 to 27	27 to 29	> 29	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
6:00 AM	6	9	12	9	3	5	5	2	7	1	5	7	5	2	31	109
7:00 AM	197	147	62	44	25	27	18	9	11	5	4	4	3	1	9	566
8:00 AM	79	63	39	37	19	15	22	11	10	7	7	7	4	3	25	348
9:00 AM	49	24	22	17	21	11	14	9	7	7	2	8	2	2	40	235
10:00 AM	23	30	22	17	16	17	7	3	6	9	7	6	5	5	42	215
11:00 AM	34	29	26	11	9	14	17	7	10	9	10	10	6	0	36	228
12:00 PM	21	23	15	19	20	7	9	10	12	9	5	7	4	4	40	205
1:00 PM	29	26	17	15	15	12	5	10	7	8	6	8	5	6	36	205
2:00 PM	80	67	59	32	16	15	13	13	12	7	7	2	5	5	24	357
3:00 PM	53	49	37	21	20	14	11	6	11	13	5	7	7	5	30	289
4:00 PM	38	27	24	20	14	17	8	10	8	8	7	5	5	11	36	238
5:00 PM	38	35	38	26	15	20	10	10	6	9	8	6	5	4	32	262
6:00 PM	22	16	12	9	21	6	7	5	4	3	3	9	1	3	44	165
7:00 PM	10	9	11	7	7	4	6	4	5	4	1	5	6	1	42	122
8:00 PM	2	3	2	3	2	1	1	2	1	0	0	1	0	2	19	39
9:00 PM	0	0	0	1	0	0	0	0	1	0	0	0	0	0	10	12
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Grand Total	681	557	398	288	223	185	153	111	118	99	77	92	63	54	504	3,603

Data Collection: Vehicle Gaps - 24 Hours (12AM-12AM)
 Location: Barwick Road North of Highgate Drive, Palm Beach County, FL
 Date: Tuesday, April 21, 2026
 Direction: Northbound

Provided by: HBC Engineering
 9675 NW 117th Ave, Suite 305,
 Miami, FL, 33178, US

Time	1 to 3	3 to 5	5 to 7	7 to 9	9 to 11	11 to 13	13 to 15	15 to 17	17 to 19	19 to 21	21 to 23	23 to 25	25 to 27	27 to 29	> 29	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	9
5:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11	13
6:00 AM	6	4	7	1	6	1	3	4	3	2	3	1	0	0	47	88
7:00 AM	45	24	19	16	23	12	13	7	8	4	4	8	12	4	60	259
8:00 AM	20	27	12	9	11	8	7	8	8	1	0	6	7	7	61	192
9:00 AM	16	7	4	5	9	17	7	7	4	1	8	1	3	1	64	154
10:00 AM	13	18	7	4	4	1	3	8	3	4	3	5	5	3	56	137
11:00 AM	17	21	8	10	3	3	5	3	3	1	8	10	3	6	68	169
12:00 PM	23	21	7	15	7	6	7	3	6	12	6	1	6	2	68	190
1:00 PM	8	12	10	4	4	4	4	7	3	4	4	3	1	4	69	141
2:00 PM	32	24	16	16	11	17	8	6	10	3	6	7	7	4	70	237
3:00 PM	42	47	34	36	25	13	11	17	9	10	8	6	4	3	62	327
4:00 PM	31	38	23	12	10	20	21	14	11	11	8	9	7	7	55	277
5:00 PM	39	47	25	23	14	15	11	7	9	6	7	19	8	6	53	289
6:00 PM	27	19	16	17	5	16	10	4	7	8	3	6	6	5	53	202
7:00 PM	23	16	10	8	7	6	10	6	3	3	6	7	3	7	58	173
8:00 PM	14	17	8	6	5	4	8	1	3	3	4	1	0	7	59	140
9:00 PM	4	7	0	4	0	3	0	0	5	0	1	4	3	0	59	90
10:00 PM	1	0	0	0	0	0	1	0	3	0	0	0	0	0	24	29
11:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	16	17
Grand Total	362	349	206	188	144	146	129	102	98	73	79	94	75	66	1,036	3,147

Data Collection: Vehicle Gaps - 24 Hours (12AM-12AM)
 Location: Barwick Road North of Highgate Drive, Palm Beach County, FL
 Date: Tuesday, April 21, 2026
 Direction: Southbound

Provided by: HBC Engineering
 9675 NW 117th Ave, Suite 305,
 Miami, FL, 33178, US

Time	1 to 3	3 to 5	5 to 7	7 to 9	9 to 11	11 to 13	13 to 15	15 to 17	17 to 19	19 to 21	21 to 23	23 to 25	25 to 27	27 to 29	> 29	Total
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	10
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4
5:00 AM	1	0	0	0	0	0	2	2	0	0	0	0	0	0	16	21
6:00 AM	8	5	1	3	4	1	0	1	1	0	7	3	3	7	49	93
7:00 AM	92	48	27	21	21	15	11	6	17	3	13	1	7	9	55	346
8:00 AM	37	25	11	18	8	11	12	7	10	5	4	7	4	5	59	223
9:00 AM	47	22	19	6	9	12	8	8	7	11	6	8	5	4	57	229
10:00 AM	21	17	15	5	8	7	4	1	3	5	5	3	3	3	60	160
11:00 AM	19	18	23	12	8	5	6	6	13	17	3	3	5	5	61	204
12:00 PM	28	14	12	15	1	5	14	7	8	8	4	1	1	8	72	198
1:00 PM	20	19	18	14	12	8	8	5	9	4	4	5	4	1	67	198
2:00 PM	33	20	9	4	9	5	8	1	8	4	4	5	7	8	65	190
3:00 PM	42	30	20	11	9	11	13	3	7	7	2	3	4	4	65	231
4:00 PM	53	29	19	20	4	7	9	3	8	3	8	3	12	1	64	243
5:00 PM	49	35	32	11	15	9	6	10	6	4	6	2	5	5	65	260
6:00 PM	27	18	19	8	10	13	6	5	6	9	4	7	5	0	65	202
7:00 PM	18	13	5	8	7	5	5	5	4	3	4	1	4	3	72	157
8:00 PM	9	3	4	4	4	1	1	3	2	0	3	3	3	3	53	96
9:00 PM	8	6	8	1	3	2	7	4	3	4	1	7	4	1	60	119
10:00 PM	1	5	1	0	1	0	4	1	0	0	3	0	3	1	40	60
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	13	14
Grand Total	513	328	243	162	133	117	124	78	112	87	81	62	79	68	1,076	3,263

FTO HISTORICAL DATA & SEASONAL FACTORS

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2025 HISTORICAL AADT REPORT

COUNTY: 93 - PALM BEACH

SITE: 7369 - ON BARWICK RD FROM LAKE IDA RD TO ATLANTIC AVE .(COUNTY LINK: 5628)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2025	13500	T	N 7500		S 6000	9.00	58.20	5.10
2024	13200	S	N 7300		S 5900	9.00	58.60	4.70
2023	12800	F	N 7100		S 5700	9.00	58.00	7.20
2022	12200	C	N 6800		S 5400	9.00	57.90	8.30
2021	9700	V	N 5100		S 4600	9.00	53.20	4.90
2020	9700	R	N 5100		S 4600	9.00	54.00	6.30
2019	10100	T	N 5300		S 4800	9.00	54.90	4.50
2018	10100	S	N 5300		S 4800	9.00	59.90	4.50
2017	10100	F	N 5300		S 4800	9.00	59.50	4.60
2016	9900	C	N 5200		S 4700	9.00	59.80	4.00
2015	10100	C	N 5300		S 4800	9.00	60.30	1.70
2014	9900	C	N 5500		S 4400	9.00	60.30	2.70
2013	10000	C	N 5200		S 4800	9.00	60.60	3.60
2012	9500	C	N 5000		S 4500	9.00	60.60	4.20
2011	9500	C	N 4900		S 4600	9.00	60.90	3.30
2010	9600	C	N 4900		S 4700	9.73	61.28	4.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9300 EAST- A1A TO US1

WEEK	DATES	SF	MOCF: 0.91
			PSCF
* 1	01/01/2025 - 01/04/2025	0.91	1.00
* 2	01/05/2025 - 01/11/2025	0.89	0.98
* 3	01/12/2025 - 01/18/2025	0.88	0.97
* 4	01/19/2025 - 01/25/2025	0.89	0.98
* 5	01/26/2025 - 02/01/2025	0.90	0.99
* 6	02/02/2025 - 02/08/2025	0.90	0.99
* 7	02/09/2025 - 02/15/2025	0.91	1.00
* 8	02/16/2025 - 02/22/2025	0.92	1.01
* 9	02/23/2025 - 03/01/2025	0.92	1.01
*10	03/02/2025 - 03/08/2025	0.93	1.02
*11	03/09/2025 - 03/15/2025	0.93	1.02
*12	03/16/2025 - 03/22/2025	0.94	1.03
*13	03/23/2025 - 03/29/2025	0.94	1.03
14	03/30/2025 - 04/05/2025	0.95	1.04
15	04/06/2025 - 04/12/2025	0.95	1.04
16	04/13/2025 - 04/19/2025	0.96	1.05
17	04/20/2025 - 04/26/2025	0.97	1.07
18	04/27/2025 - 05/03/2025	0.99	1.09
19	05/04/2025 - 05/10/2025	1.00	1.10
20	05/11/2025 - 05/17/2025	1.02	1.12
21	05/18/2025 - 05/24/2025	1.03	1.13
22	05/25/2025 - 05/31/2025	1.05	1.15
23	06/01/2025 - 06/07/2025	1.07	1.18
24	06/08/2025 - 06/14/2025	1.09	1.20
25	06/15/2025 - 06/21/2025	1.11	1.22
26	06/22/2025 - 06/28/2025	1.13	1.24
27	06/29/2025 - 07/05/2025	1.15	1.26
28	07/06/2025 - 07/12/2025	1.16	1.27
29	07/13/2025 - 07/19/2025	1.18	1.30
30	07/20/2025 - 07/26/2025	1.17	1.29
31	07/27/2025 - 08/02/2025	1.15	1.26
32	08/03/2025 - 08/09/2025	1.14	1.25
33	08/10/2025 - 08/16/2025	1.12	1.23
34	08/17/2025 - 08/23/2025	1.12	1.23
35	08/24/2025 - 08/30/2025	1.11	1.22
36	08/31/2025 - 09/06/2025	1.11	1.22
37	09/07/2025 - 09/13/2025	1.10	1.21
38	09/14/2025 - 09/20/2025	1.10	1.21
39	09/21/2025 - 09/27/2025	1.07	1.18
40	09/28/2025 - 10/04/2025	1.04	1.14
41	10/05/2025 - 10/11/2025	1.01	1.11
42	10/12/2025 - 10/18/2025	0.99	1.09
43	10/19/2025 - 10/25/2025	0.98	1.08
44	10/26/2025 - 11/01/2025	0.97	1.07
45	11/02/2025 - 11/08/2025	0.96	1.05
46	11/09/2025 - 11/15/2025	0.95	1.04
47	11/16/2025 - 11/22/2025	0.94	1.03
48	11/23/2025 - 11/29/2025	0.93	1.02
49	11/30/2025 - 12/06/2025	0.92	1.01
50	12/07/2025 - 12/13/2025	0.91	1.00
51	12/14/2025 - 12/20/2025	0.91	1.00
52	12/21/2025 - 12/27/2025	0.89	0.98
53	12/28/2025 - 12/31/2025	0.88	0.97

* PEAK SEASON

09-FEB-2026 17:18:55

830UPD

4_9300_PKSEASON.TXT

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9301 CEN.-W OF US1 TO SR7

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	1.01	1.06
2	01/05/2025 - 01/11/2025	1.00	1.05
3	01/12/2025 - 01/18/2025	0.99	1.04
4	01/19/2025 - 01/25/2025	0.98	1.03
5	01/26/2025 - 02/01/2025	0.97	1.02
* 6	02/02/2025 - 02/08/2025	0.95	1.00
* 7	02/09/2025 - 02/15/2025	0.94	0.99
* 8	02/16/2025 - 02/22/2025	0.94	0.99
* 9	02/23/2025 - 03/01/2025	0.94	0.99
*10	03/02/2025 - 03/08/2025	0.94	0.99
*11	03/09/2025 - 03/15/2025	0.94	0.99
*12	03/16/2025 - 03/22/2025	0.94	0.99
*13	03/23/2025 - 03/29/2025	0.94	0.99
*14	03/30/2025 - 04/05/2025	0.95	1.00
*15	04/06/2025 - 04/12/2025	0.95	1.00
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.96	1.01
*18	04/27/2025 - 05/03/2025	0.97	1.02
19	05/04/2025 - 05/10/2025	0.98	1.03
20	05/11/2025 - 05/17/2025	0.99	1.04
21	05/18/2025 - 05/24/2025	1.00	1.05
22	05/25/2025 - 05/31/2025	1.01	1.06
23	06/01/2025 - 06/07/2025	1.03	1.08
24	06/08/2025 - 06/14/2025	1.04	1.09
25	06/15/2025 - 06/21/2025	1.05	1.11
26	06/22/2025 - 06/28/2025	1.06	1.12
27	06/29/2025 - 07/05/2025	1.07	1.13
28	07/06/2025 - 07/12/2025	1.08	1.14
29	07/13/2025 - 07/19/2025	1.09	1.15
30	07/20/2025 - 07/26/2025	1.08	1.14
31	07/27/2025 - 08/02/2025	1.06	1.12
32	08/03/2025 - 08/09/2025	1.05	1.11
33	08/10/2025 - 08/16/2025	1.03	1.08
34	08/17/2025 - 08/23/2025	1.03	1.08
35	08/24/2025 - 08/30/2025	1.04	1.09
36	08/31/2025 - 09/06/2025	1.04	1.09
37	09/07/2025 - 09/13/2025	1.05	1.11
38	09/14/2025 - 09/20/2025	1.05	1.11
39	09/21/2025 - 09/27/2025	1.04	1.09
40	09/28/2025 - 10/04/2025	1.03	1.08
41	10/05/2025 - 10/11/2025	1.02	1.07
42	10/12/2025 - 10/18/2025	1.01	1.06
43	10/19/2025 - 10/25/2025	1.01	1.06
44	10/26/2025 - 11/01/2025	1.01	1.06
45	11/02/2025 - 11/08/2025	1.01	1.06
46	11/09/2025 - 11/15/2025	1.01	1.06
47	11/16/2025 - 11/22/2025	1.01	1.06
48	11/23/2025 - 11/29/2025	1.01	1.06
49	11/30/2025 - 12/06/2025	1.01	1.06
50	12/07/2025 - 12/13/2025	1.01	1.06
51	12/14/2025 - 12/20/2025	1.01	1.06
52	12/21/2025 - 12/27/2025	1.00	1.05
53	12/28/2025 - 12/31/2025	0.99	1.04

* PEAK SEASON

09-FEB-2026 17:18:55

830UPD

4_9301_PKSEASON.TXT

2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 9327 WEST-W OF SR7

WEEK	DATES	SF	MOCF: 0.95 PSCF
1	01/01/2025 - 01/04/2025	1.04	1.09
2	01/05/2025 - 01/11/2025	1.03	1.08
3	01/12/2025 - 01/18/2025	1.01	1.06
4	01/19/2025 - 01/25/2025	1.00	1.05
5	01/26/2025 - 02/01/2025	0.98	1.03
* 6	02/02/2025 - 02/08/2025	0.97	1.02
* 7	02/09/2025 - 02/15/2025	0.96	1.01
* 8	02/16/2025 - 02/22/2025	0.95	1.00
* 9	02/23/2025 - 03/01/2025	0.95	1.00
*10	03/02/2025 - 03/08/2025	0.94	0.99
*11	03/09/2025 - 03/15/2025	0.94	0.99
*12	03/16/2025 - 03/22/2025	0.94	0.99
*13	03/23/2025 - 03/29/2025	0.94	0.99
*14	03/30/2025 - 04/05/2025	0.94	0.99
*15	04/06/2025 - 04/12/2025	0.95	1.00
*16	04/13/2025 - 04/19/2025	0.95	1.00
*17	04/20/2025 - 04/26/2025	0.96	1.01
*18	04/27/2025 - 05/03/2025	0.97	1.02
19	05/04/2025 - 05/10/2025	0.98	1.03
20	05/11/2025 - 05/17/2025	1.00	1.05
21	05/18/2025 - 05/24/2025	1.00	1.05
22	05/25/2025 - 05/31/2025	1.01	1.06
23	06/01/2025 - 06/07/2025	1.02	1.07
24	06/08/2025 - 06/14/2025	1.03	1.08
25	06/15/2025 - 06/21/2025	1.04	1.09
26	06/22/2025 - 06/28/2025	1.05	1.11
27	06/29/2025 - 07/05/2025	1.06	1.12
28	07/06/2025 - 07/12/2025	1.08	1.14
29	07/13/2025 - 07/19/2025	1.09	1.15
30	07/20/2025 - 07/26/2025	1.07	1.13
31	07/27/2025 - 08/02/2025	1.06	1.12
32	08/03/2025 - 08/09/2025	1.04	1.09
33	08/10/2025 - 08/16/2025	1.02	1.07
34	08/17/2025 - 08/23/2025	1.02	1.07
35	08/24/2025 - 08/30/2025	1.02	1.07
36	08/31/2025 - 09/06/2025	1.02	1.07
37	09/07/2025 - 09/13/2025	1.02	1.07
38	09/14/2025 - 09/20/2025	1.02	1.07
39	09/21/2025 - 09/27/2025	1.01	1.06
40	09/28/2025 - 10/04/2025	1.01	1.06
41	10/05/2025 - 10/11/2025	1.00	1.05
42	10/12/2025 - 10/18/2025	1.00	1.05
43	10/19/2025 - 10/25/2025	1.01	1.06
44	10/26/2025 - 11/01/2025	1.01	1.06
45	11/02/2025 - 11/08/2025	1.02	1.07
46	11/09/2025 - 11/15/2025	1.03	1.08
47	11/16/2025 - 11/22/2025	1.03	1.08
48	11/23/2025 - 11/29/2025	1.03	1.08
49	11/30/2025 - 12/06/2025	1.03	1.08
50	12/07/2025 - 12/13/2025	1.04	1.09
51	12/14/2025 - 12/20/2025	1.04	1.09
52	12/21/2025 - 12/27/2025	1.03	1.08
53	12/28/2025 - 12/31/2025	1.01	1.06

* PEAK SEASON

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2025 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 9395 PALM BEACH I95

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2025 - 01/04/2025	0.96	1.00
2	01/05/2025 - 01/11/2025	0.98	1.02
3	01/12/2025 - 01/18/2025	0.99	1.03
4	01/19/2025 - 01/25/2025	0.98	1.02
* 5	01/26/2025 - 02/01/2025	0.97	1.01
* 6	02/02/2025 - 02/08/2025	0.96	1.00
* 7	02/09/2025 - 02/15/2025	0.96	1.00
* 8	02/16/2025 - 02/22/2025	0.95	0.99
* 9	02/23/2025 - 03/01/2025	0.95	0.99
* 10	03/02/2025 - 03/08/2025	0.95	0.99
* 11	03/09/2025 - 03/15/2025	0.94	0.98
* 12	03/16/2025 - 03/22/2025	0.95	0.99
* 13	03/23/2025 - 03/29/2025	0.95	0.99
* 14	03/30/2025 - 04/05/2025	0.95	0.99
* 15	04/06/2025 - 04/12/2025	0.96	1.00
* 16	04/13/2025 - 04/19/2025	0.96	1.00
* 17	04/20/2025 - 04/26/2025	0.97	1.01
18	04/27/2025 - 05/03/2025	0.99	1.03
19	05/04/2025 - 05/10/2025	1.00	1.04
20	05/11/2025 - 05/17/2025	1.01	1.05
21	05/18/2025 - 05/24/2025	1.01	1.05
22	05/25/2025 - 05/31/2025	1.02	1.06
23	06/01/2025 - 06/07/2025	1.03	1.07
24	06/08/2025 - 06/14/2025	1.03	1.07
25	06/15/2025 - 06/21/2025	1.04	1.08
26	06/22/2025 - 06/28/2025	1.04	1.08
27	06/29/2025 - 07/05/2025	1.05	1.09
28	07/06/2025 - 07/12/2025	1.05	1.09
29	07/13/2025 - 07/19/2025	1.06	1.10
30	07/20/2025 - 07/26/2025	1.06	1.10
31	07/27/2025 - 08/02/2025	1.05	1.09
32	08/03/2025 - 08/09/2025	1.05	1.09
33	08/10/2025 - 08/16/2025	1.04	1.08
34	08/17/2025 - 08/23/2025	1.05	1.09
35	08/24/2025 - 08/30/2025	1.06	1.10
36	08/31/2025 - 09/06/2025	1.06	1.10
37	09/07/2025 - 09/13/2025	1.07	1.11
38	09/14/2025 - 09/20/2025	1.08	1.13
39	09/21/2025 - 09/27/2025	1.06	1.10
40	09/28/2025 - 10/04/2025	1.05	1.09
41	10/05/2025 - 10/11/2025	1.04	1.08
42	10/12/2025 - 10/18/2025	1.03	1.07
43	10/19/2025 - 10/25/2025	1.01	1.05
44	10/26/2025 - 11/01/2025	1.00	1.04
45	11/02/2025 - 11/08/2025	0.98	1.02
46	11/09/2025 - 11/15/2025	0.97	1.01
47	11/16/2025 - 11/22/2025	0.97	1.01
48	11/23/2025 - 11/29/2025	0.97	1.01
49	11/30/2025 - 12/06/2025	0.96	1.00
50	12/07/2025 - 12/13/2025	0.96	1.00
51	12/14/2025 - 12/20/2025	0.96	1.00
52	12/21/2025 - 12/27/2025	0.98	1.02
53	12/28/2025 - 12/31/2025	0.99	1.03

* PEAK SEASON

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APPENDIX C

CRASH DATA

CRASH STATISTICS (2016-2025)

Barwick Road from Lake Ida Road to L-30 Canal		Number of Crashes										5 Year Total Crashes	Mean Crashes Per Year	%
		Year												
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025			
CRASH TYPE	Rear End	6	1	3	0	3	2	2	0	1	1	19	2	38.0%
	Head On	0	0	0	0	0	0	1	0	0	0	1	0	2.0%
	Angle	0	0	0	0	0	1	0	0	1	0	2	0	4.0%
	Left Turn	0	0	0	0	1	1	1	4	1	0	8	1	16.0%
	Sideswipe	0	0	1	0	0	0	0	0	1	0	2	0	4.0%
	Backed Into	0	0	0	0	0	0	0	1	0	1	2	0	4.0%
	Pedestrian	0	0	0	0	0	1	0	0	0	0	1	0	2.0%
	Bicycle	0	0	0	0	1	1	0	0	0	0	2	0	4.0%
	U-Turn	1	0	1	0	0	0	0	0	0	1	3	0	6.0%
	Others	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Fixed Object	1	2	2	0	1	0	0	2	0	1	9	1	18.0%
	Impact Attenuator/Crash Cushion	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Bridge Overhead Structure	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Culvert	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Curb	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Ditch	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Guardrail Face	0	0	1	0	0	0	0	0	0	1	2	0	4.0%
	Guardrail End	0	1	1	0	0	0	0	1	0	0	3	0	6.0%
	Cable Barrier	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Other Traffic Barrier	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Tree (Standing)	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Utility Pole/Light Support	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Traffic Sign Support	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Traffic Signal Support	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Other Post, Pole or Support	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Fence	1	0	0	0	0	0	0	0	0	0	1	0	2.0%
	Mailbox	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Other Fixed Object	0	1	0	0	1	0	0	1	0	0	3	0	6.0%
	Other Non Fixed Object Collisions	0	0	1	0	0	0	0	0	0	0	1	0	2.0%
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	1	0	0	0	0	0	0	0	1	0	2.0%
	Single Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Parked Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Work Zone/Maintenance Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Struck by Falling, Shifting Cargo	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Non-Collisions	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Overturn/Rollover	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Fire/Explosion	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Jackknife	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Cargo/Equipment Loss or Shift	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Thrown or Falling Object	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Other Non-Collision	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
	Total Crashes	8	3	8	0	6	6	4	7	4	4	50	5	100.0%

Barwick Road from Lake Ida Road to L-30 Canal		Number of Crashes											5 Year Total Crashes	Mean Crashes Per Year	%
		Year													
		2016	2017	2018	2019	2020	2021	2022	2023	2024	2025				
SEVERITY	PDO Crashes	6	3	7	0	5	4	2	5	3	3	38	4	76.0%	
	Fatal Crashes	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Injury Crashes	2	0	1	0	1	2	2	2	1	1	12	1	24.0%	
LIGHTING CONDITIONS	Daylight	7	2	5	0	5	5	3	4	4	3	38	4	76.0%	
	Dusk	0	0	0	0	0	0	0	1	0	0	1	0	2.0%	
	Dawn	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Dark	1	1	3	0	1	1	1	2	0	1	11	1	22.0%	
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
SURFACE CONDITIONS	Dry	6	2	7	0	6	4	4	6	4	3	42	4	84.0%	
	Wet	2	1	1	0	0	2	0	1	0	1	8	1	16.0%	
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
MONTH OF YEAR	January	1	1	0	0	0	0	0	0	0	0	2	0	4.0%	
	February	1	0	1	0	0	0	0	3	0	0	5	1	10.0%	
	March	1	0	2	0	1	1	0	0	0	2	7	1	14.0%	
	April	0	0	1	0	2	0	1	0	0	0	4	0	8.0%	
	May	1	0	0	0	0	0	1	0	0	0	2	0	4.0%	
	June	0	0	0	0	0	1	0	0	0	0	1	0	2.0%	
	July	0	0	1	0	0	0	0	0	0	0	1	0	2.0%	
	August	2	1	1	0	1	1	0	0	1	0	7	1	14.0%	
	September	0	0	0	0	0	1	1	0	1	2	5	1	10.0%	
	October	1	0	1	0	1	0	0	1	0	0	4	0	8.0%	
	November	1	1	0	0	1	0	0	2	0	0	5	1	10.0%	
	December	0	0	1	0	0	2	1	1	2	0	7	1	14.0%	
DAY OF WEEK	Monday	1	2	1	0	2	1	0	0	1	0	8	1	16.0%	
	Tuesday	1	0	1	0	1	3	1	0	0	0	7	1	14.0%	
	Wednesday	3	0	3	0	0	0	0	2	2	1	11	1	22.0%	
	Thursday	1	0	1	0	2	1	2	1	1	1	10	1	20.0%	
	Friday	0	1	0	0	0	0	0	0	0	0	1	0	2.0%	
	Saturday	1	0	1	0	0	1	0	3	0	1	7	1	14.0%	
	Sunday	1	0	1	0	1	0	1	1	0	1	6	1	12.0%	
		0	0	0	0	0	0	0	0	0	0	2	0	4.0%	
HOUR OF DAY	00:00-06:00	0	0	2	0	0	0	0	0	0	0	2	0	4.0%	
	06:00-09:00	3	0	1	0	1	1	1	1	0	0	8	1	16.0%	
	09:00-11:00	1	0	0	0	0	1	1	1	1	0	5	1	10.0%	
	11:00-13:00	1	0	2	0	1	0	0	0	0	1	5	1	10.0%	
	13:00-15:00	2	1	1	0	2	2	1	1	2	0	12	1	24.0%	
	15:00-18:00	0	1	1	0	2	1	0	2	1	2	10	1	20.0%	
	18:00-24:00	1	1	1	0	0	1	1	2	0	1	8	1	16.0%	
		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	5	1	3	0	3	3	2	4	4	1	26	3	52.0%	
	Operated MV in Careless or Negligent Manner	2	0	2	0	2	2	2	1	0	1	12	1	24.0%	
	Failed to Yield Right-Of-Way	0	0	0	0	1	0	0	0	0	0	1	0	2.0%	
	Improper Backing	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Improper Turn	0	0	0	0	0	0	0	0	0	1	1	0	2.0%	
	Followed too Closely	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Ran Red Light	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Drove too Fast for Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Ran Stop Sign	0	0	0	0	0	1	0	0	0	0	1	0	2.0%	
	Improper Passing	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Exceeded Posted Speed	0	0	0	0	0	0	0	0	0	1	1	0	2.0%	
	Wrong Side or Wrong Way	0	0	0	0	0	0	0	1	0	0	1	0	2.0%	
	Failed To Keep In Proper Lane	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Ran off Roadway	0	1	0	0	0	0	0	0	0	0	1	0	2.0%	
	Disregarded Other Traffic Sign	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Disregarded Other Road Markings	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Over-Correcting/Over-Steering	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Swerved Or Avoided	1	1	1	0	0	0	0	1	0	0	4	0	8.0%	
	Operated MV in Erratic, Reckless or Aggressive Manner	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Other Contributing Action	0	0	1	0	0	0	0	0	0	0	1	0	2.0%	
WEATHER CONDITIONS	Clear	5	2	6	0	4	4	4	4	2	3	34	3	68.0%	
	Cloudy	1	0	2	0	2	0	0	2	2	0	9	1	18.0%	
	Rain	2	1	0	0	0	2	0	1	0	1	7	1	14.0%	
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Sleet, Hail, Freezing Rain	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Severe Crosswinds	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	

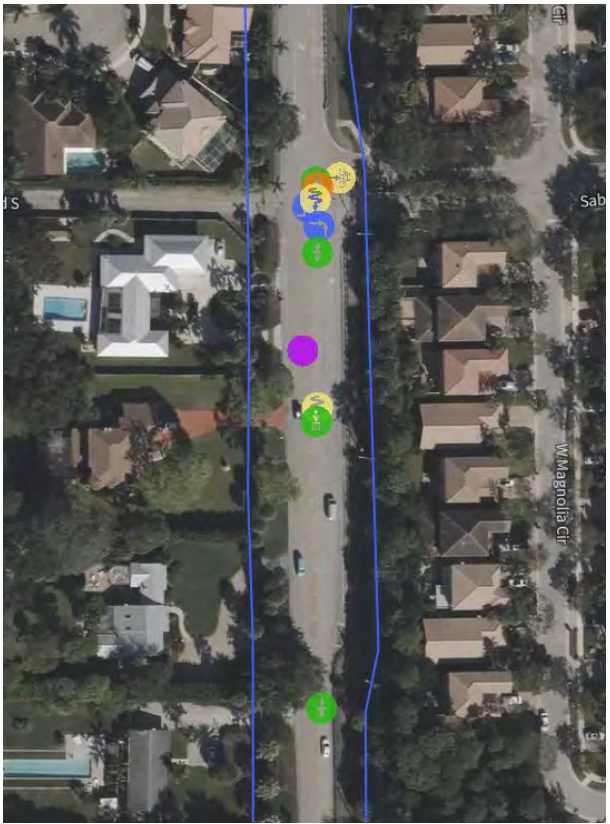
CRASH LIST (2016-2025)

Crash #	Crash Year	Report Number	Date/Time	Crash Type	Severity	Injury Type	Light	Weather	Surface Condition
1	2016	86135719	1/6/2016 8:01	Rear End	No Injury	No Injury	Daylight	Rain	Wet
2	2016	86396955	2/24/2016 8:30	Rear End	No Injury	No Injury	Daylight	Clear	Dry
3	2016	86397294	3/26/2016 11:29	Rear End	No Injury	No Injury	Daylight	Clear	Dry
4	2016	86397855	5/17/2016 14:17	Rear End	No Injury	No Injury	Daylight	Clear	Dry
5	2016	86398770	8/14/2016 9:48	Off Road	No Injury	No Injury	Daylight	Cloudy	Dry
6	2016	12520011	8/25/2016 8:07	Rear End	Injury	Non-Incapacitating Injury	Daylight	Rain	Wet
7	2016	86638071	10/19/2016 14:32	U-Turn	Injury	Non-Incapacitating Injury	Daylight	Clear	Dry
8	2016	86638260	11/7/2016 18:04	Rear End	No Injury	No Injury	Dark - Lighted	Clear	Dry
1	2017	86639116	1/23/2017 17:17	Off Road	No Injury	No Injury	Daylight	Clear	Dry
2	2017	86967657	8/25/2017 14:20	Off Road	No Injury	No Injury	Daylight	Rain	Wet
3	2017	86968397	11/6/2017 18:01	Rear End	No Injury	No Injury	Dark - Lighted	Clear	Dry
1	2018	87693073	2/10/2018 2:12	Off Road	No Injury	No Injury	Dark - Lighted	Clear	Dry
2	2018	87693450	3/13/2018 16:03	Off Road	Serious Injury	Incapacitating Injury	Daylight	Cloudy	Dry
3	2018	87693575	3/22/2018 11:15	Off Road	No Injury	No Injury	Daylight	Clear	Dry
4	2018	87693848	4/15/2018 12:21	Rear End	No Injury	No Injury	Daylight	Clear	Dry
6	2018	87694685	7/18/2018 21:10	Rear End	No Injury	No Injury	Dark - Lighted	Clear	Dry
7	2018	81513216	8/20/2018 5:10	U-Turn	No Injury	No Injury	Dark - Lighted	Clear	Dry
8	2018	87704859	10/24/2018 8:38	Rear End	No Injury	No Injury	Daylight	Cloudy	Wet
9	2018	87705424	12/19/2018 13:41	Sideswipe	No Injury	No Injury	Daylight	Clear	Dry
1	2020	89506884	3/8/2020 17:38	Rear End	No Injury	No Injury	Daylight	Clear	Dry
2	2020	89890238	4/9/2020 17:02	Rear End	No Injury	No Injury	Daylight	Clear	Dry
3	2020	89507243	4/30/2020 11:39	Rear End	No Injury	No Injury	Daylight	Cloudy	Dry
4	2020	89507955	8/10/2020 13:34	Off Road	No Injury	No Injury	Daylight	Clear	Dry
5	2020	89508405	10/13/2020 6:58	Bicycle	Injury	Non-Incapacitating Injury	Dark - Not Lighted	Clear	Dry
6	2020	89508607	11/2/2020 13:07	Left Turn	No Injury	No Injury	Daylight	Cloudy	Dry
1	2021	24157992	3/23/2021 15:37	Left Turn	Injury	Possible Injury	Daylight	Clear	Dry
2	2021	24515551	6/22/2021 20:09	Bicycle	Injury	Non-Incapacitating Injury	Dark - Not Lighted	Rain	Wet
3	2021	24159356	8/17/2021 14:20	Pedestrian	No Injury	No Injury	Daylight	Clear	Dry
4	2021	24159752	9/30/2021 8:05	Angle	No Injury	No Injury	Daylight	Clear	Dry
5	2021	24160400	12/4/2021 9:00	Rear End	No Injury	No Injury	Daylight	Clear	Dry
6	2021	24160428	12/6/2021 14:25	Rear End	No Injury	No Injury	Daylight	Rain	Wet
1	2022	24848029	4/3/2022 20:54	Head On	Injury	Non-Incapacitating Injury	Dark - Lighted	Clear	Dry
2	2022	24848303	5/3/2022 7:52	Rear End	No Injury	No Injury	Daylight	Clear	Dry
3	2022	24849414	9/1/2022 13:32	Left Turn	Injury	Non-Incapacitating Injury	Daylight	Clear	Dry
4	2022	25494672	12/15/2022 10:01	Rear End	No Injury	No Injury	Daylight	Clear	Dry
1	2023	25495348	2/18/2023 16:52	Backed Into	No Injury	No Injury	Daylight	Clear	Dry
2	2023	25495355	2/19/2023 9:34	Left Turn	No Injury	No Injury	Daylight	Cloudy	Dry
3	2023	25495397	2/22/2023 17:54	Left Turn	Injury	Possible Injury	Dusk	Clear	Dry
4	2023	26052244	10/7/2023 20:24	Off Road	No Injury	No Injury	Dark - Lighted	Rain	Wet
5	2023	26085728	11/9/2023 7:24	Left Turn	No Injury	No Injury	Daylight	Clear	Dry
6	2023	26085898	11/29/2023 21:14	Off Road	No Injury	No Injury	Dark - Lighted	Clear	Dry
7	2023	26086020	12/9/2023 13:44	Left Turn	Injury	Possible Injury	Daylight	Cloudy	Dry
1	2024	26088200	8/12/2024 15:03	Rear End	No Injury	No Injury	Daylight	Cloudy	Dry
2	2024	26902854	9/18/2024 9:49	Angle	Injury	Non-Incapacitating Injury	Daylight	Clear	Dry
3	2024	26903476	12/4/2024 14:22	Sideswipe	No Injury	No Injury	Daylight	Clear	Dry
4	2024	26903647	12/19/2024 14:43	Left Turn	No Injury	No Injury	Daylight	Cloudy	Dry
1	2025	26904429	3/15/2025 12:09	Backed Into	No Injury	No Injury	Daylight	Clear	Dry
2	2025	26904460	3/19/2025 15:22	U-Turn	No Injury	No Injury	Daylight	Clear	Dry
3	2025	27663928	9/25/2025 22:29	Off Road	Injury	Possible Injury	Dark - Lighted	Clear	Dry
4	2025	27663942	9/28/2025 16:43	Rear End	No Injury	No Injury	Daylight	Rain	Wet

	Category 1 Crashes
	Category 2 Crashes
	Pedestrian and Bicycle Related Crashes
	Adjusted Crashes

CRASH HEAT MAP

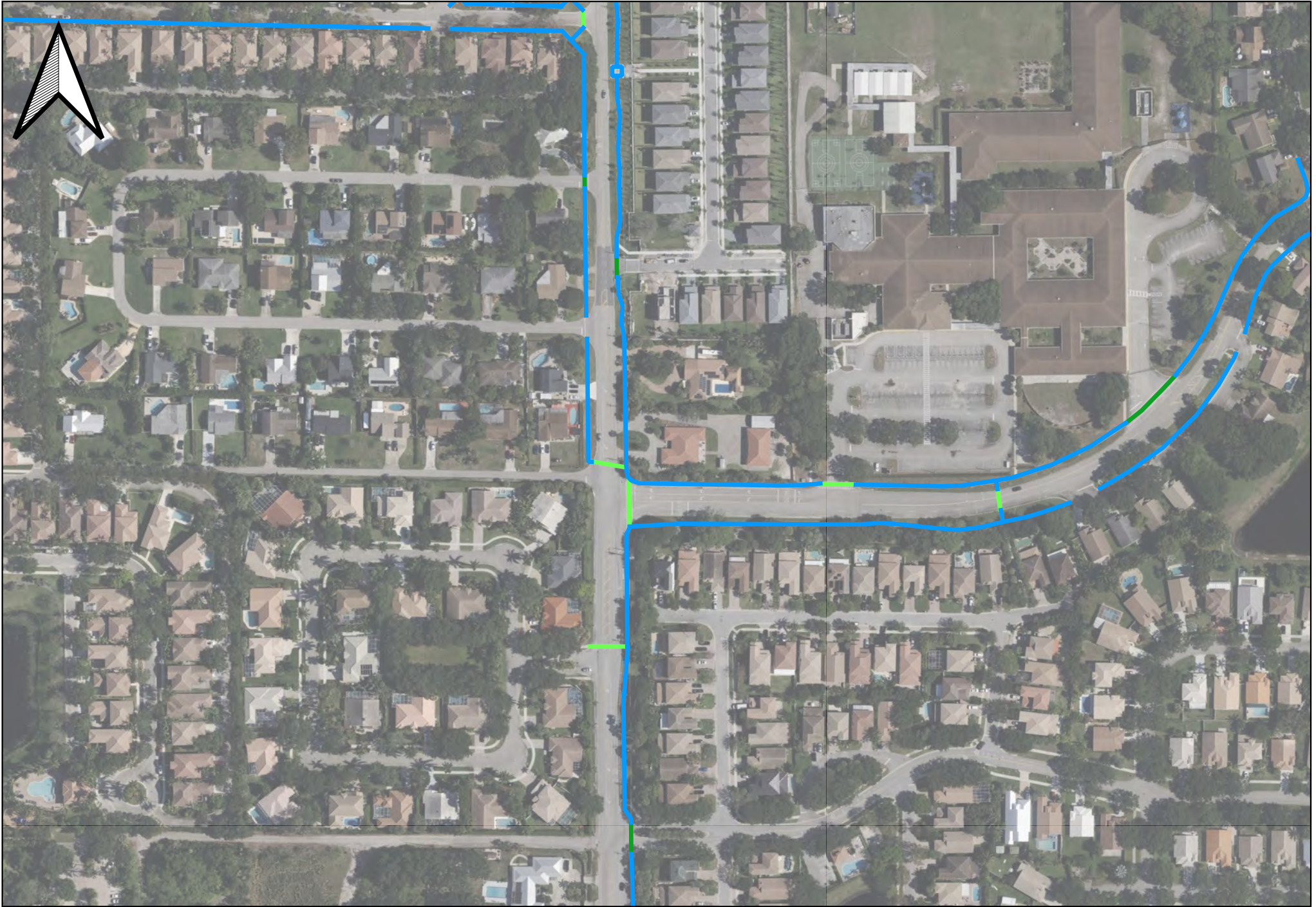






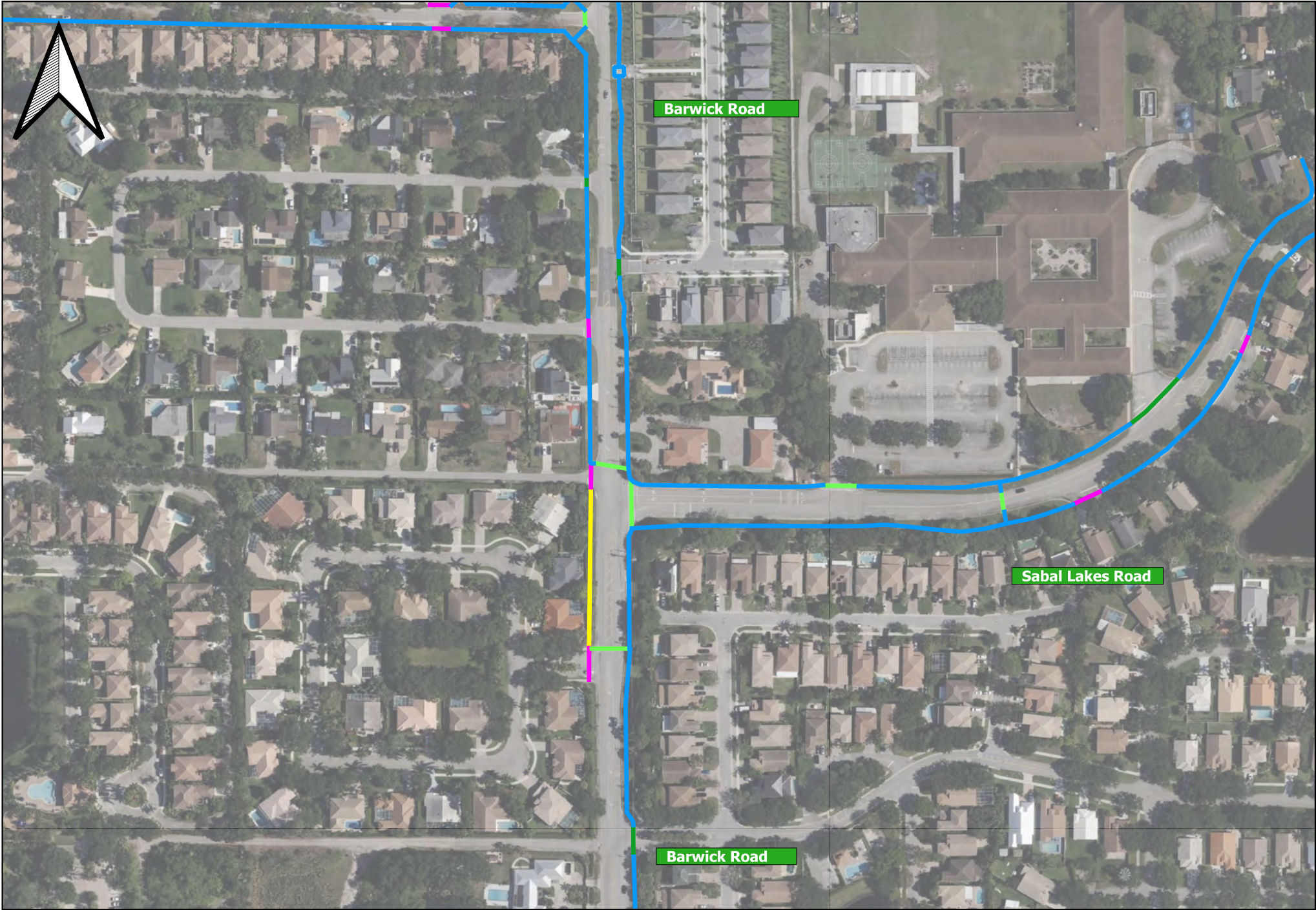
APPENDIX D

PEDESTRIAN CONNECTIVITY ANALYSIS



Mobility Plan - Pedestrian (Existing)

- Existing Sidewalk
- Existing Marked Crosswalks
- Existing High Emphasis Crosswalks



Mobility Plan - Pedestrian (Proposed)

- Existing Sidewalk
- Proposed Sidewalk
- Existing Marked Crosswalks
- Proposed High Emphasis Crosswalks
- Existing High Emphasis Crosswalks

APPENDIX E

NEAR-MISS DATA

ZONE 1

Location: Camera-1
Type: Vehicle-Bicycle Separator Near-Miss and Hits

Raw Data

Date	Time	Type	Notes	TTC (s)
2026-05-13	07:42:16	Bike near-miss		
2026-05-13	15:29:08	Bike near-miss		
2026-05-13	19:54:17	Bike near-miss		
2026-05-14	07:50:20	Bike near-miss		
2026-05-14	18:14:56	Bike near-miss		
2026-05-15	07:32:42	Bike near-miss		
2026-05-17	17:39:52	Bike near-miss		
Total			7	0

Near Miss Summary by Time (hourly)

Hour	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	3	0	3
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	2
14:00	0	0	0	0	0
15:00	0	0	1	0	1
16:00	0	0	0	0	0
17:00	0	0	1	0	1
18:00	0	0	1	0	1
19:00	0	0	1	0	1
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total	0	0	7	0	7

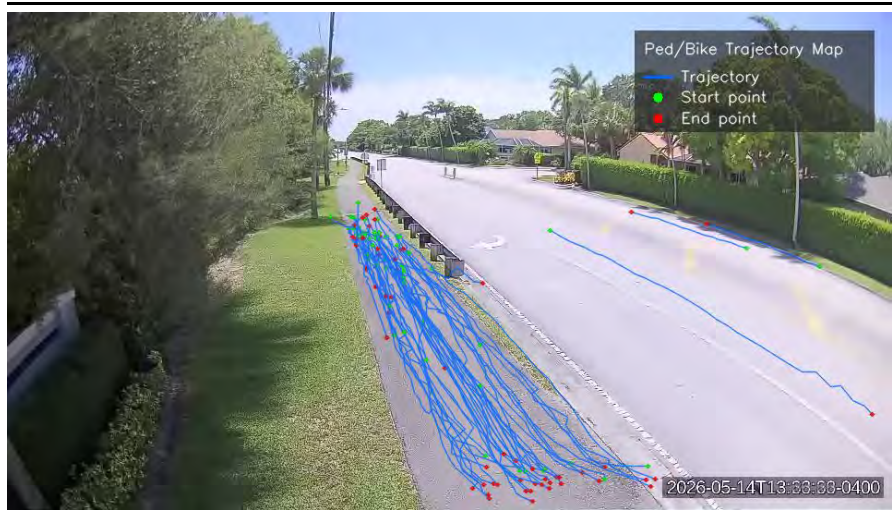
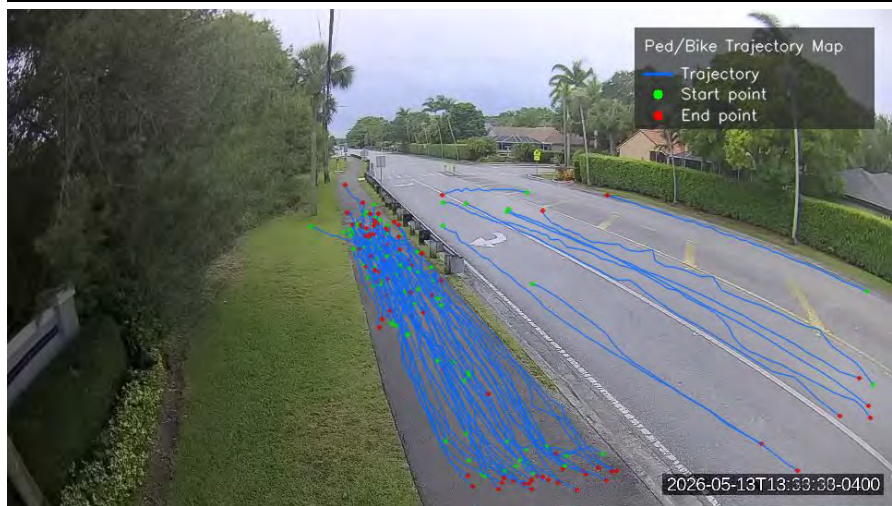
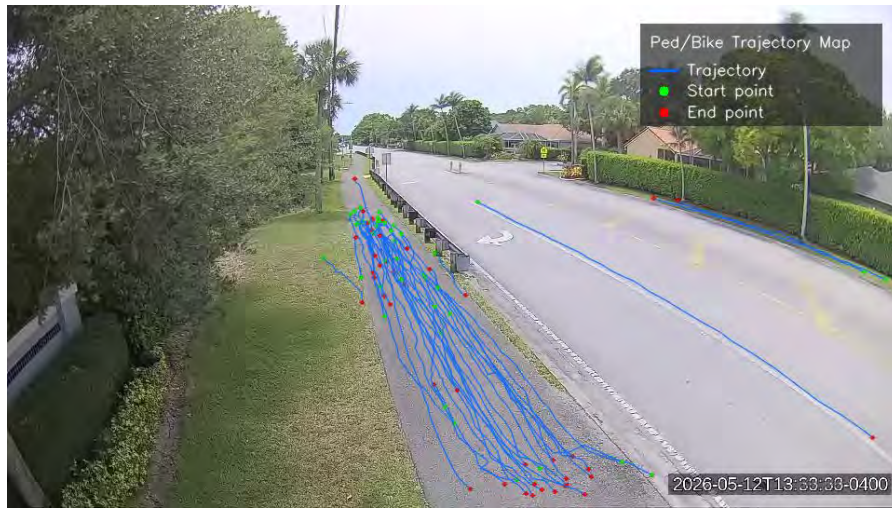
Near Miss Summary by Day (weekly)

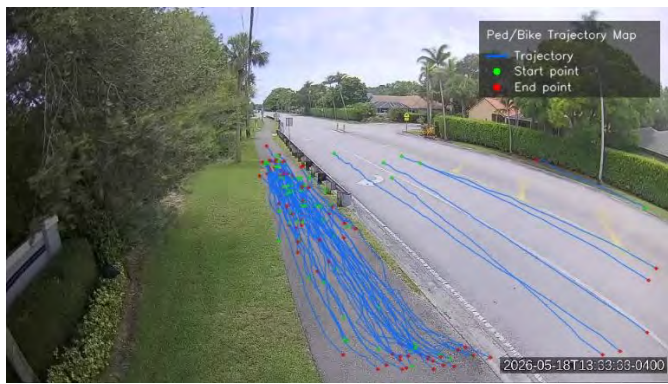
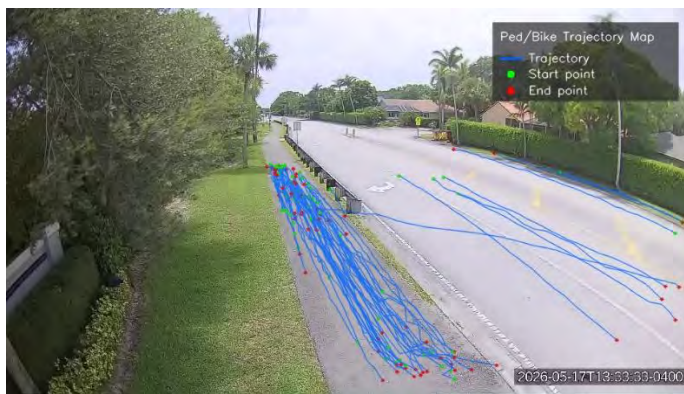
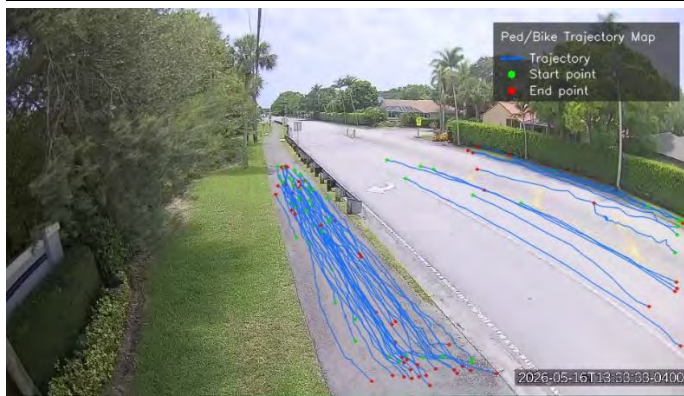
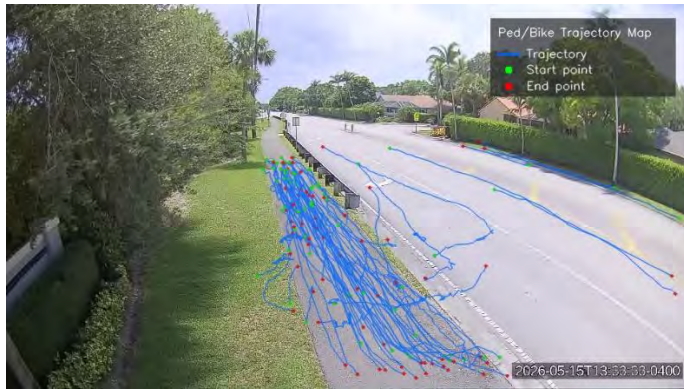
Day	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-12	0	0	0	0	0
2026-05-13	0	0	3	0	3
2026-05-14	0	0	2	0	2
2026-05-15	0	0	1	0	1
2026-05-16	0	0	0	0	0
2026-05-17	0	0	1	0	1
2026-05-18	0	0	0	0	0
Total	0	0	7	0	7

Hourly x Day Matrix (total)

Hour	2026-05-12	2026-05-13	2026-05-14	2026-05-15	2026-05-16	2026-05-17	2026-05-18	Total
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	1	1	1	0	0	0	3
08:00	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0
15:00	0	1	0	0	0	0	0	1
16:00	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	1	0	1
18:00	0	0	1	0	0	0	0	1
19:00	0	1	0	0	0	0	0	1
20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
Total	0	3	2	1	0	1	0	7

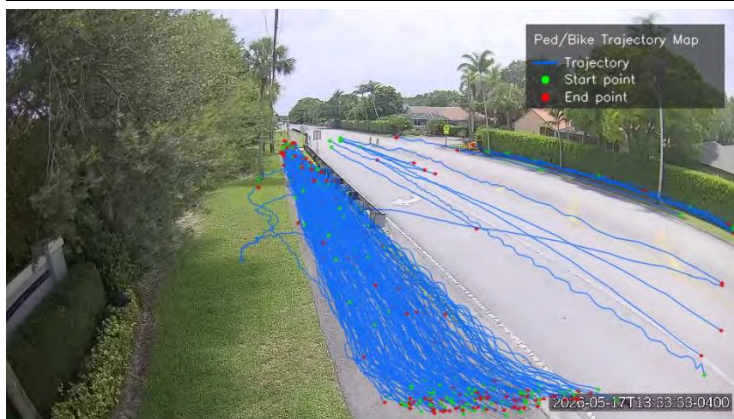
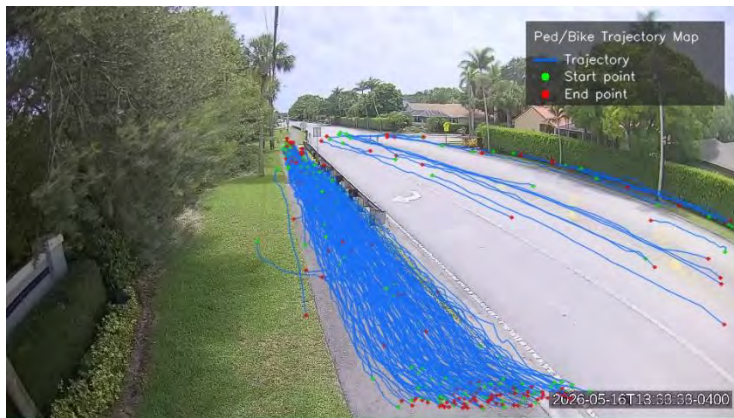
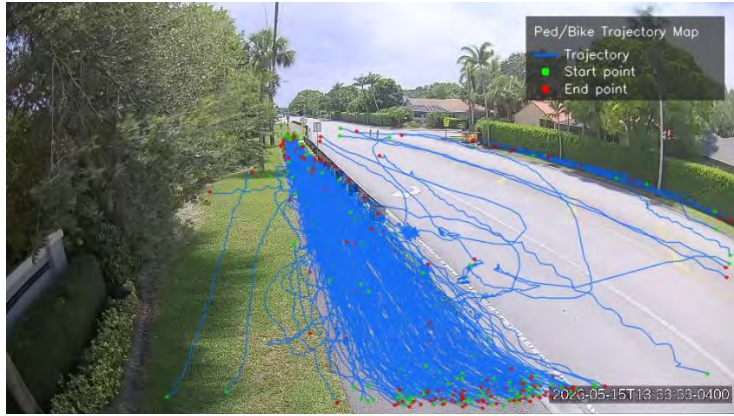
Bicycles Trajectories





Pedestrian Trajectories





ZONE 2

Location: Camera 2
Type: Vehicle-Bicycle Seperator Near-Miss and Hits

Raw Data

Date	Time	Type	Notes	TTC (s)
2026-05-18	14:14:36	Bike near-miss		
2026-05-18	14:16:11	Veh near-miss		
Total			2	0

Near Miss Summary by Time (hourly)

Hour	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	0	0	0	0	0
09:00	0	0	0	0	0
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	1	0	1	0	2
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total	1	0	1	0	2

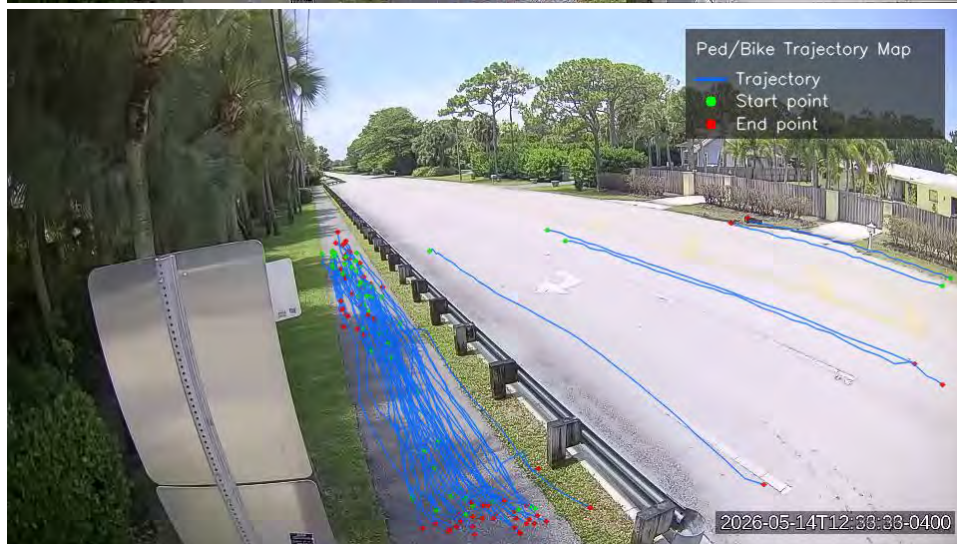
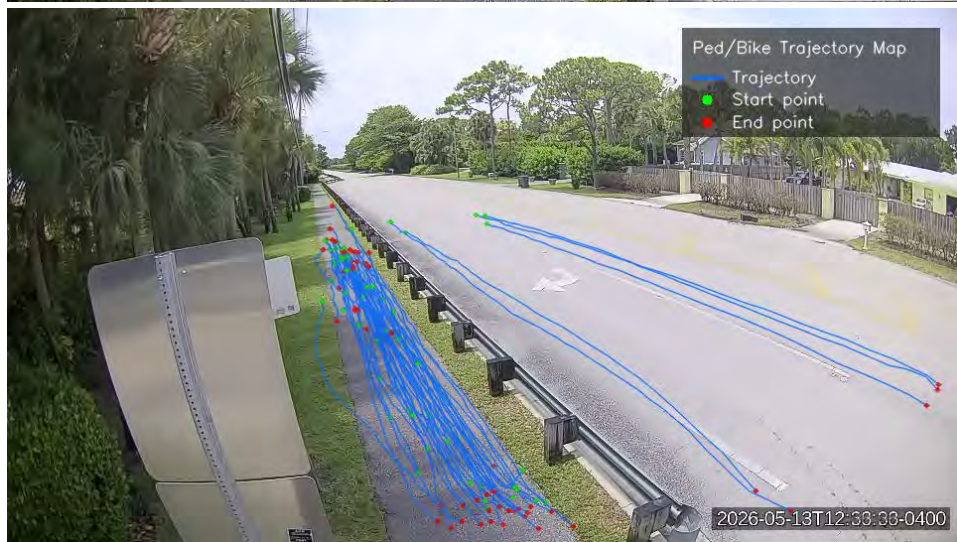
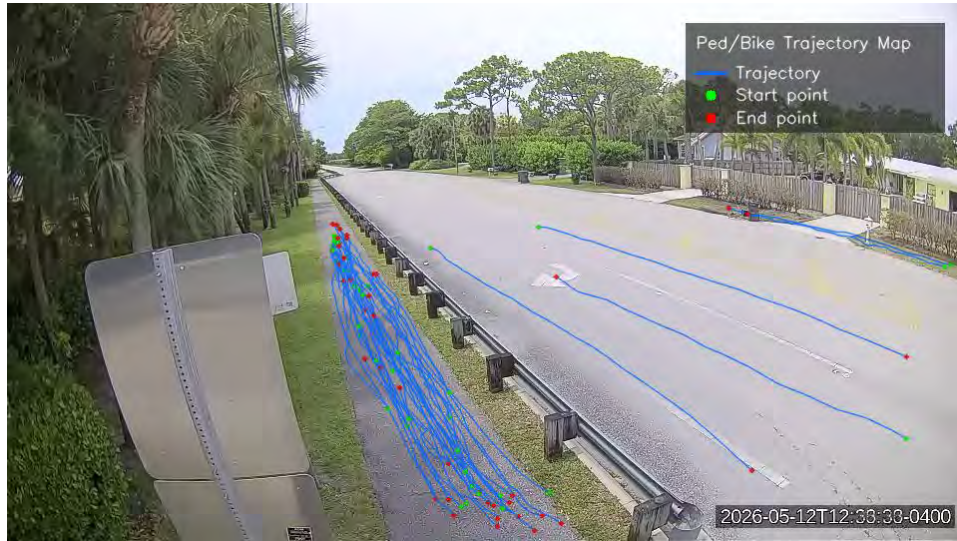
Near Miss Summary by Day (weekly)

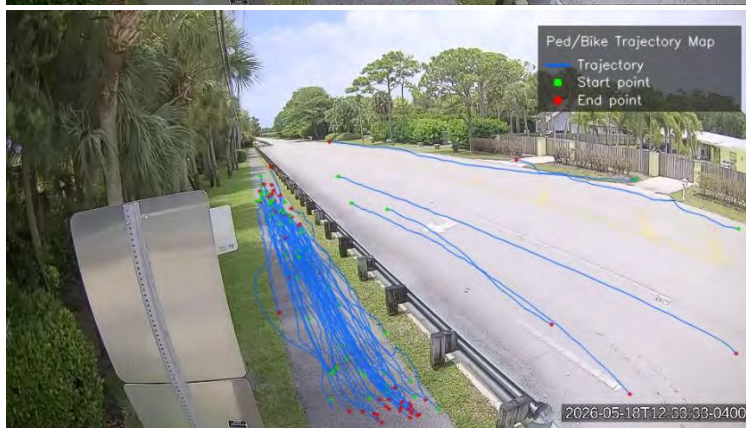
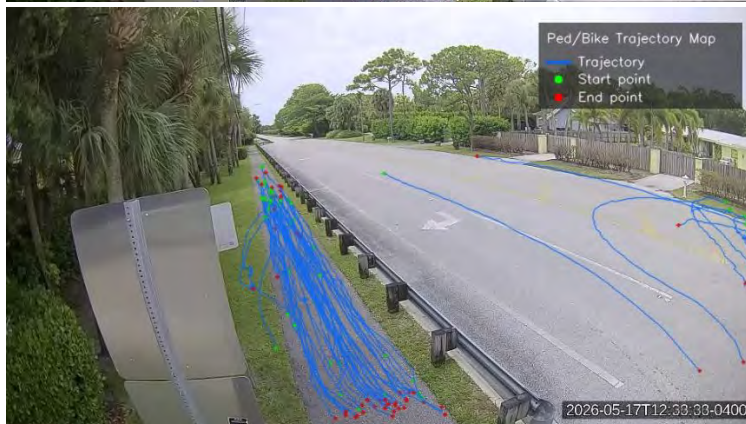
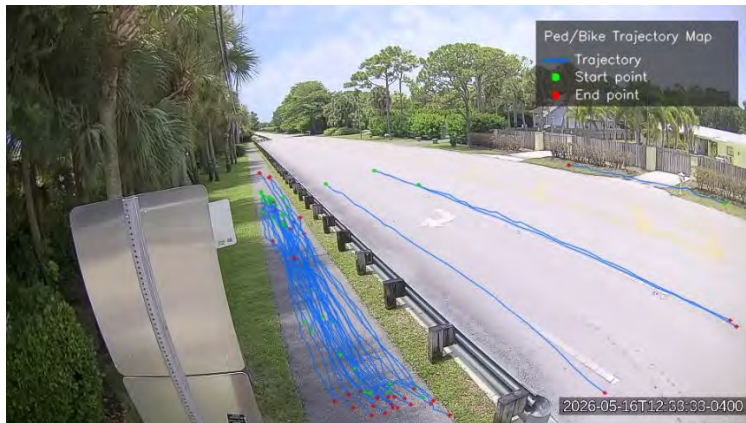
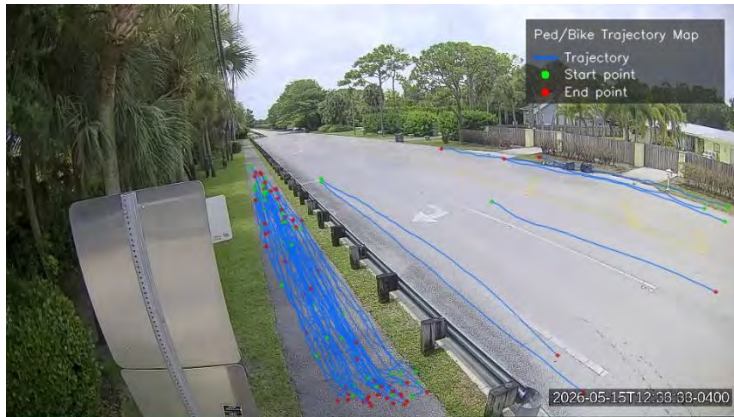
Day	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-12	0	0	0	0	0
2026-05-13	0	0	0	0	0
2026-05-14	0	0	0	0	0
2026-05-15	0	0	0	0	0
2026-05-16	0	0	0	0	0
2026-05-17	0	0	0	0	0
2026-05-18	1	0	1	0	2
Total	1	0	1	0	2

Hourly x Day Matrix (total)

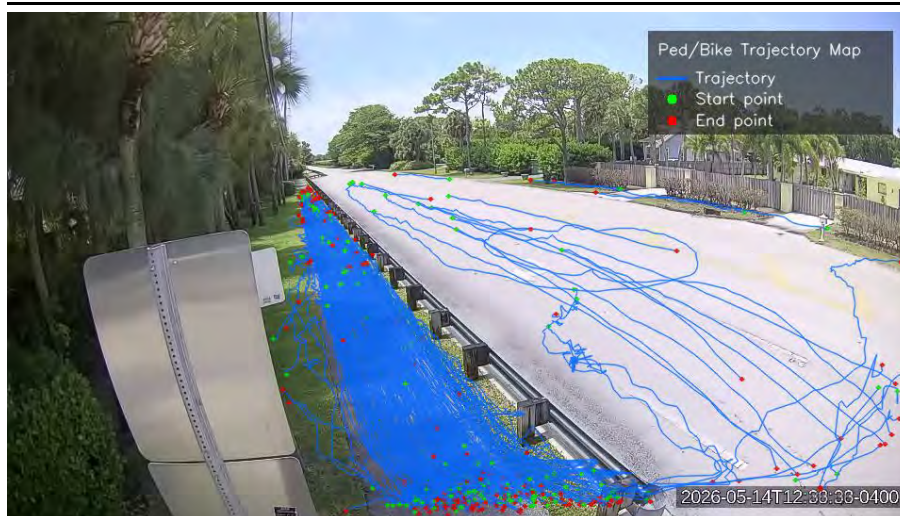
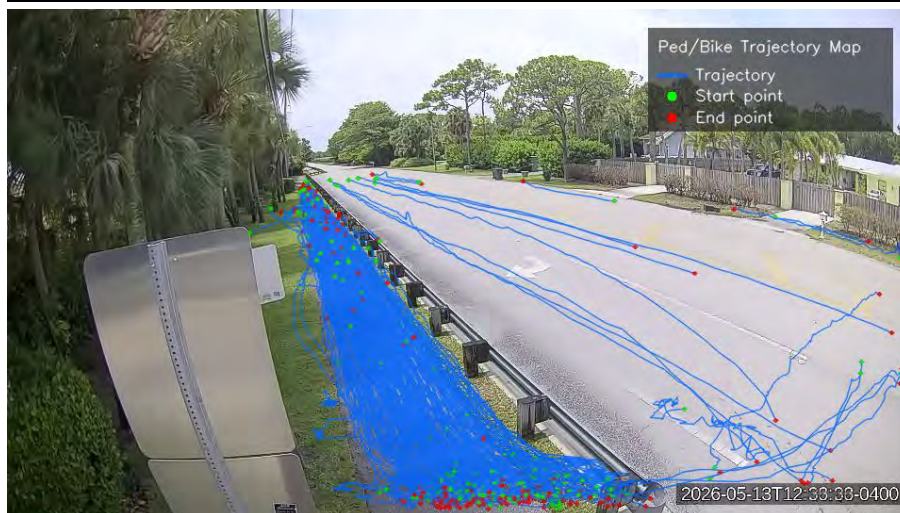
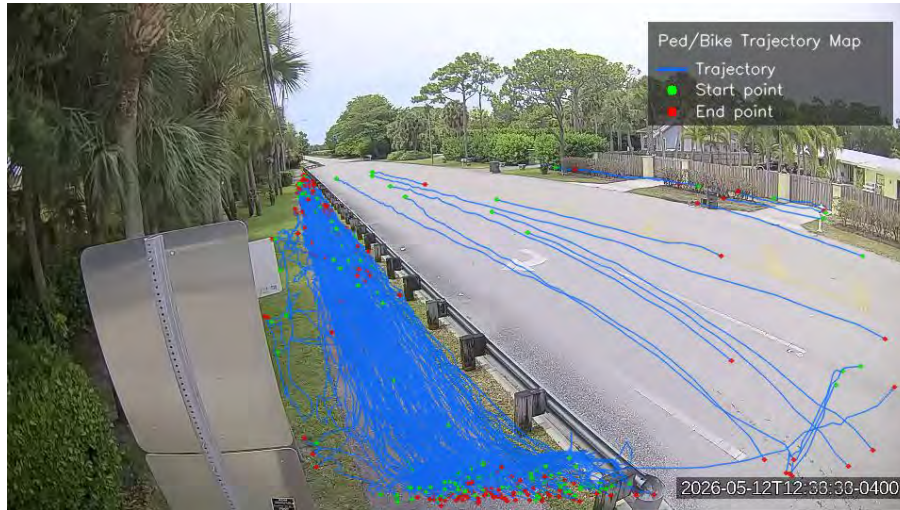
Hour	2026-05-12	2026-05-13	2026-05-14	2026-05-15	2026-05-16	2026-05-17	2026-05-18	Total
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	2	2
15:00	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
19:00	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2

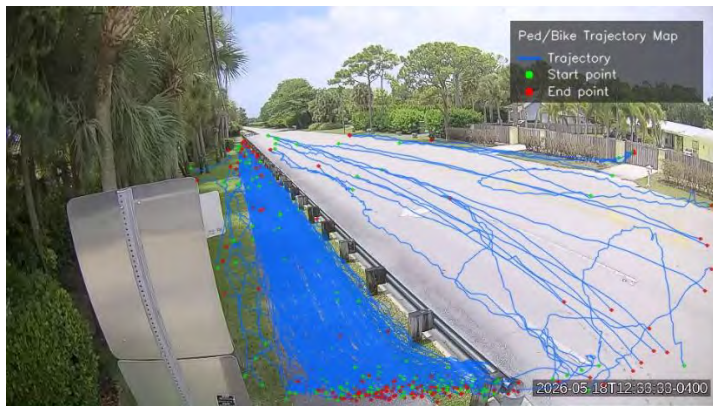
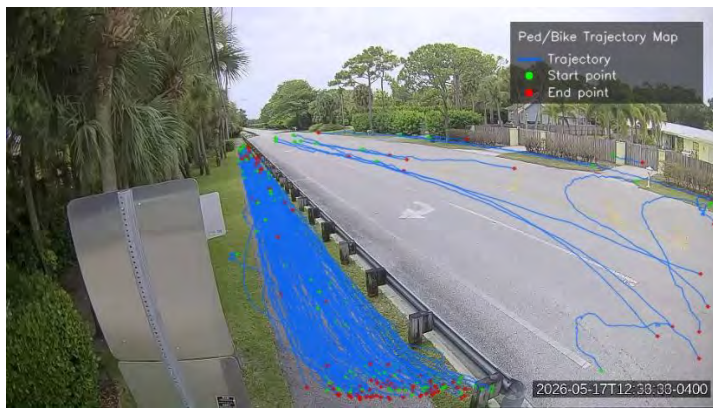
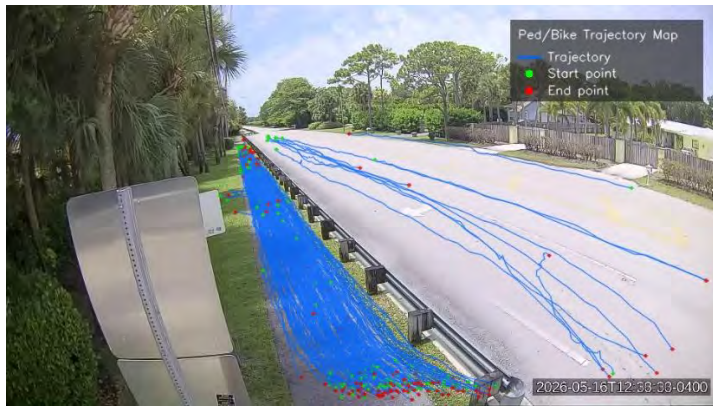
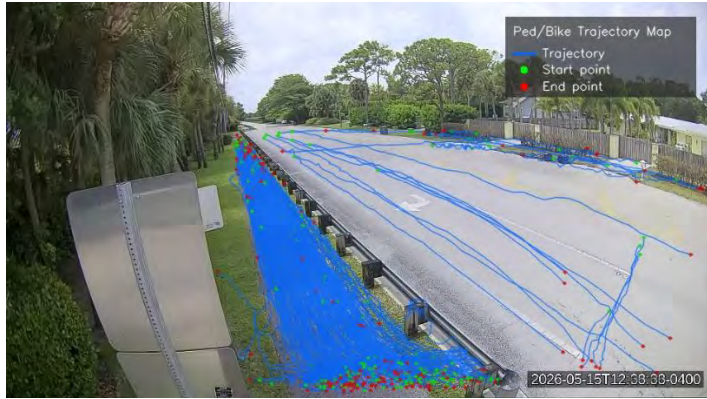
Bicycles Trajectories





Pedestrian Trajectories





ZONE 3

Location: Camera3
Type: Vehicle-Bicycle Seperator Near-Miss and Hits

Raw Data

Date	Time	Type	Notes	TTC (s)
2026-05-13	15:27:28	Bike near-miss		0.76
2026-05-13	16:47:15	Bike near-miss		0.84
2026-05-13	17:18:07	Bike near-miss		0.41
2026-05-14	13:30:44	Bike near-miss		0.87
2026-05-15	14:17:55	Bike near-miss		0.36
2026-05-15	19:20:09	Bike near-miss		0.42
2026-05-16	08:08:43	Bike near-miss		0.51
2026-05-16	09:07:03	Bike near-miss		0.44
2026-05-17	13:16:34	Bike near-miss		0.46
2026-05-17	15:06:07	Bike near-miss		1.06
2026-05-17	16:31:33	Bike near-miss		0.71
2026-05-17	16:47:05	Bike near-miss		0.42
2026-05-17	19:36:45	Bike near-miss		0.34
2026-05-18	07:32:14	Bike near-miss		0.51
2026-05-18	14:16:48	Bike near-miss		0.38
2026-05-18	16:41:29	Bike near-miss		0.23
2026-05-18	16:45:08	Bike near-miss		0.43
2026-05-18	16:50:23	Bike near-miss		0.5
Total			18	0

Near Miss Summary by Time (hourly)

Hour	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	1	0	1
08:00	0	0	1	0	1
09:00	0	0	1	0	1
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	2	0	2
14:00	0	0	2	0	2
15:00	0	0	2	0	2
16:00	0	0	6	0	6
17:00	0	0	1	0	1
18:00	0	0	0	0	0
19:00	0	0	2	0	2
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total	0	0	18	0	18

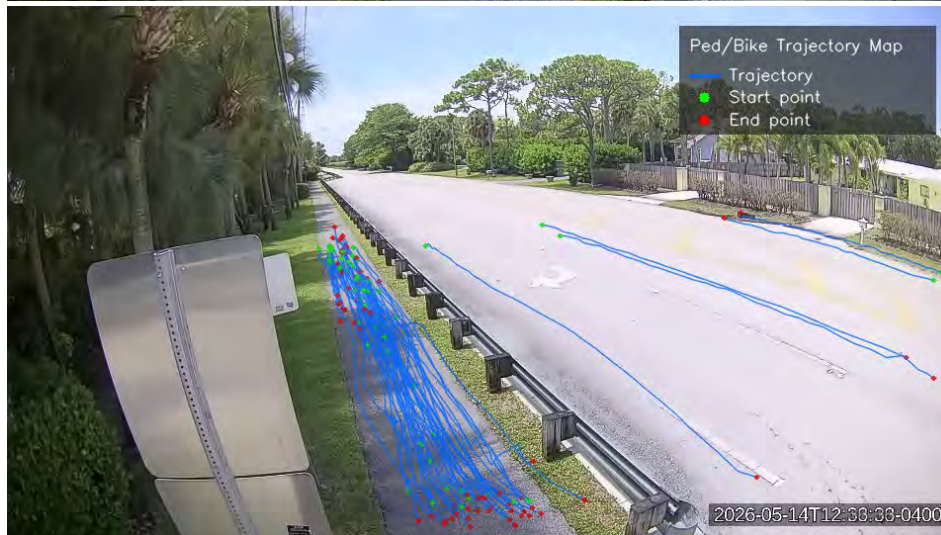
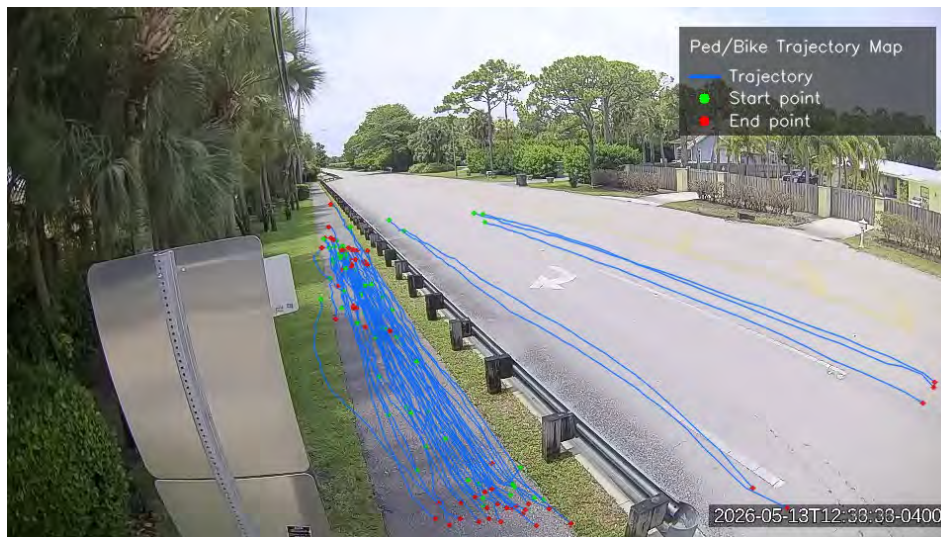
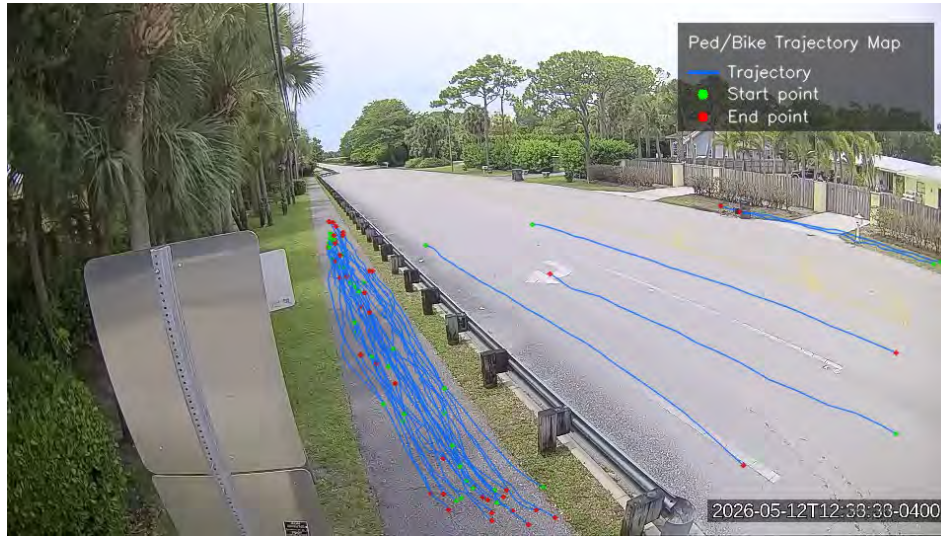
Near Miss Summary by Day (weekly)

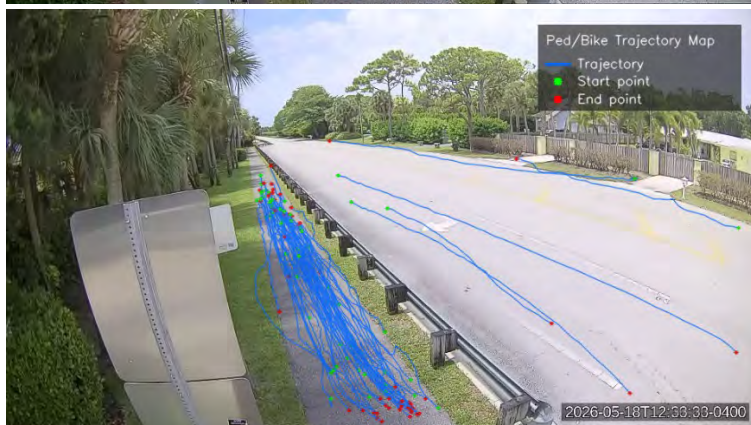
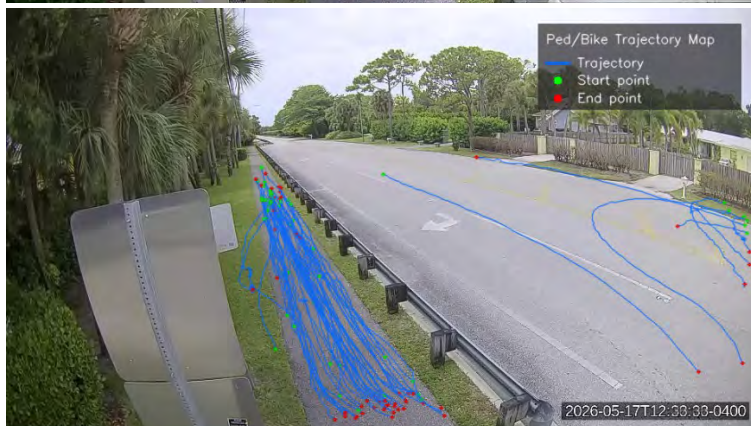
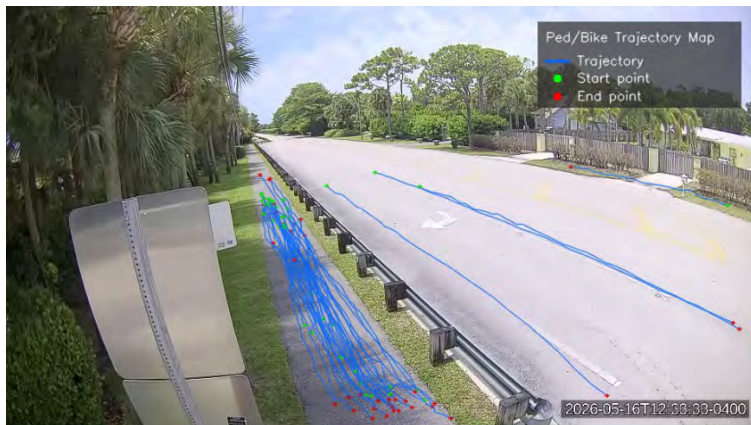
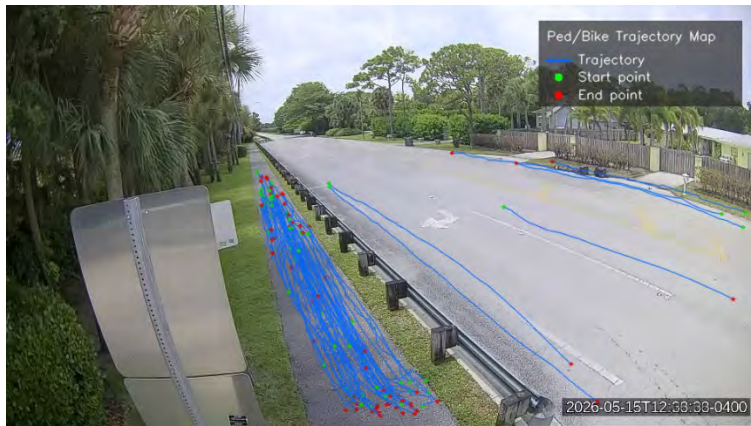
Day	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-12	0	0	0	0	0
2026-05-13	0	0	3	0	3
2026-05-14	0	0	1	0	1
2026-05-15	0	0	2	0	2
2026-05-16	0	0	2	0	2
2026-05-17	0	0	5	0	5
2026-05-18	0	0	5	0	5
Total	0	0	18	0	18

Hourly x Day Matrix (total)

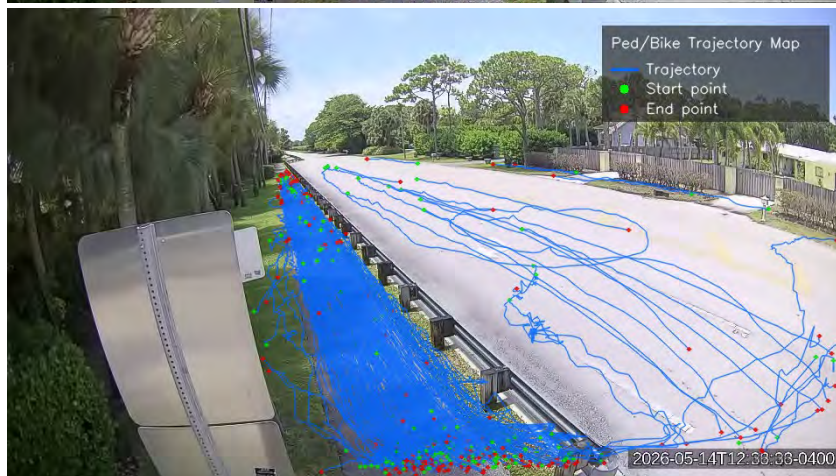
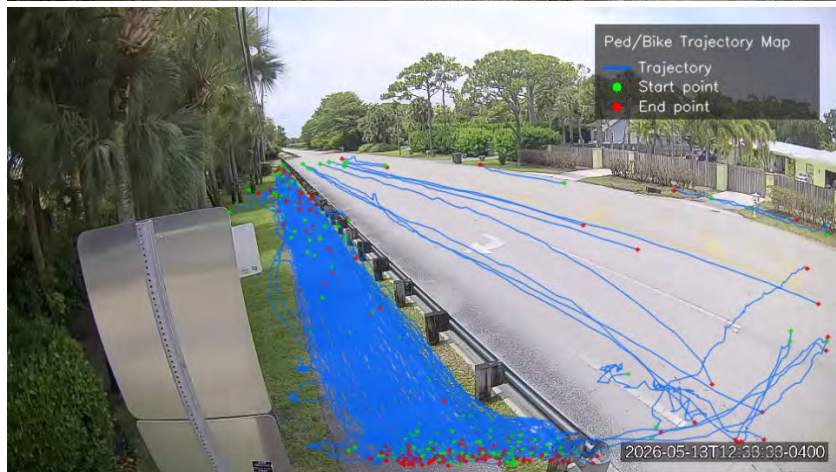
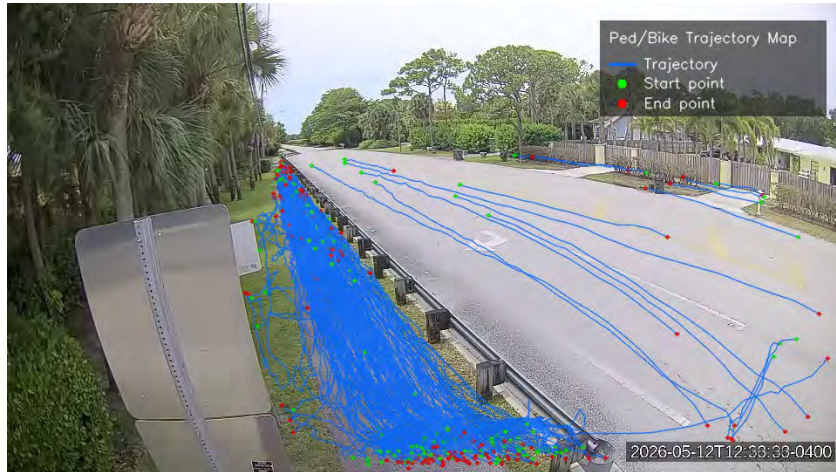
Hour	2026-05-12	2026-05-13	2026-05-14	2026-05-15	2026-05-16	2026-05-17	2026-05-18	Total
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	1	1
08:00	0	0	0	0	1	0	0	1
09:00	0	0	0	0	1	0	0	1
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	1	0	2
14:00	0	0	0	1	0	0	1	2
15:00	0	1	0	0	0	1	0	2
16:00	0	1	0	0	0	2	3	6
17:00	0	1	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
19:00	0	0	0	1	0	1	0	2
20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
Total	0	3	1	2	2	5	5	18

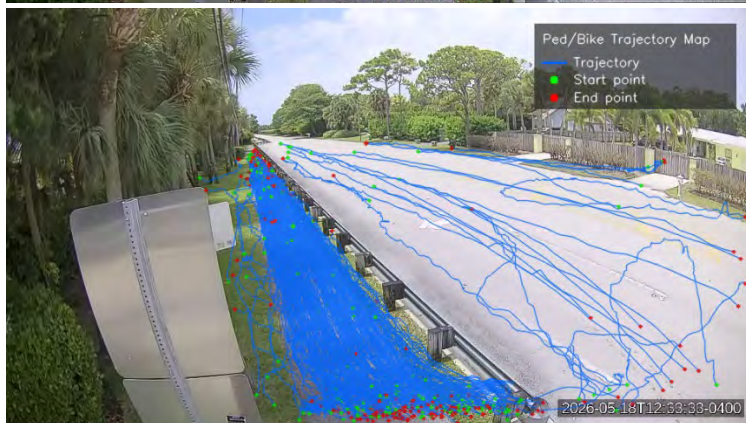
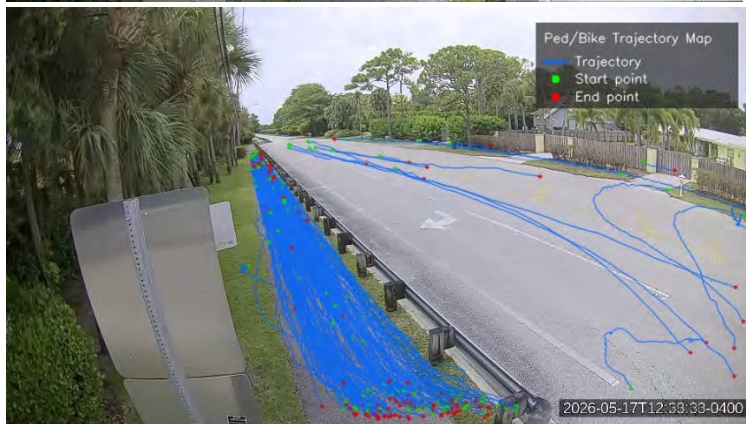
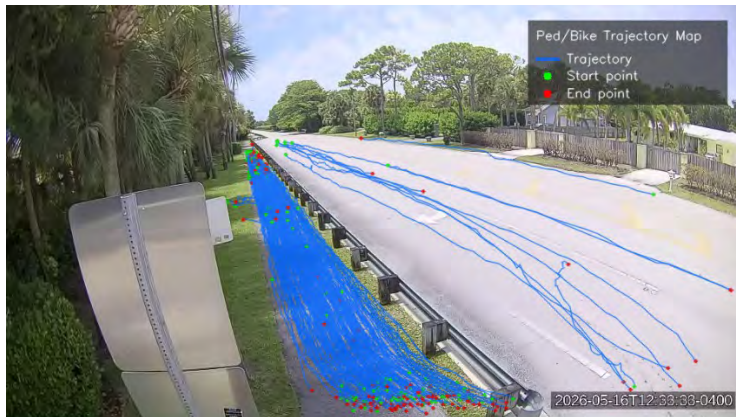
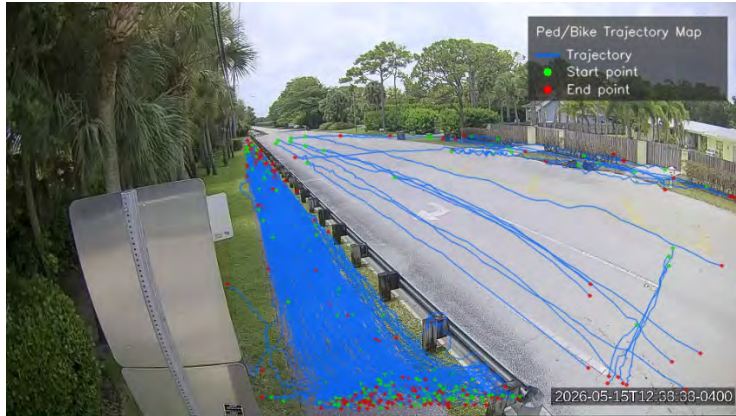
Bicycles Trajectories





Pedestrian Trajectories





ZONE 4

Location: Camera 4
Type: Vehicle-Bicycle Sperator Near-Miss and Hits

Raw Data

Date	Time	Type	Notes	TTC (s)	Hour	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-23	10:54:57	Veh near-miss		0.33	00:00	0	0	0	0	0
2026-05-23	12:19:48	Veh near-miss		0.33	01:00	0	0	0	0	0
2026-05-23	14:07:19	Veh near-miss		0.33	02:00	0	0	0	0	0
2026-05-25	08:07:07	Bike near-miss		1.13	03:00	0	0	0	0	0
2026-05-26	09:36:58	Veh near-miss		0.55	04:00	0	0	0	0	0
2026-05-26	11:46:13	Veh near-miss		0.54	05:00	0	0	0	0	0
2026-05-26	14:14:17	Veh near-miss		0.33	06:00	1	0	0	0	1
2026-05-26	17:03:31	Bike near-miss		0.43	07:00	1	0	1	0	2
2026-05-27	07:48:15	Bike near-miss		0.47	08:00	0	0	1	0	1
2026-05-27	11:31:17	Veh near-miss		0.53	09:00	2	0	0	0	2
2026-05-27	14:13:20	Veh near-miss		0.38	10:00	1	0	0	0	1
2026-05-27	14:16:42	Bike near-miss		0.41	11:00	3	0	0	0	3
2026-05-27	15:13:29	Veh near-miss		0.33	12:00	1	0	0	0	1
2026-05-27	17:16:29	Veh near-miss		0.33	13:00	0	0	0	0	0
2026-05-28	07:41:18	Veh near-miss		0.53	14:00	4	0	1	0	5
2026-05-28	17:12:18	Veh near-miss		2.13	15:00	1	0	0	0	1
2026-05-28	18:01:49	Bike near-miss		0.45	16:00	1	0	0	0	1
2026-05-29	06:05:06	Veh near-miss		0.48	17:00	2	0	1	0	3
2026-05-29	09:55:04	Veh near-miss		0.33	18:00	0	0	1	0	1
2026-05-29	11:21:47	Veh near-miss		0.55	19:00	0	0	0	0	0
2026-05-29	14:26:58	Veh near-miss		0.48	20:00	0	0	0	0	0
2026-05-29	16:40:32	Veh near-miss		0.33	21:00	0	0	0	0	0
Total						17	0	5	0	22

Near Miss Summary by Time (hourly)

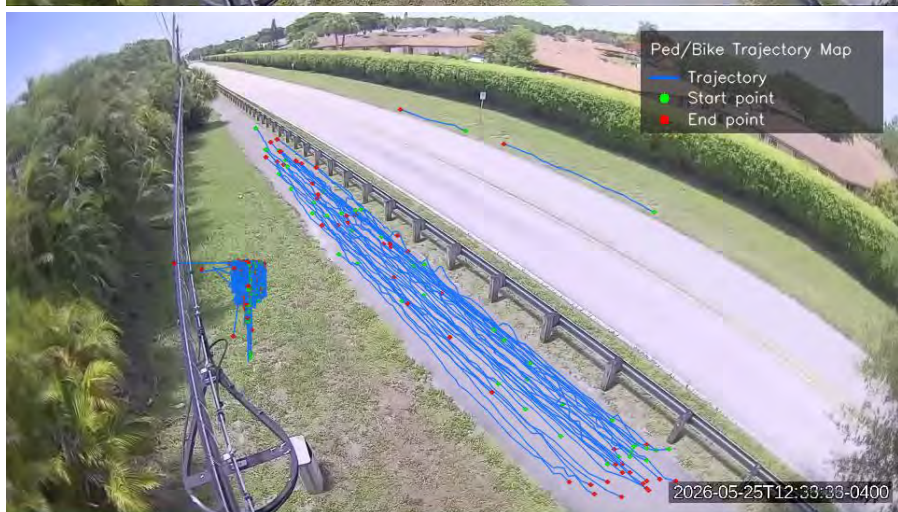
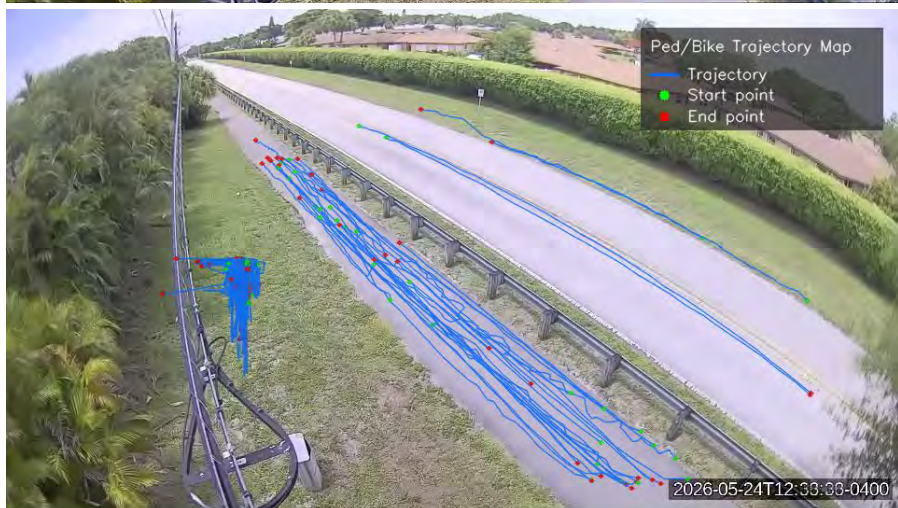
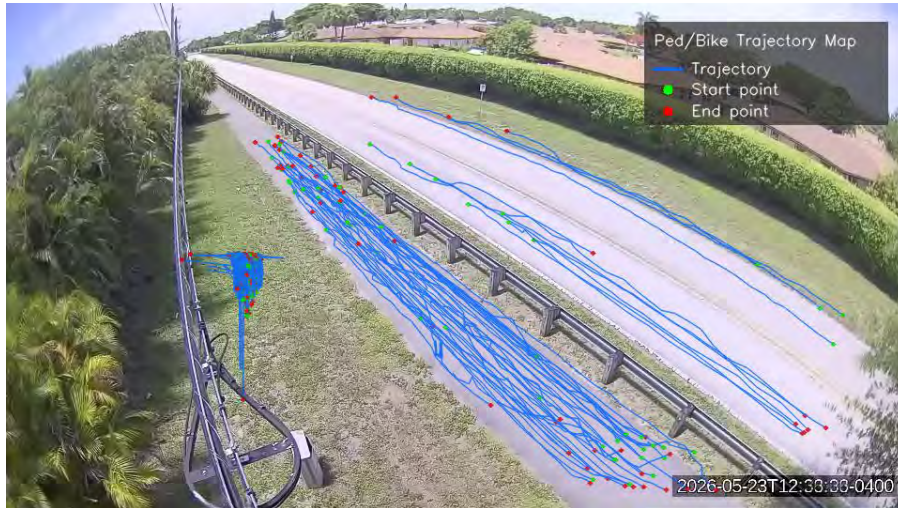
Near Miss Summary by Day (weekly)

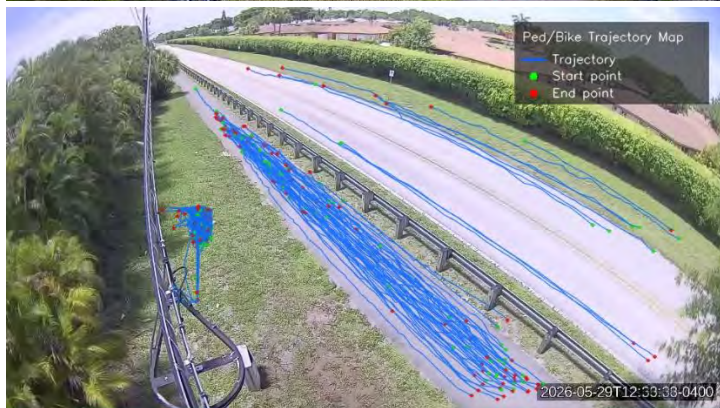
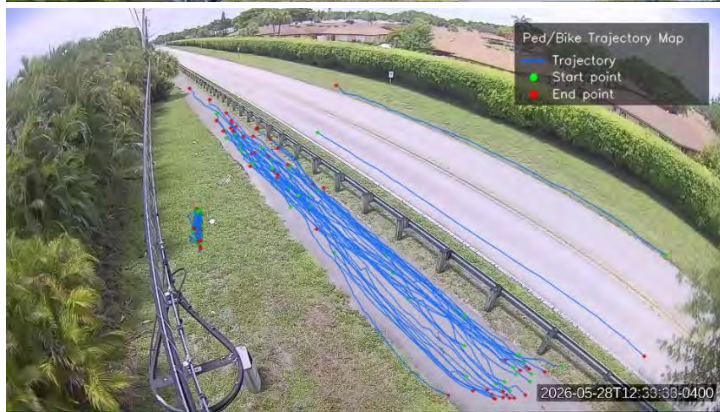
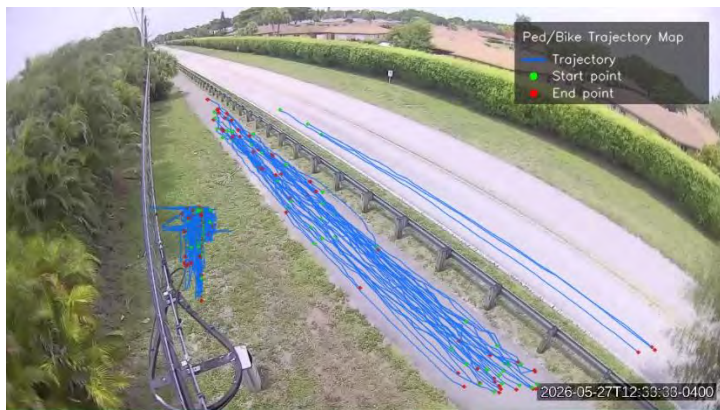
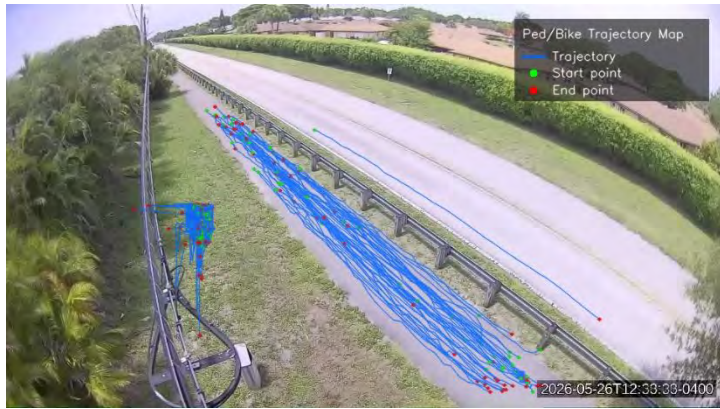
Day	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-23	3	0	0	0	3
2026-05-24	0	0	0	0	0
2026-05-25	0	0	1	0	1
2026-05-26	3	0	1	0	4
2026-05-27	4	0	2	0	6
2026-05-28	2	0	1	0	3
2026-05-29	5	0	0	0	5
Total	17	0	5	0	22

Hourly x Day Matrix (total)

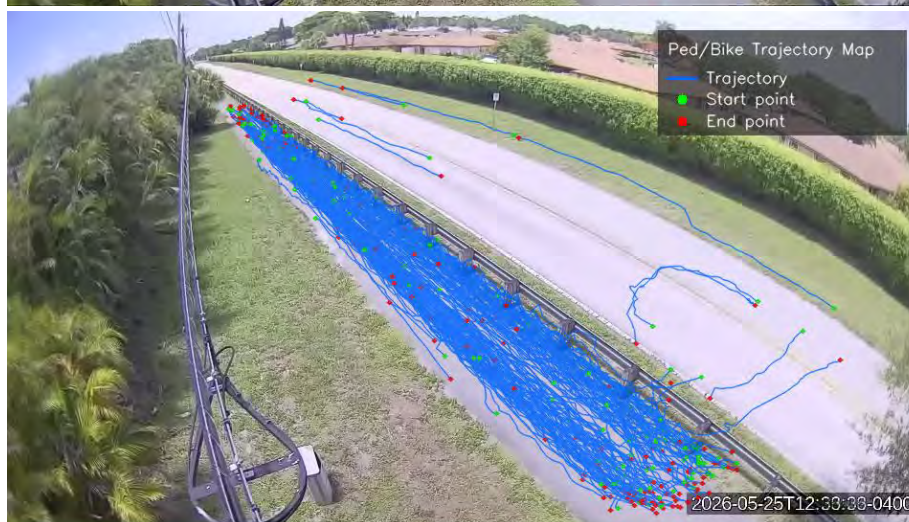
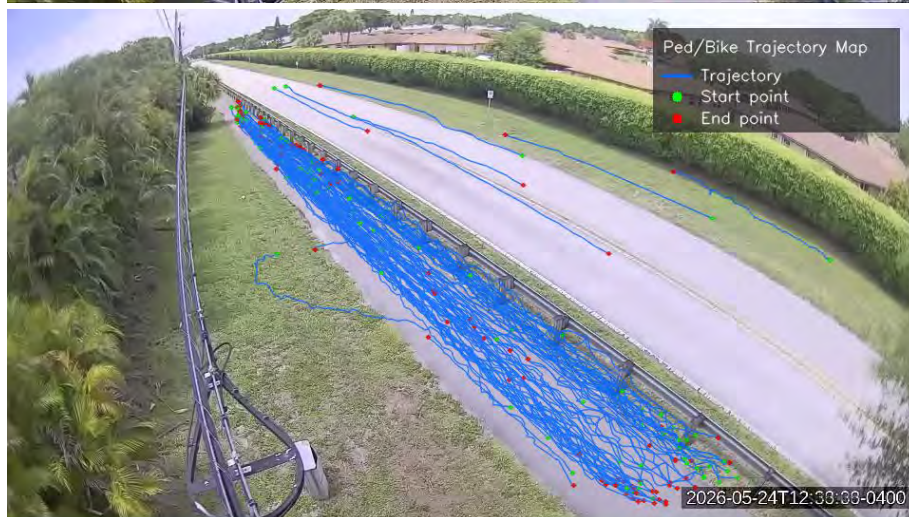
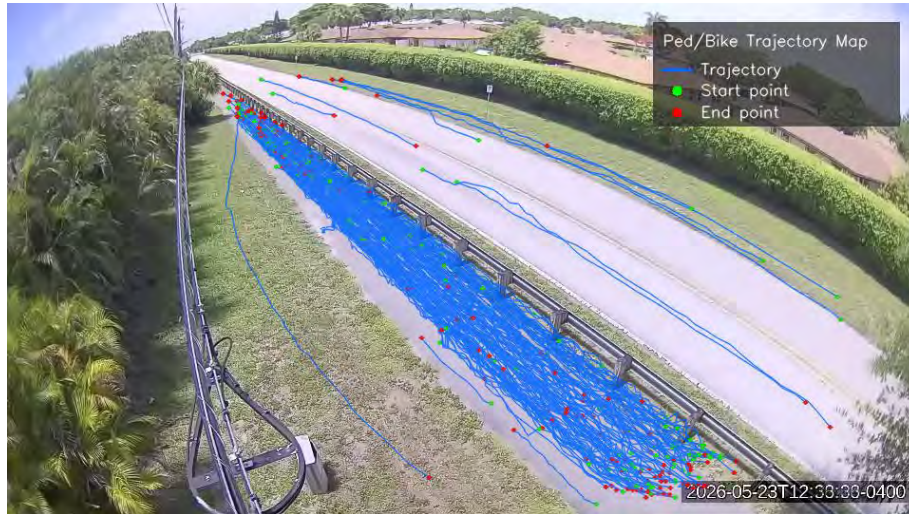
Hour	2026-05-23	2026-05-24	2026-05-25	2026-05-26	2026-05-27	2026-05-28	2026-05-29	Total
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	1	1
07:00	0	0	0	0	1	1	0	2
08:00	0	0	1	0	0	0	0	1
09:00	0	0	0	1	0	0	1	2
10:00	1	0	0	0	0	0	0	1
11:00	0	0	0	1	1	0	1	3
12:00	1	0	0	0	0	0	0	1
13:00	0	0	0	0	0	0	0	0
14:00	1	0	0	1	2	0	1	5
15:00	0	0	0	0	1	0	0	1
16:00	0	0	0	0	0	0	1	1
17:00	0	0	0	1	1	1	0	3
18:00	0	0	0	0	0	1	0	1
19:00	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
Total	3	0	1	4	6	3	5	22

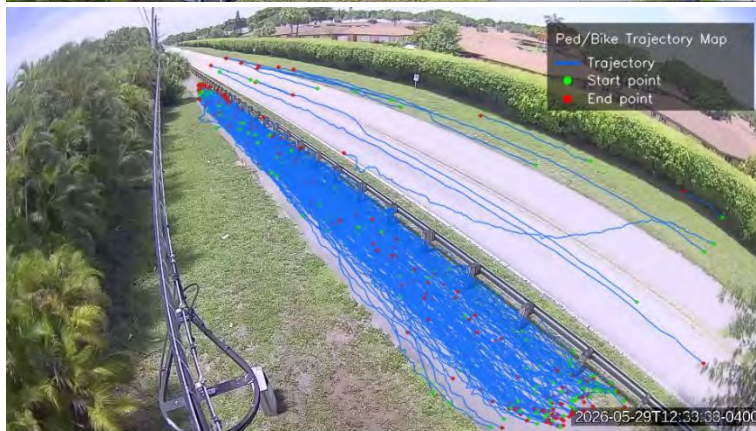
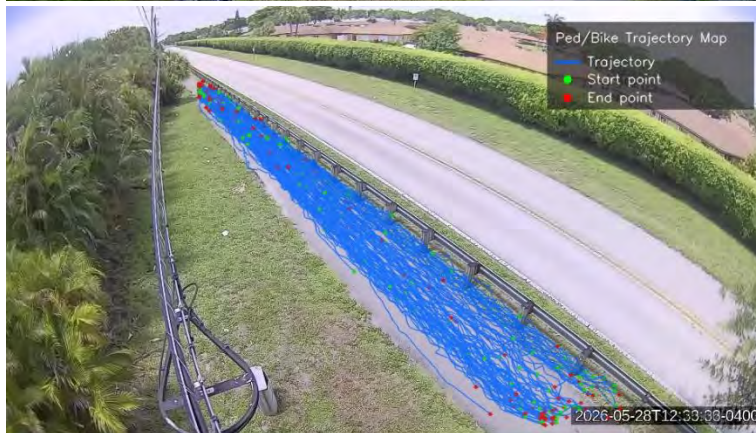
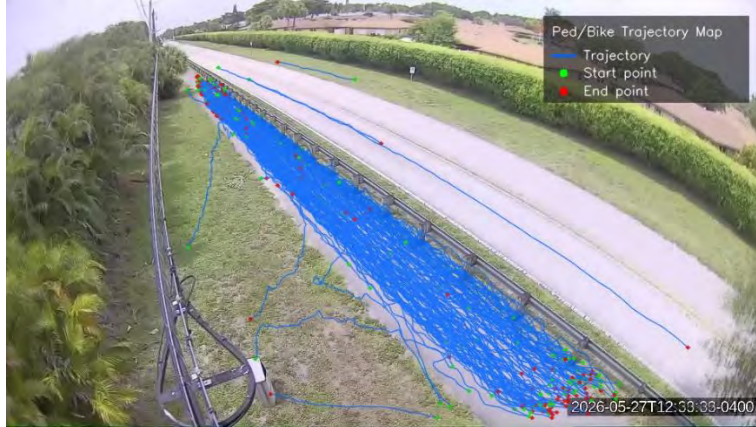
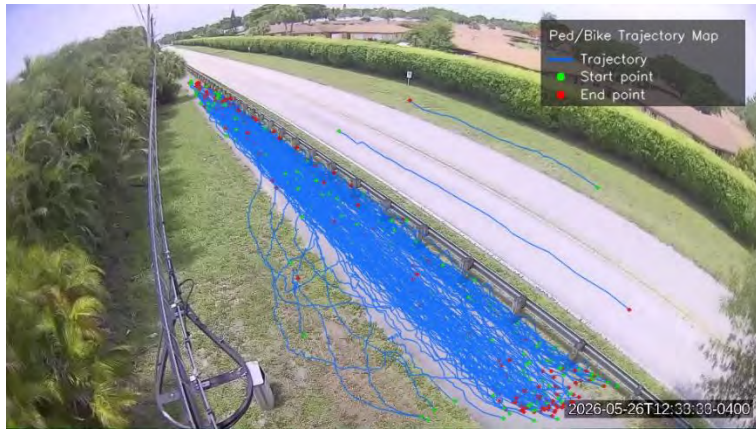
Bicycles Trajectories





Pedestrian Trajectories





ZONE 5

Location: Camera_5
Type: Vehicle-Bicycle Separator Near-Miss and Hits

Raw Data

Date	Time	Type	Notes	TTC (s)	Hour	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-23	13:50:15	Veh near-miss		1.2	00:00	0	0	0	0	0
2026-05-23	18:22:30	Bike near-miss		0.44	01:00	0	0	0	0	0
2026-05-24	15:30:51	Veh near-miss		0.33	02:00	0	0	0	0	0
2026-05-24	15:42:30	Veh near-miss		0.38	03:00	0	0	0	0	0
2026-05-24	16:01:42	Veh near-miss		0.33	04:00	0	0	0	0	0
2026-05-25	08:38:34	Bike near-miss		0.65	05:00	0	0	0	0	0
2026-05-25	09:54:06	Bike near-miss		0.67	06:00	0	0	0	0	0
2026-05-26	08:35:13	Bike near-miss		0.76	07:00	2	0	1	0	3
2026-05-26	08:48:55	Veh near-miss		0.44	08:00	2	0	2	0	4
2026-05-26	10:05:32	Veh near-miss		0.54	09:00	0	0	3	0	3
2026-05-26	14:21:47	Bike near-miss		0.1	10:00	1	0	1	0	2
2026-05-26	18:26:24	Bike near-miss		0.33	11:00	0	0	0	0	0
2026-05-27	07:26:45	Veh near-miss		0.33	12:00	0	0	1	0	1
2026-05-27	09:35:02	Bike near-miss		0.38	13:00	1	0	0	0	1
2026-05-27	10:27:28	Bike near-miss		0.5	14:00	1	0	3	0	4
2026-05-27	16:53:39	Veh near-miss		0.33	15:00	3	0	0	0	3
2026-05-28	07:30:49	Veh near-miss		0.52	16:00	2	0	0	0	2
2026-05-28	08:53:26	Veh near-miss		0.63	17:00	1	0	0	0	1
2026-05-28	12:06:52	Bike near-miss		0.4	18:00	0	0	2	0	2
2026-05-28	14:30:10	Veh near-miss		0.33	19:00	0	0	0	0	0
2026-05-28	14:55:41	Bike near-miss		0.75	20:00	0	0	0	0	0
2026-05-28	17:32:16	Veh near-miss		0.41	21:00	0	0	0	0	0
2026-05-29	07:51:09	Bike near-miss		0.49	22:00	0	0	0	0	0
2026-05-29	09:30:17	Bike near-miss		0.46	23:00	0	0	0	0	0
2026-05-29	14:28:32	Bike near-miss		0.33	Total	13	0	13	0	26
2026-05-29	15:11:46	Veh near-miss		0.42						
Total				26	0					

Near Miss Summary by Time (hourly)

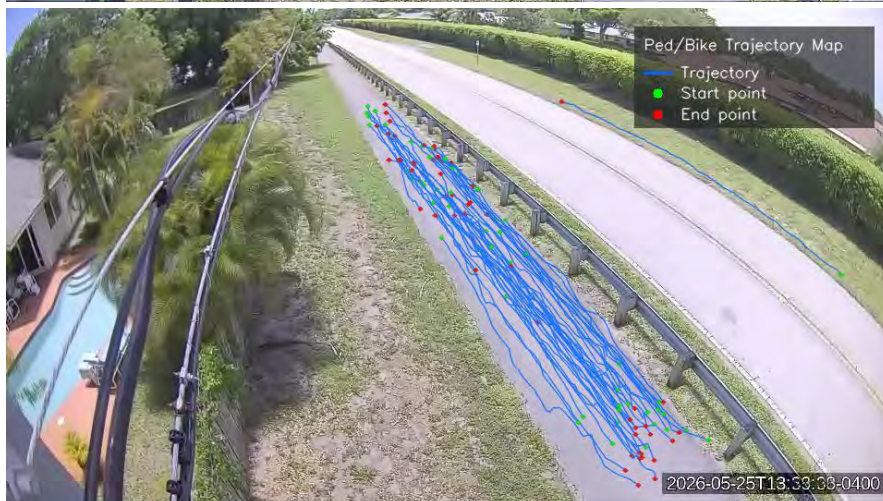
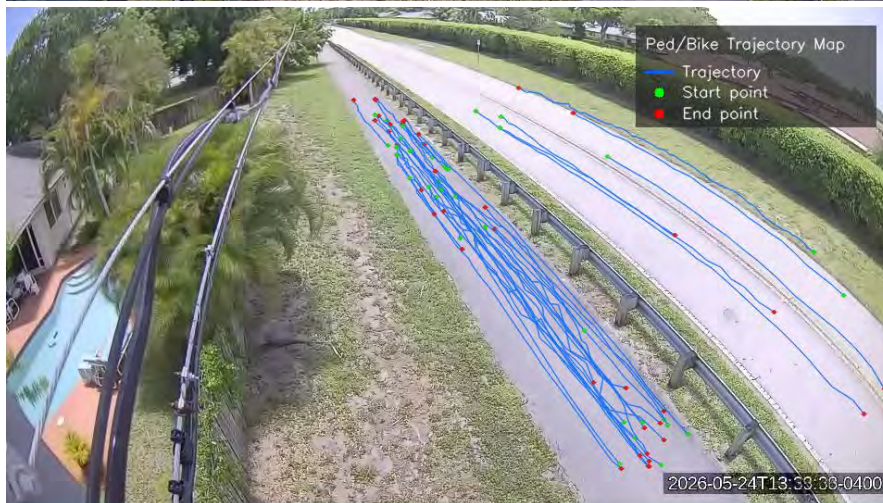
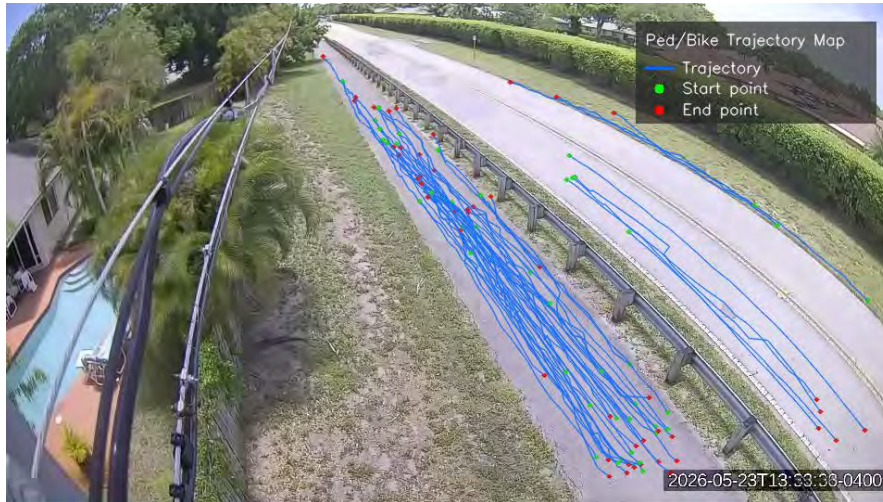
Near Miss Summary by Day (weekly)

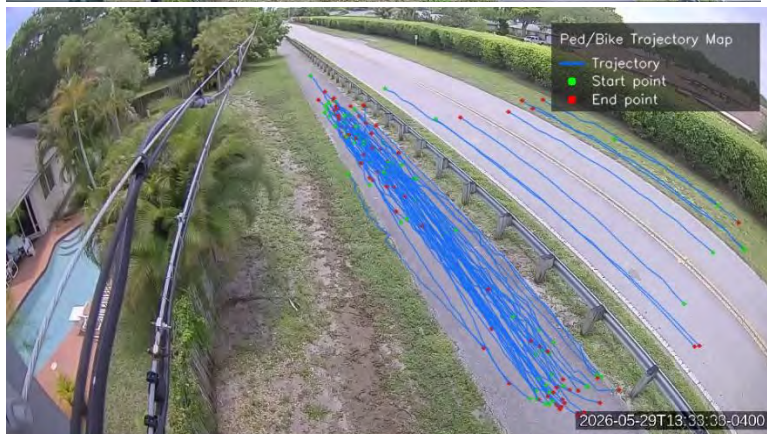
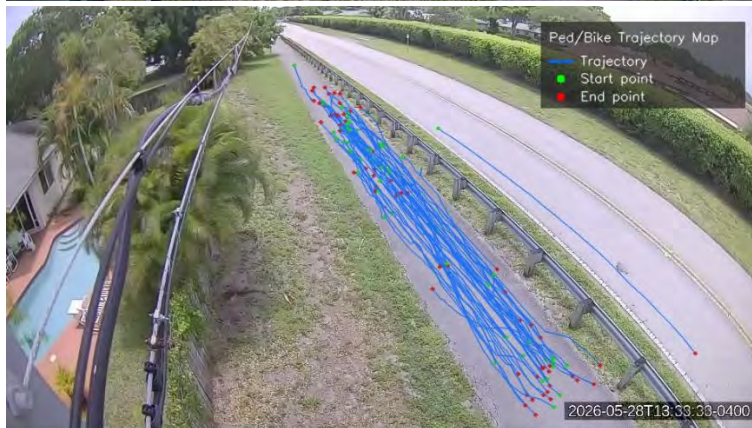
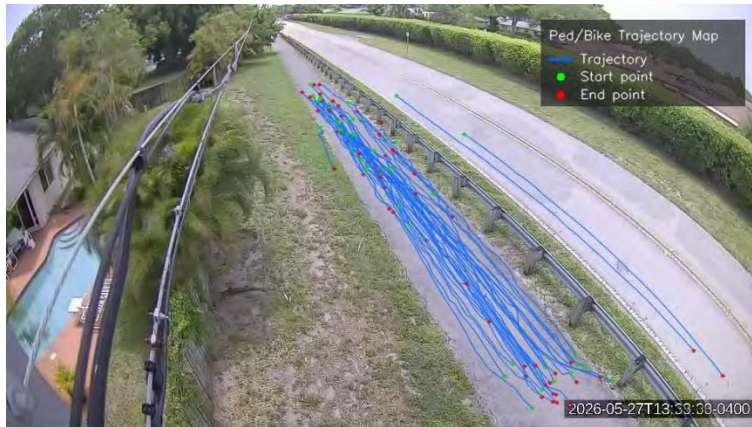
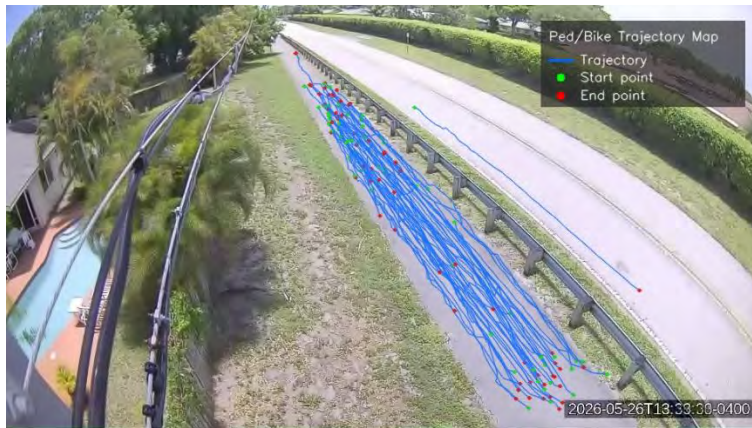
Day	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-23	1	0	1	0	2
2026-05-24	3	0	0	0	3
2026-05-25	0	0	2	0	2
2026-05-26	2	0	3	0	5
2026-05-27	2	0	2	0	4
2026-05-28	4	0	2	0	6
2026-05-29	1	0	3	0	4
Total	13	0	13	0	26

Hourly x Day Matrix (total)

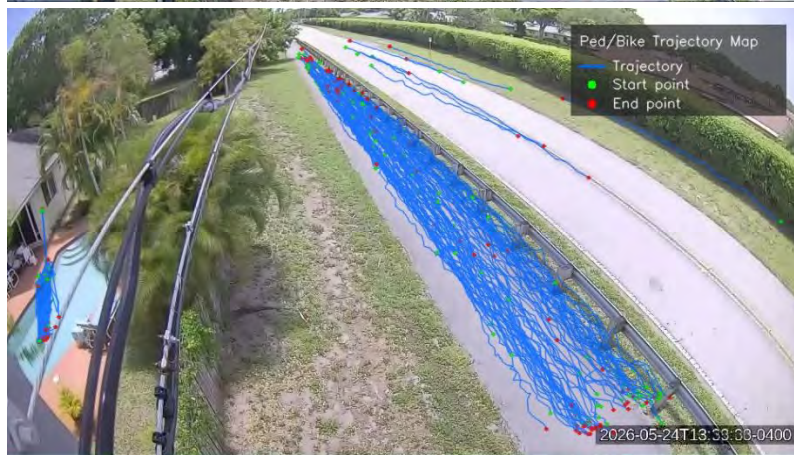
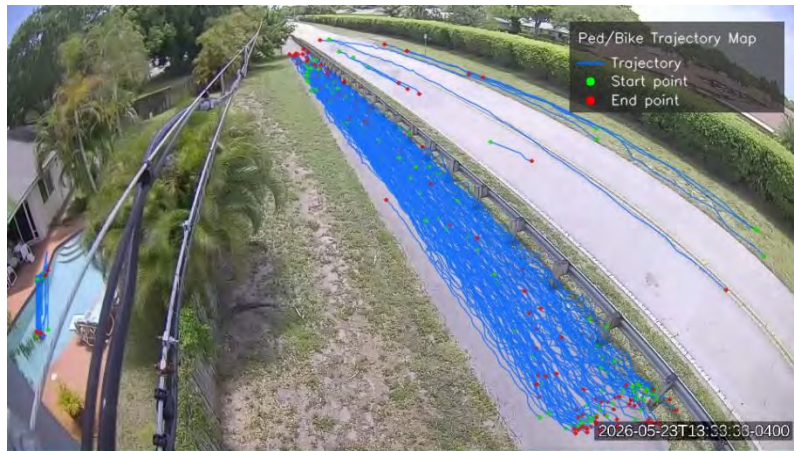
Hour	2026-05-23	2026-05-24	2026-05-25	2026-05-26	2026-05-27	2026-05-28	2026-05-29	Total
00:00	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	0	0	0	1	1	1	6
08:00	0	0	1	2	0	1	0	4
09:00	0	0	1	0	1	0	1	4
10:00	0	0	0	1	1	0	0	3
11:00	0	0	0	0	0	0	0	2
12:00	0	0	0	0	0	1	0	2
13:00	1	0	0	0	0	0	0	2
14:00	0	0	0	1	0	2	1	8
15:00	0	2	0	0	0	0	1	3
16:00	0	1	0	0	1	0	0	5
17:00	0	0	0	0	0	1	0	1
18:00	1	0	0	1	0	0	0	3
19:00	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	0	0	0
21:00	0	0	0	0	0	0	0	1
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	2
Total	2	3	2	5	4	6	4	26

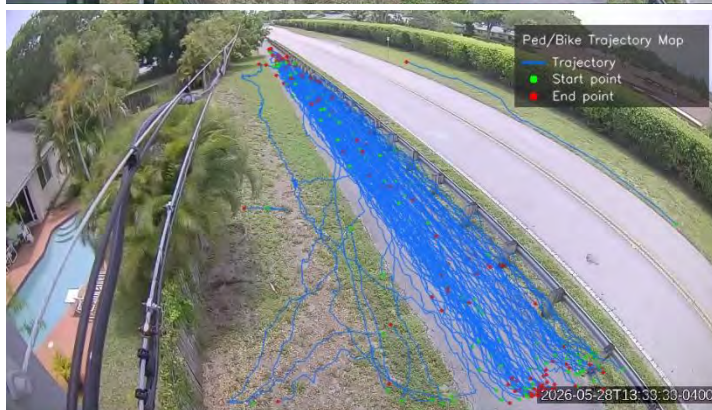
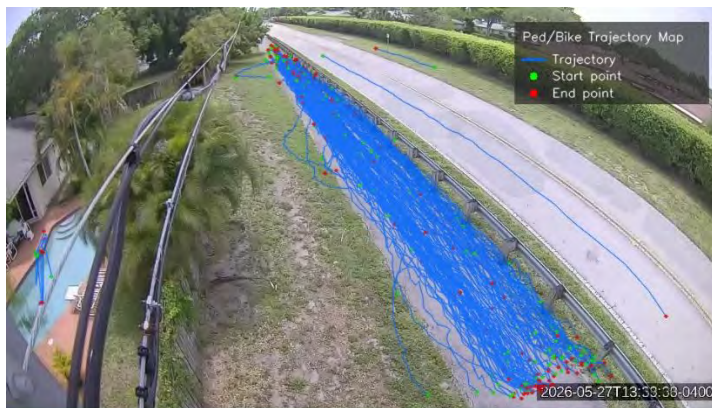
Bicycles Trajectories





Pedestrian Trajectories





ZONE 6

Location: Camera_6
Type: Vehicle-Bicycle Sperator Near-Miss and Hits

Raw Data

Date	Time	Type	Notes	TTC (s)
2026-05-23	08:54:15	Bike near-miss		1.09
2026-05-23	09:08:45	Bike near-miss		0.21
2026-05-23	13:44:16	Bike near-miss		0.33
2026-05-23	14:49:43	Bike near-miss		0.44
2026-05-25	08:11:30	Bike near-miss		0.51
2026-05-26	08:50:15	Veh near-miss		0.23
2026-05-26	15:32:27	Veh near-miss		0.58
2026-05-26	18:52:47	Bike near-miss		1.75
2026-05-28	20:10:49	Bike near-miss		0.25
2026-05-28	20:12:34	Bike near-miss		0.41
2026-05-28	20:12:44	Bike near-miss		0.07
2026-05-28	20:12:56	Bike near-miss		2.61
Total			12	0

Near Miss Summary by Time (hourly)

Hour	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
00:00	0	0	0	0	0
01:00	0	0	0	0	0
02:00	0	0	0	0	0
03:00	0	0	0	0	0
04:00	0	0	0	0	0
05:00	0	0	0	0	0
06:00	0	0	0	0	0
07:00	0	0	0	0	0
08:00	1	0	2	0	3
09:00	0	0	1	0	1
10:00	0	0	0	0	0
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	1	0	1
14:00	0	0	1	0	1
15:00	1	0	0	0	1
16:00	0	0	0	0	0
17:00	0	0	0	0	0
18:00	0	0	1	0	1
19:00	0	0	0	0	0
20:00	0	0	4	0	4
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
Total	2	0	10	0	12

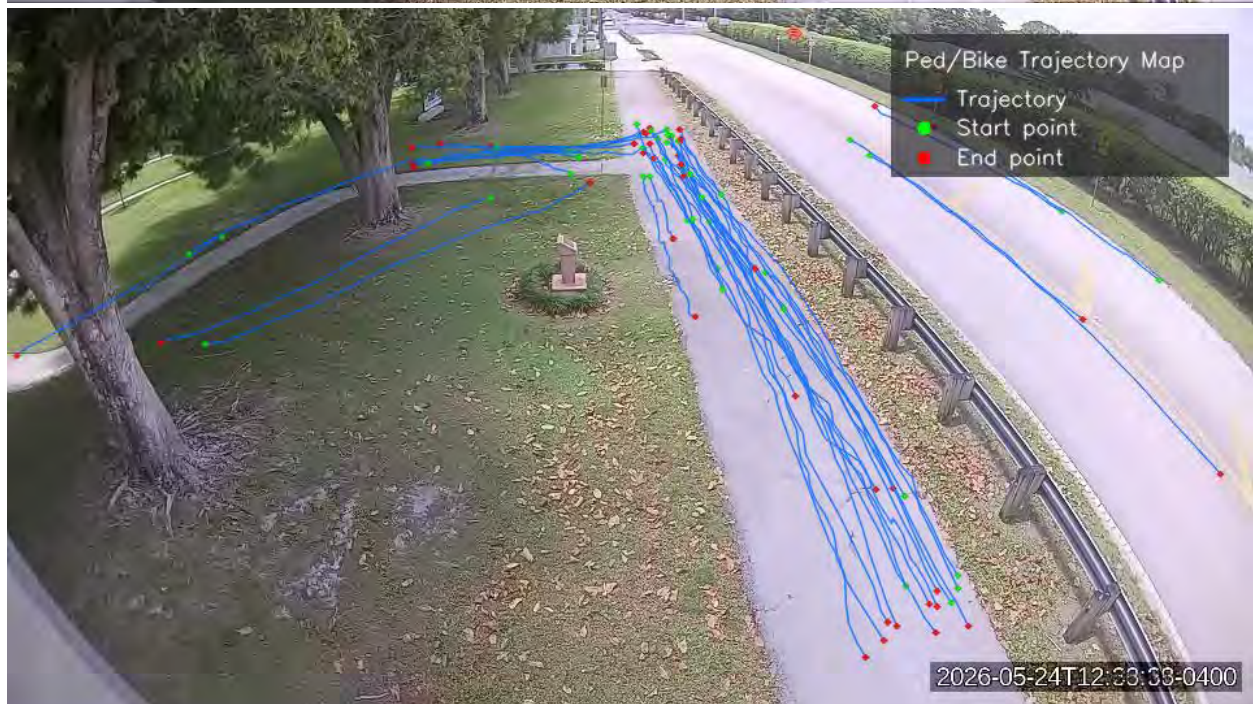
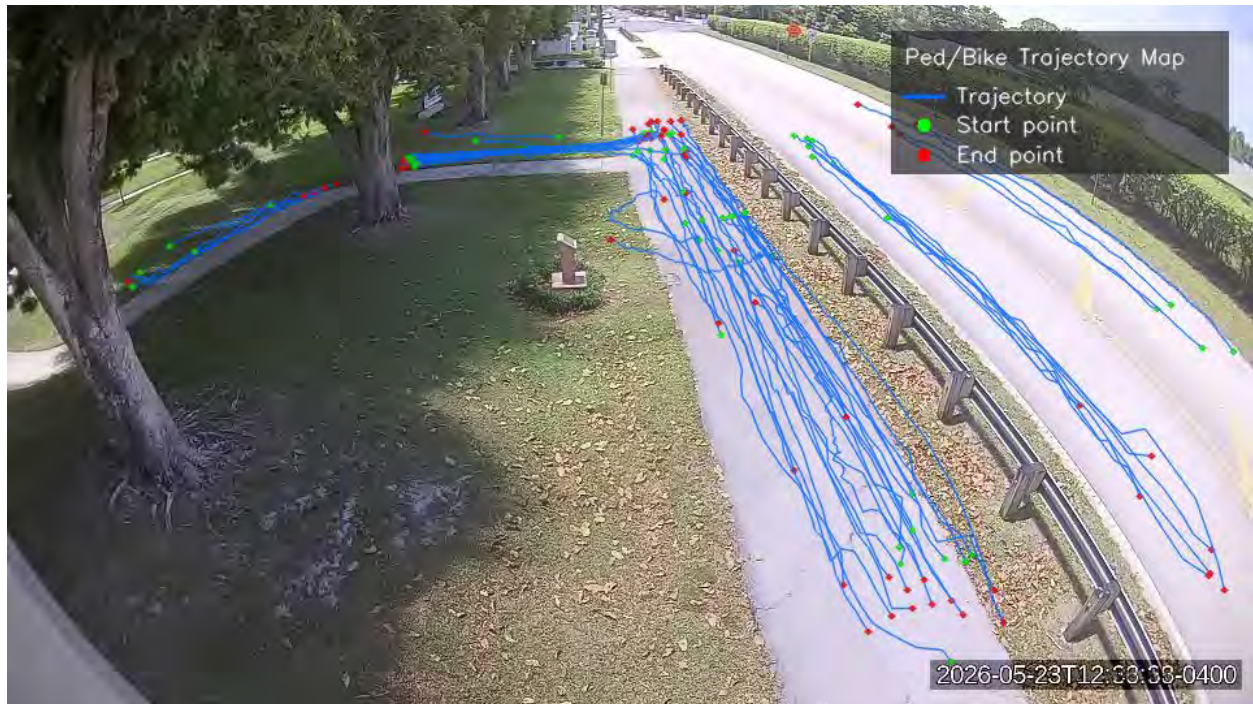
Near Miss Summary by Day (weekly)

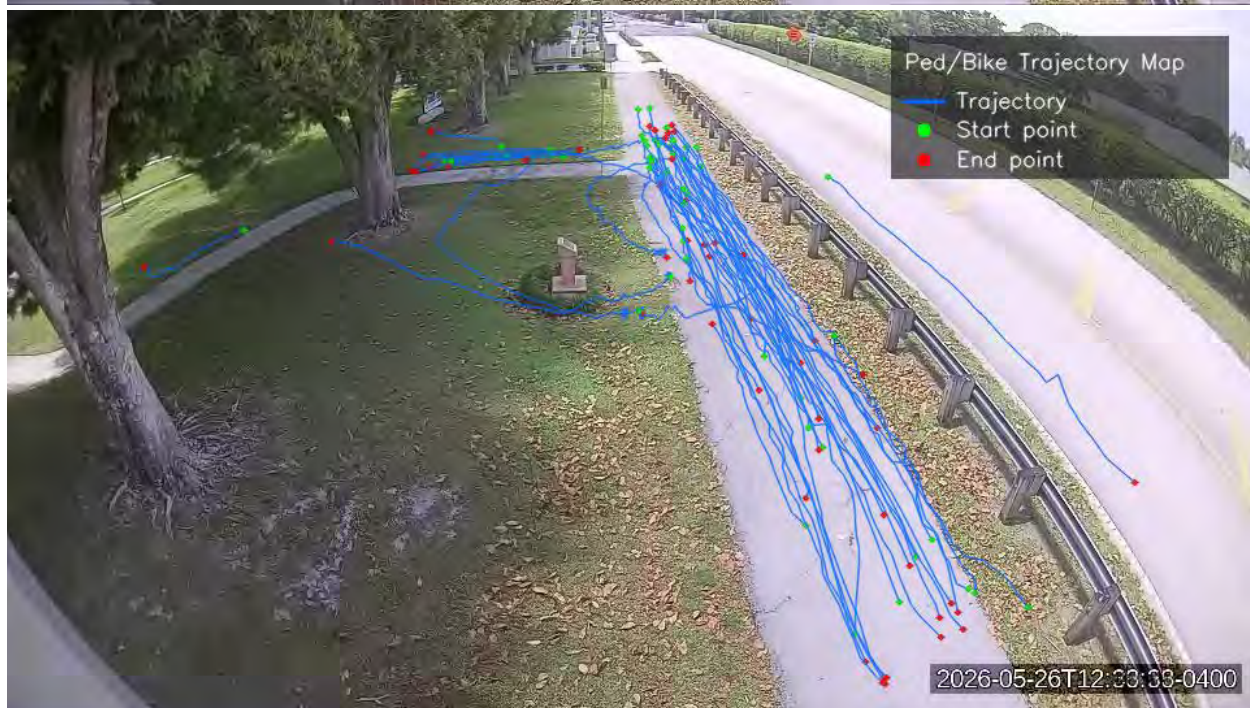
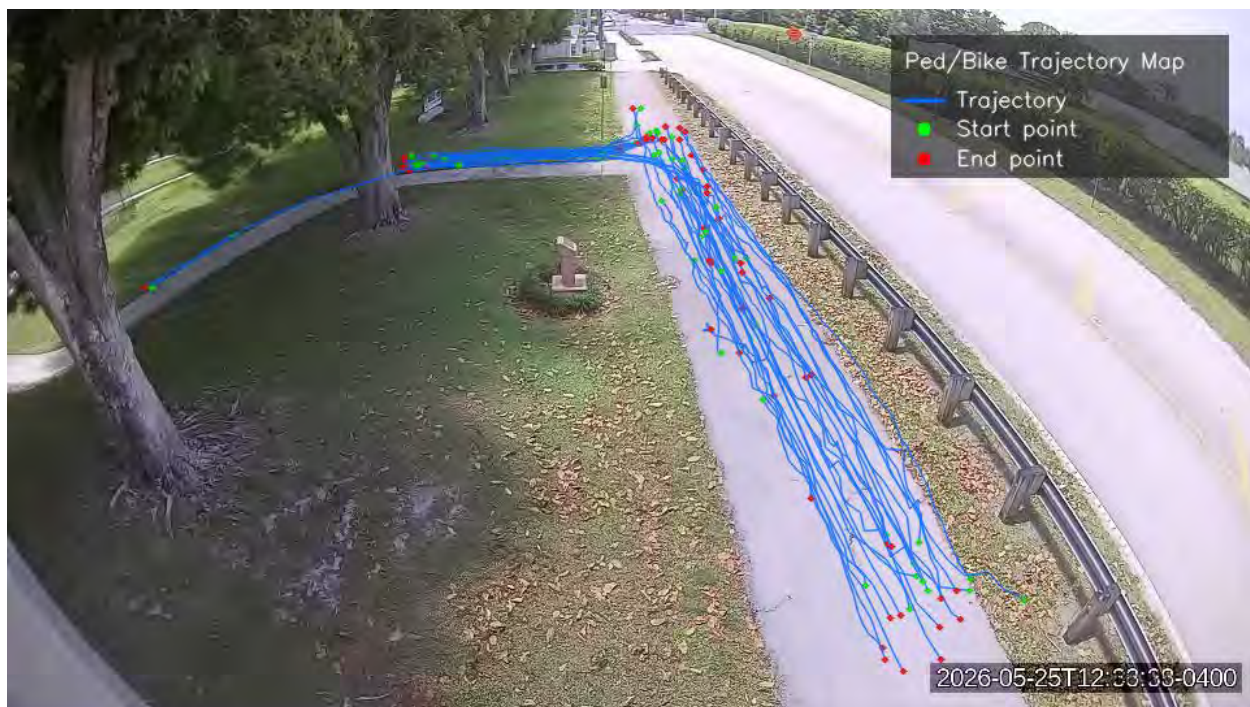
Day	Veh NM	Veh Hit	Bike NM	Bike Hit	Total
2026-05-23	0	0	4	0	4
2026-05-24	0	0	0	0	0
2026-05-25	0	0	1	0	1
2026-05-26	2	0	1	0	3
2026-05-27	0	0	0	0	0
2026-05-28	0	0	4	0	4
2026-05-29	0	0	0	0	0
Total	2	0	10	0	12

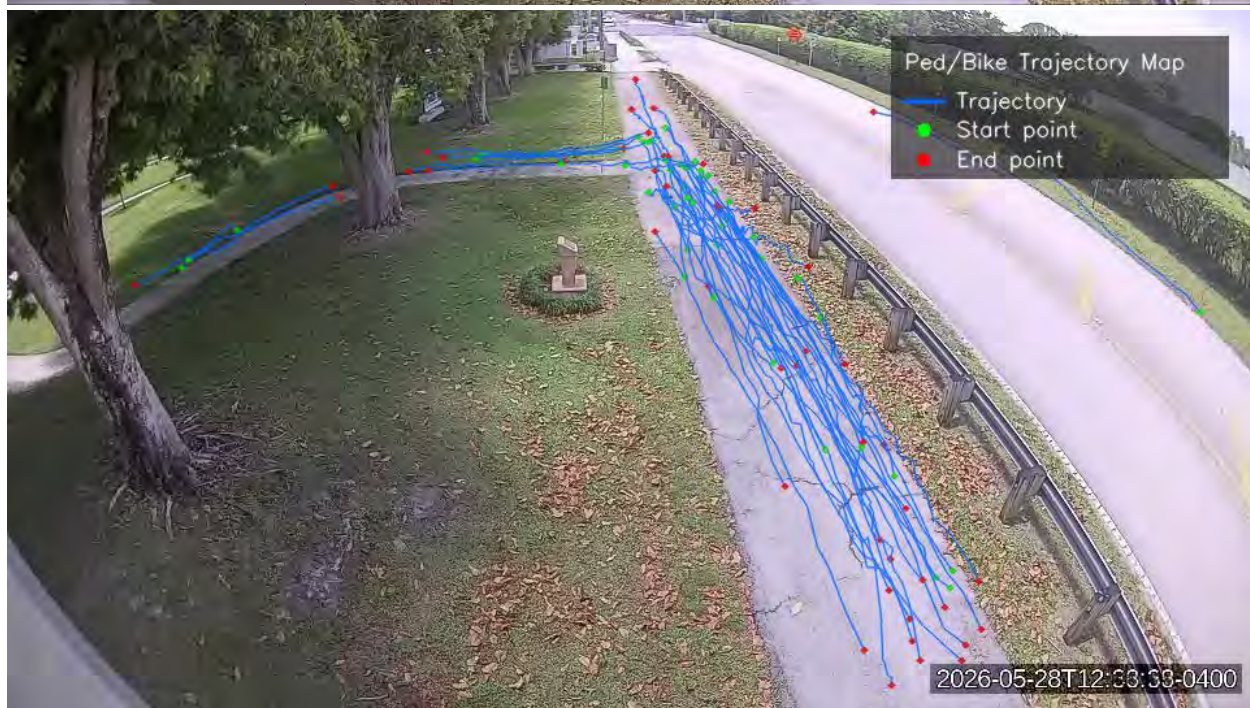
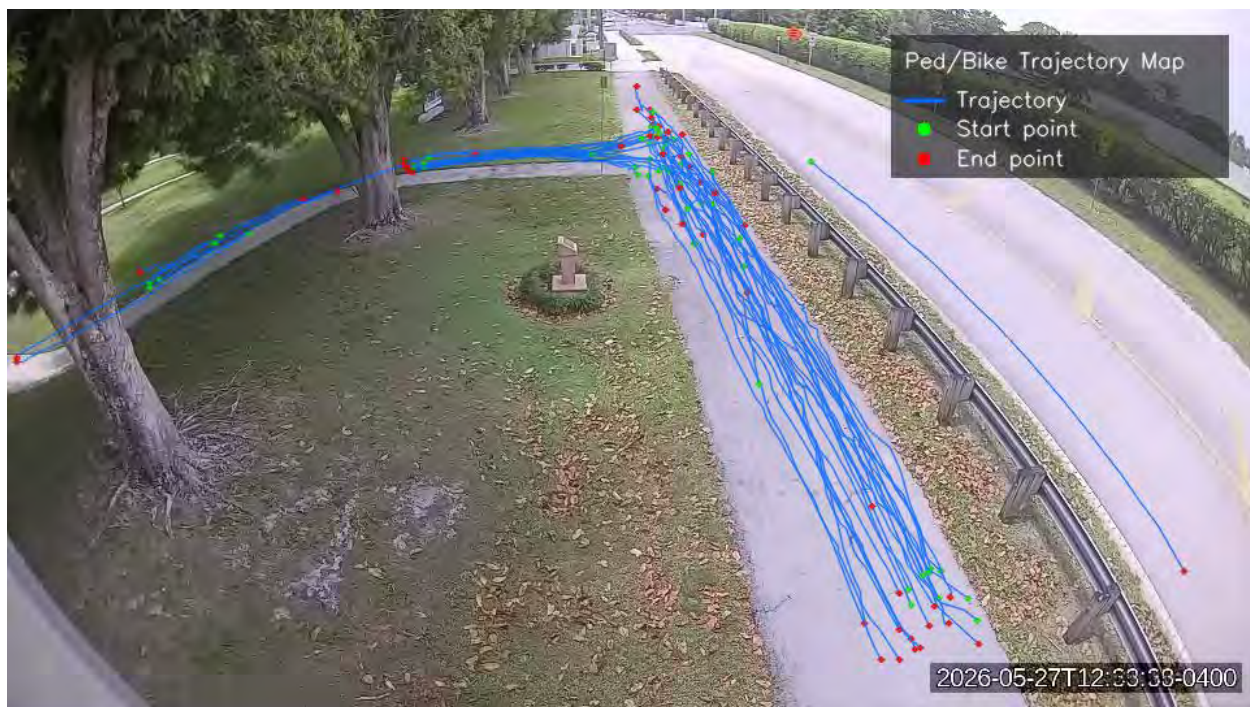
Hourly x Day Matrix (total)

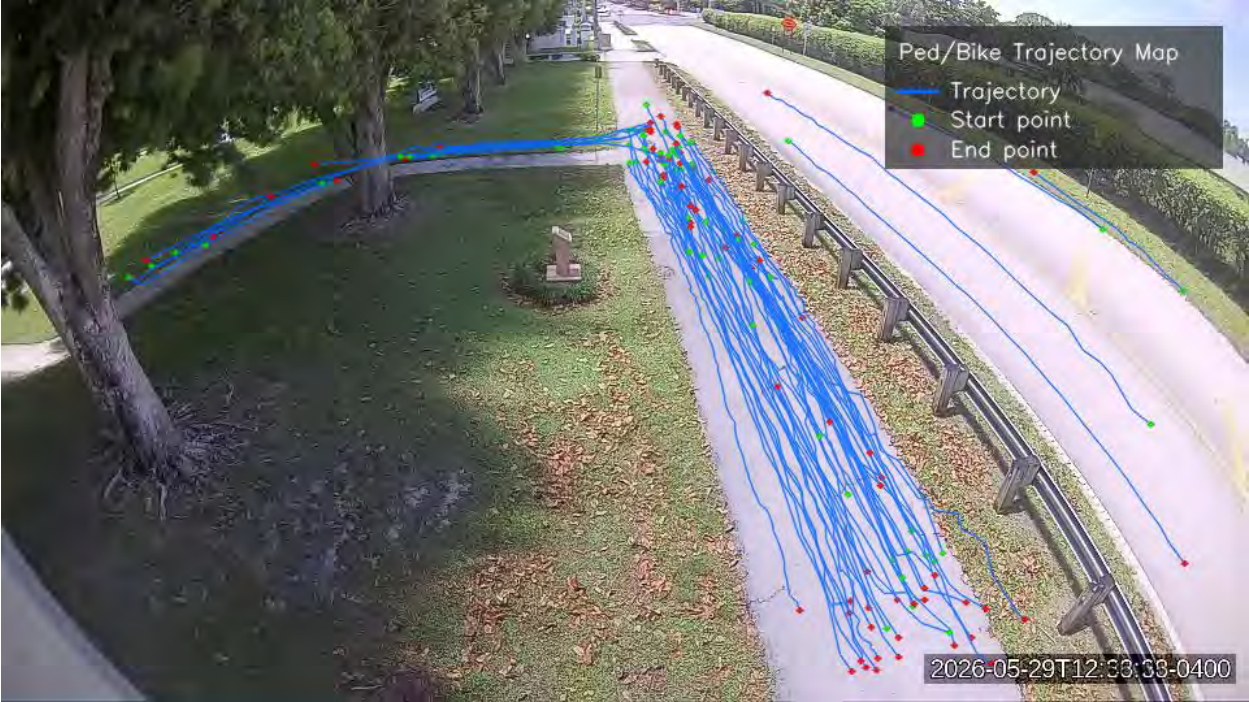
Hour	2026-05-23	2026-05-24	2026-05-25	2026-05-26	2026-05-27	2026-05-28	2026-05-29	Total
00:00	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0
08:00	1	0	1	1	0	0	0	3
09:00	1	0	0	0	0	0	0	1
10:00	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0
13:00	1	0	0	0	0	0	0	1
14:00	1	0	0	0	0	0	0	1
15:00	0	0	0	1	0	0	0	1
16:00	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
18:00	0	0	0	1	0	0	0	1
19:00	0	0	0	0	0	0	0	0
20:00	0	0	0	0	0	4	0	4
21:00	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0
23:00	0	0	0	0	0	0	0	0
Total	4	0	1	3	0	4	0	12

Bicycles Trajectories

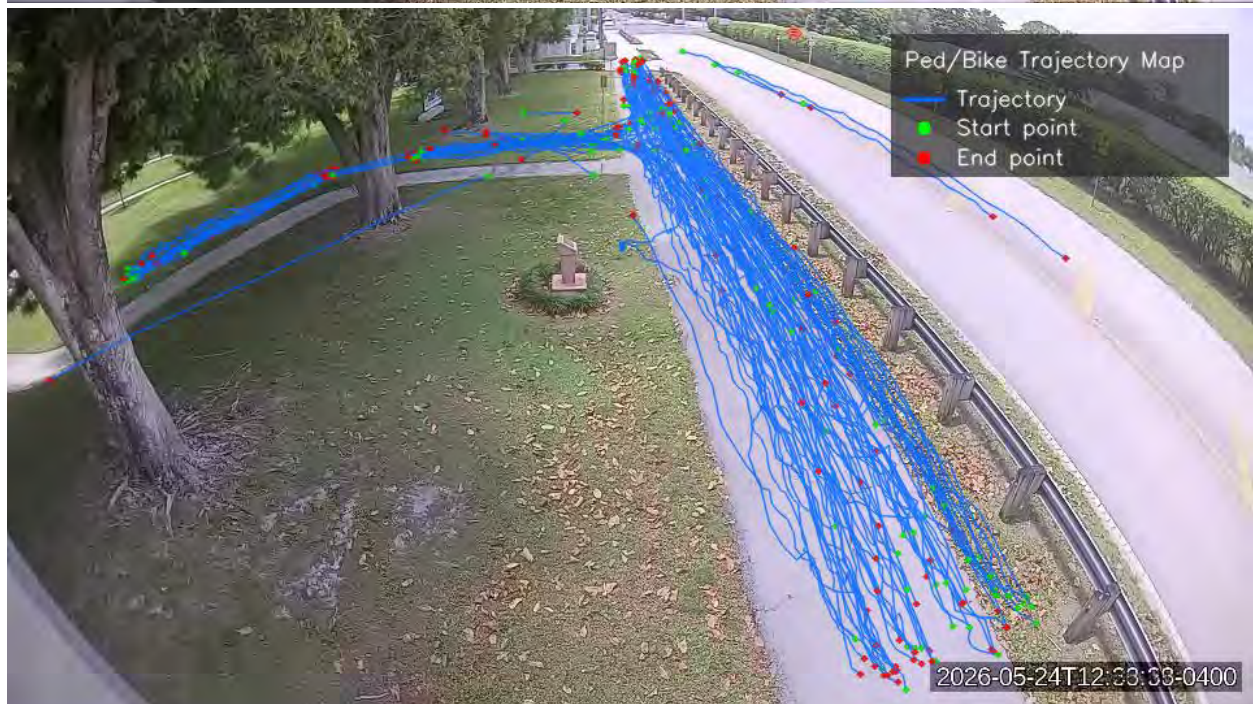
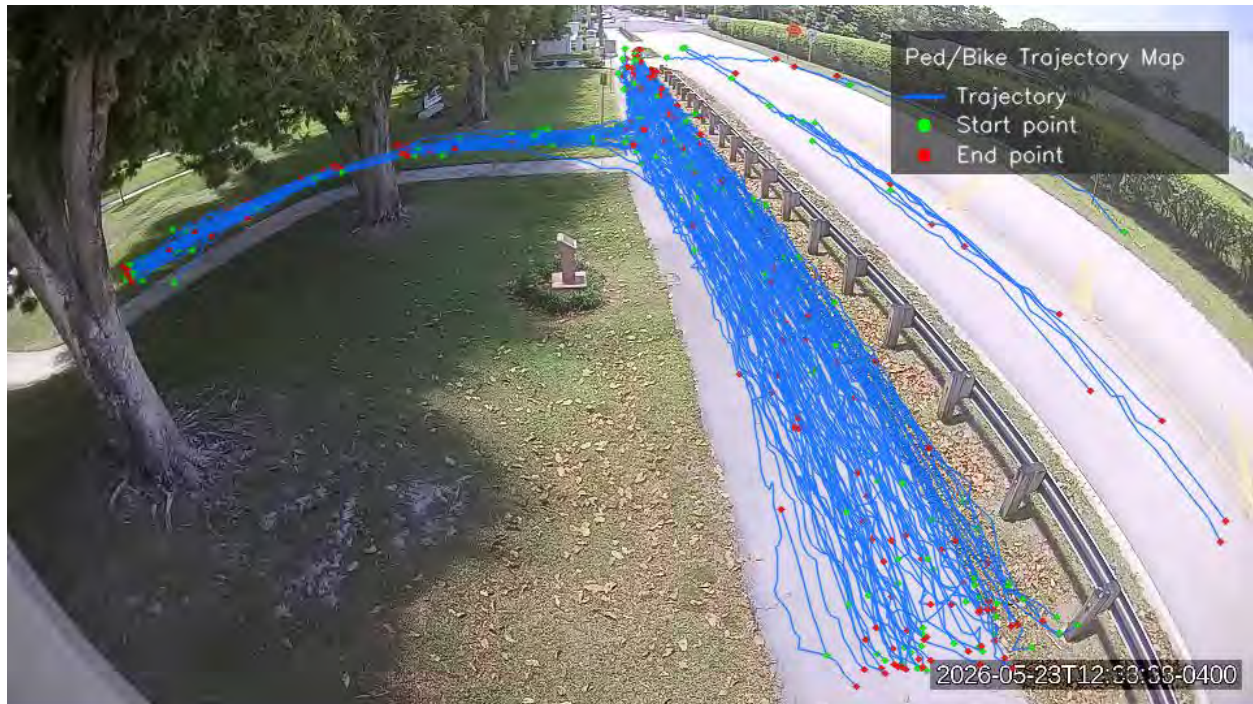


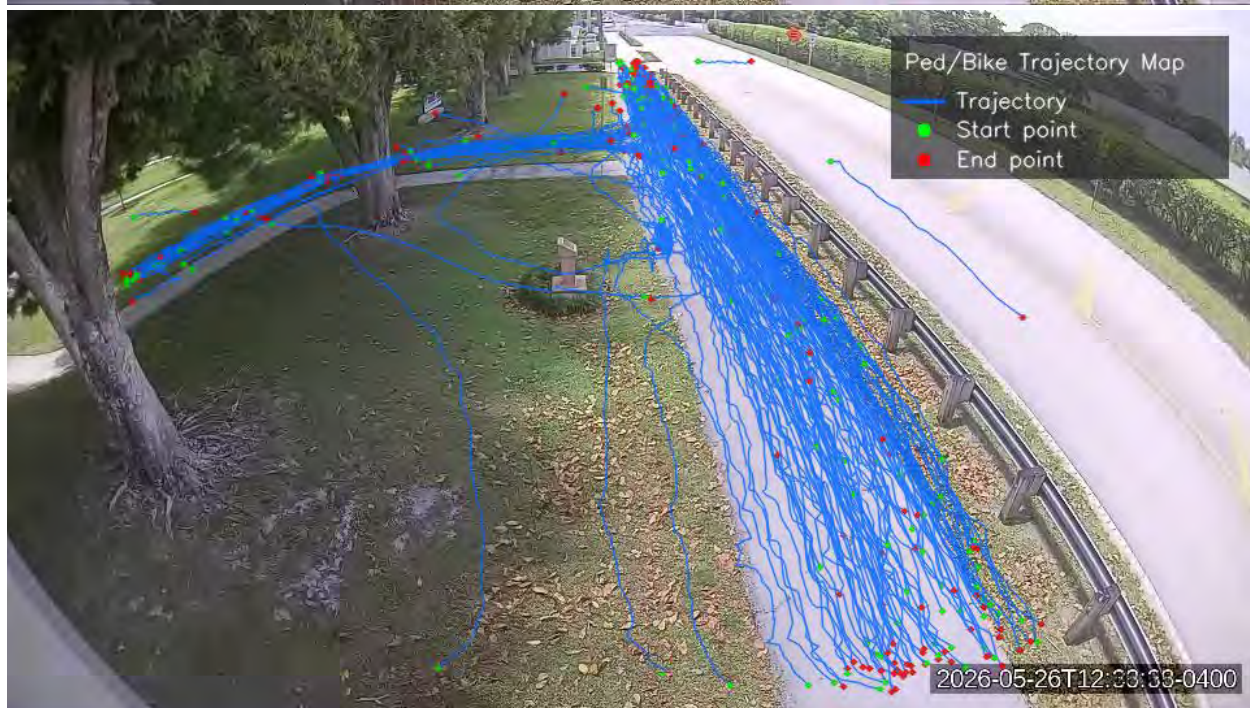
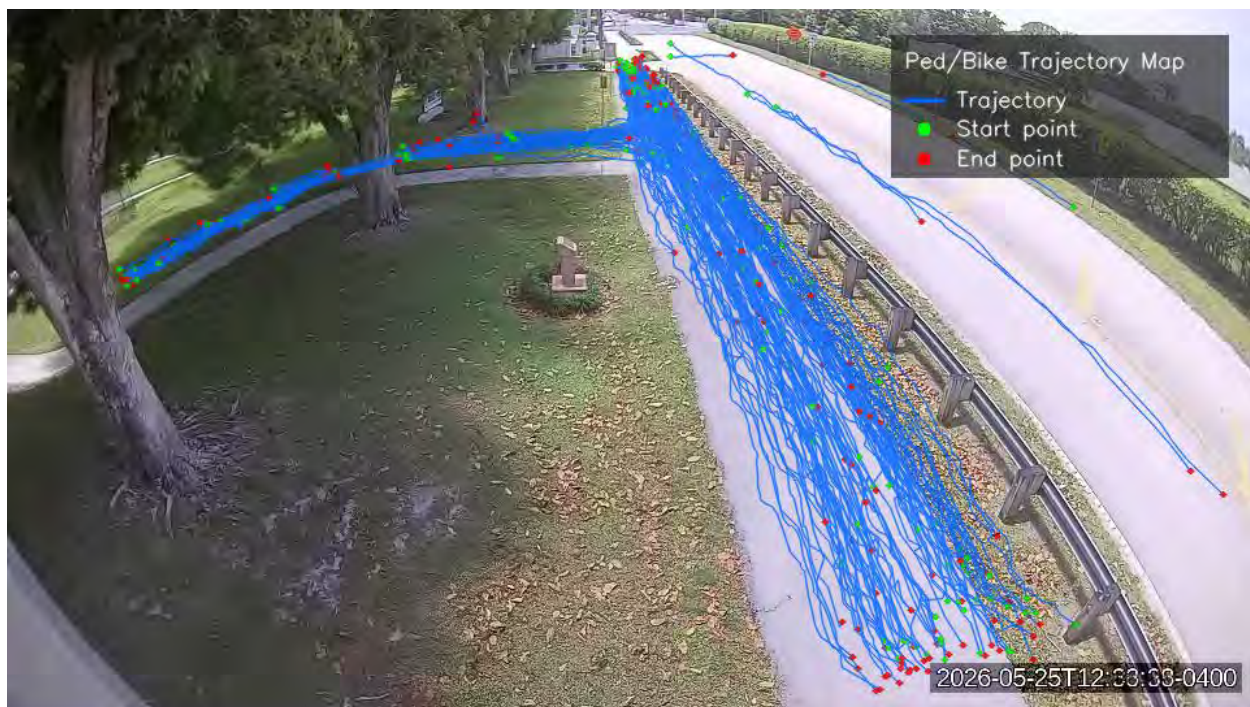


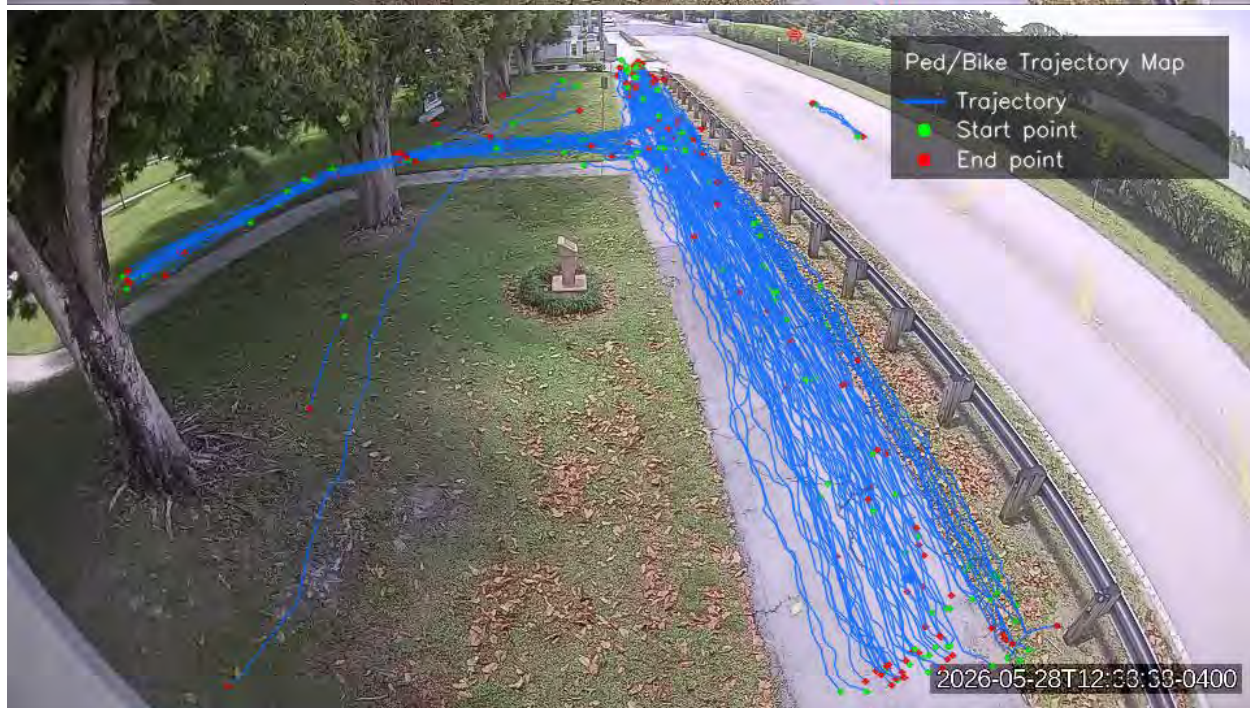
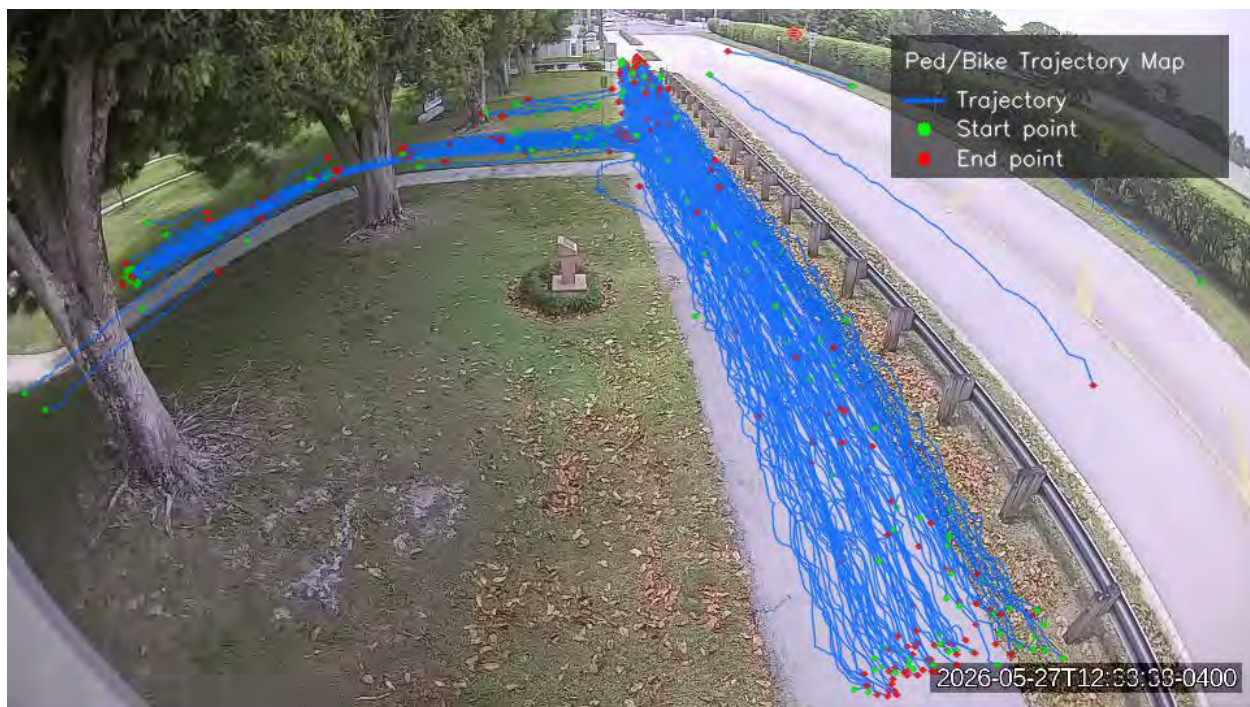


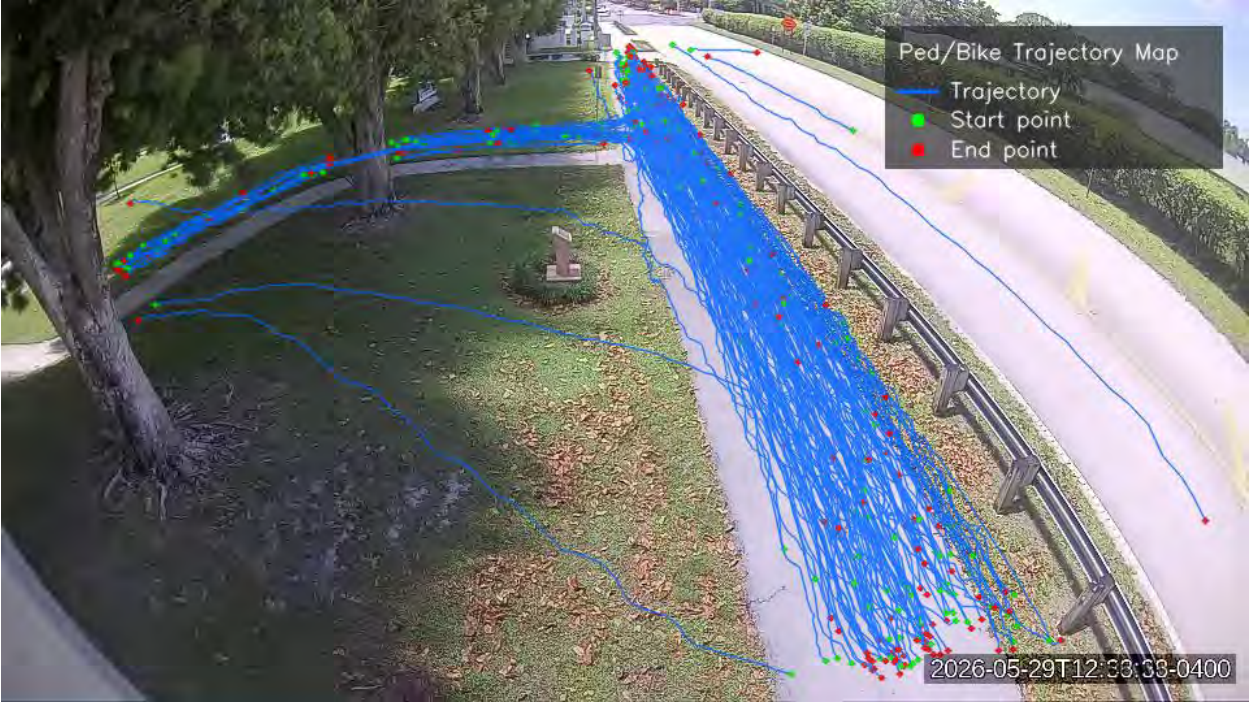


Pedestrian Trajectories









APPENDIX F

INTERSECTION ANALYSIS RESULTS

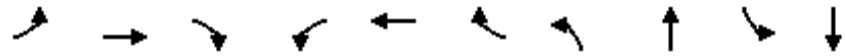
Existing Conditions

Existing AM

1: Barwick Road & Lake Ida Road

08/04/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	767	83	71	490	105	79	73	64	337	56	61
Future Volume (veh/h)	51	767	83	71	490	105	79	73	64	337	56	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1841	1811	1856	1870	1885	1885	1885	1885	1870	1870
Adj Flow Rate, veh/h	55	834	90	77	533	114	86	79	70	366	61	66
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
Percent Heavy Veh, %	2	1	4	6	3	2	1	1	1	1	2	2
Cap, veh/h	328	1191	608	243	1206	858	337	105	93	485	210	227
Arrive On Green	0.04	0.33	0.33	0.04	0.34	0.34	0.06	0.11	0.11	0.20	0.26	0.26
Sat Flow, veh/h	1781	3582	1560	1725	3526	1585	1795	922	817	1795	822	889
Grp Volume(v), veh/h	55	834	90	77	533	114	86	0	149	366	0	127
Grp Sat Flow(s),veh/h/ln	1781	1791	1560	1725	1763	1585	1795	0	1738	1795	0	1710
Q Serve(g_s), s	1.6	16.4	3.0	2.3	9.5	2.9	3.4	0.0	6.7	13.7	0.0	4.8
Cycle Q Clear(g_c), s	1.6	16.4	3.0	2.3	9.5	2.9	3.4	0.0	6.7	13.7	0.0	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		0.52
Lane Grp Cap(c), veh/h	328	1191	608	243	1206	858	337	0	198	485	0	438
V/C Ratio(X)	0.17	0.70	0.15	0.32	0.44	0.13	0.26	0.00	0.75	0.75	0.00	0.29
Avail Cap(c_a), veh/h	464	1731	843	464	1703	1081	423	0	614	650	0	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	23.4	16.0	18.3	20.6	9.2	29.1	0.0	34.7	22.9	0.0	24.1
Incr Delay (d2), s/veh	0.1	1.1	0.2	0.3	0.4	0.1	0.1	0.0	2.2	2.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	6.7	1.1	0.9	3.8	0.9	1.4	0.0	2.9	5.8	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.2	24.5	16.1	18.6	20.9	9.3	29.3	0.0	36.8	25.1	0.0	24.3
LnGrp LOS	B	C	B	B	C	A	C	A	D	C	A	C
Approach Vol, veh/h		979			724			235			493	
Approach Delay, s/veh		23.3			18.8			34.1			24.9	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	33.6	22.6	15.7	9.6	32.8	11.1	27.2				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.0	39.0	23.5	28.5	14.0	39.0	8.5	28.5				
Max Q Clear Time (g_c+I1), s	3.6	11.5	15.7	8.7	4.3	18.4	5.4	6.8				
Green Ext Time (p_c), s	0.0	6.1	0.4	0.5	0.1	8.5	0.0	0.4				
Intersection Summary												
HCM 6th Ctrl Delay			23.3									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	834	90	77	533	114	86	149	366	127
v/c Ratio	0.15	0.68	0.11	0.30	0.43	0.11	0.28	0.62	0.74	0.29
Control Delay	16.3	31.3	1.2	18.4	25.4	2.0	24.7	45.9	33.1	22.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	31.3	1.2	18.4	25.4	2.0	24.7	45.9	33.1	22.8
Queue Length 50th (ft)	18	231	0	25	129	0	33	69	169	40
Queue Length 95th (ft)	45	356	10	58	208	22	73	150	290	97
Internal Link Dist (ft)		787			1168			364		2526
Turn Bay Length (ft)	300		305	300		275	175		185	
Base Capacity (vph)	417	1629	859	375	1803	1144	336	590	585	891
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.51	0.10	0.21	0.30	0.10	0.26	0.25	0.63	0.14
Intersection Summary										

Existing AM
2: Sabal Lakes Road & Barwick Road

08/04/2026

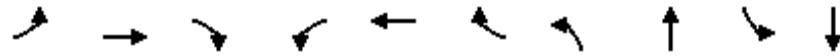
Intersection												
Int Delay, s/veh	78.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	4	318	0	150	2	66	241	169	174	3
Future Vol, veh/h	2	0	4	318	0	150	2	66	241	169	174	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	430	-	-	200	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	100	75
Heavy Vehicles, %	0	0	0	0	0	3	0	2	2	1	2	0
Mvmt Flow	3	0	5	424	0	200	3	88	321	225	174	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	981	1041	176	723	-	88	178	0	0	409	0	0
Stage 1	626	626	-	94	-	-	-	-	-	-	-	-
Stage 2	355	415	-	629	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	231	232	872 ~	344	0	968	1410	-	-	1155	-	-
Stage 1	475	480	-	918	0	-	-	-	-	-	-	-
Stage 2	666	596	-	474	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	186	872 ~	290	-	968	1410	-	-	1155	-	-
Mov Cap-2 Maneuver	155	186	- ~	290	-	-	-	-	-	-	-	-
Stage 1	474	386	-	915	-	-	-	-	-	-	-	-
Stage 2	527	594	- ~	379	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.7		179.2		0		5					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1410	-	-	343	290	968	1155	-	-			
HCM Lane V/C Ratio	0.002	-	-	0.023	1.462	0.207	0.195	-	-			
HCM Control Delay (s)	7.6	-	-	15.7	259.1	9.7	8.9	0	-			
HCM Lane LOS	A	-	-	C	F	A	A	A	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	23.5	0.8	0.7	-	-			
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Existing PM

1: Barwick Road & Lake Ida Road

08/04/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	741	120	107	620	173	98	99	111	169	52	41
Future Volume (veh/h)	63	741	120	107	620	173	98	99	111	169	52	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1885	1900	1900	1841	1841	1885	1870	1870
Adj Flow Rate, veh/h	66	772	125	111	646	180	102	103	116	176	54	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	1	1	1	0	0	4	4	1	2	2
Cap, veh/h	306	1164	631	297	1258	737	422	129	145	333	197	157
Arrive On Green	0.04	0.33	0.33	0.06	0.35	0.35	0.06	0.16	0.16	0.11	0.20	0.20
Sat Flow, veh/h	1767	3526	1598	1795	3582	1610	1810	790	890	1795	964	768
Grp Volume(v), veh/h	66	772	125	111	646	180	102	0	219	176	0	97
Grp Sat Flow(s),veh/h/ln	1767	1763	1598	1795	1791	1610	1810	0	1680	1795	0	1732
Q Serve(g_s), s	1.8	13.8	3.8	3.0	10.5	5.0	3.4	0.0	9.2	5.9	0.0	3.5
Cycle Q Clear(g_c), s	1.8	13.8	3.8	3.0	10.5	5.0	3.4	0.0	9.2	5.9	0.0	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		0.44
Lane Grp Cap(c), veh/h	306	1164	631	297	1258	737	422	0	274	333	0	355
V/C Ratio(X)	0.22	0.66	0.20	0.37	0.51	0.24	0.24	0.00	0.80	0.53	0.00	0.27
Avail Cap(c_a), veh/h	451	1866	949	528	1896	1023	514	0	650	714	0	670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	21.2	14.6	16.1	18.9	12.2	23.3	0.0	29.7	22.5	0.0	24.7
Incr Delay (d2), s/veh	0.1	0.9	0.2	0.3	0.5	0.2	0.1	0.0	2.1	0.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.5	1.3	1.1	4.2	1.7	1.4	0.0	3.7	2.4	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.9	22.1	14.9	16.4	19.4	12.4	23.4	0.0	31.7	23.0	0.0	24.8
LnGrp LOS	B	C	B	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		963			937			321			273	
Approach Delay, s/veh		20.7			17.7			29.1			23.6	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	31.9	14.3	18.5	10.5	30.3	11.3	21.6				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.0	39.0	23.5	28.5	14.0	39.0	8.5	28.5				
Max Q Clear Time (g_c+I1), s	3.8	12.5	7.9	11.2	5.0	15.8	5.4	5.5				
Green Ext Time (p_c), s	0.0	7.8	0.2	0.8	0.1	8.5	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	66	772	125	111	646	180	102	219	176	97
v/c Ratio	0.19	0.68	0.14	0.36	0.47	0.18	0.25	0.70	0.46	0.27
Control Delay	15.5	30.7	3.1	17.2	24.3	2.2	22.9	43.2	26.2	24.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.5	30.7	3.1	17.2	24.3	2.2	22.9	43.2	26.2	24.1
Queue Length 50th (ft)	18	192	0	32	146	0	38	94	68	30
Queue Length 95th (ft)	51	330	29	77	254	31	86	206	139	80
Internal Link Dist (ft)		787			1168			364		2526
Turn Bay Length (ft)	300		305	300		275	175		185	
Base Capacity (vph)	395	1591	913	413	1831	1221	421	587	580	905
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.49	0.14	0.27	0.35	0.15	0.24	0.37	0.30	0.11
Intersection Summary										

Existing PM
2: Sabal Lakes Road & Barwick Road

08/04/2026

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	49	0	27	5	248	62	31	198	1
Future Vol, veh/h	0	0	4	49	0	27	5	248	62	31	198	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	430	-	-	200	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	4	0	2	3	0	1	0
Mvmt Flow	0	0	4	53	0	29	5	267	67	33	213	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	605	624	214	559	-	267	214	0	0	334	0	0
Stage 1	280	280	-	277	-	-	-	-	-	-	-	-
Stage 2	325	344	-	282	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	413	404	831	443	0	767	1368	-	-	1237	-	-
Stage 1	731	683	-	734	0	-	-	-	-	-	-	-
Stage 2	692	640	-	729	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	388	391	831	430	-	767	1368	-	-	1237	-	-
Mov Cap-2 Maneuver	388	391	-	430	-	-	-	-	-	-	-	-
Stage 1	727	665	-	730	-	-	-	-	-	-	-	-
Stage 2	662	637	-	706	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.4		12.9		0.1		1.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1368	-	-	831 430 767	1237	-	-					
HCM Lane V/C Ratio	0.004	-	-	0.005 0.123 0.038	0.027	-	-					
HCM Control Delay (s)	7.6	-	-	9.4 14.5 9.9	8	0	-					
HCM Lane LOS	A	-	-	A B A	A	A	-					
HCM 95th %tile O(veh)	0	-	-	0 0.4 0.1	0.1	-	-					

Existing PM (School Pickup)
1: Barwick Road & Lake Ida Road

08/04/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	639	88	78	652	182	101	46	66	137	73	98
Future Volume (veh/h)	104	639	88	78	652	182	101	46	66	137	73	98
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1870	1885	1900	1900	1900	1841	1885	1885
Adj Flow Rate, veh/h	114	702	97	86	716	200	111	51	73	151	80	108
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	2	5	1	2	1	0	0	0	4	1	1
Cap, veh/h	326	1233	650	327	1185	692	292	84	121	349	107	144
Arrive On Green	0.06	0.35	0.35	0.05	0.33	0.33	0.07	0.12	0.12	0.10	0.15	0.15
Sat Flow, veh/h	1795	3554	1547	1795	3554	1598	1810	707	1011	1753	727	981
Grp Volume(v), veh/h	114	702	97	86	716	200	111	0	124	151	0	188
Grp Sat Flow(s),veh/h/ln	1795	1777	1547	1795	1777	1598	1810	0	1718	1753	0	1709
Q Serve(g_s), s	2.7	10.5	2.5	2.0	10.9	5.3	3.4	0.0	4.5	4.8	0.0	6.9
Cycle Q Clear(g_c), s	2.7	10.5	2.5	2.0	10.9	5.3	3.4	0.0	4.5	4.8	0.0	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		0.57
Lane Grp Cap(c), veh/h	326	1233	650	327	1185	692	292	0	205	349	0	250
V/C Ratio(X)	0.35	0.57	0.15	0.26	0.60	0.29	0.38	0.00	0.61	0.43	0.00	0.75
Avail Cap(c_a), veh/h	460	2130	1040	625	2130	1117	397	0	753	807	0	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	17.3	11.7	13.8	18.1	11.9	22.8	0.0	27.2	21.9	0.0	26.6
Incr Delay (d2), s/veh	0.2	0.6	0.1	0.2	0.7	0.3	0.3	0.0	1.1	0.3	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.0	0.8	0.8	4.2	1.7	1.4	0.0	1.8	1.9	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.0	17.9	11.8	14.0	18.8	12.3	23.1	0.0	28.3	22.2	0.0	28.3
LnGrp LOS	B	B	B	B	B	B	C	A	C	C	A	C
Approach Vol, veh/h		913			1002			235			339	
Approach Delay, s/veh		16.8			17.1			25.9			25.6	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	27.7	13.0	14.3	9.2	28.6	11.2	16.0				
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5				
Max Green Setting (Gmax), s	9.0	39.0	23.5	28.5	14.0	39.0	8.5	28.5				
Max Q Clear Time (g_c+I1), s	4.7	12.9	6.8	6.5	4.0	12.5	5.4	8.9				
Green Ext Time (p_c), s	0.0	8.7	0.2	0.4	0.1	7.9	0.0	0.7				
Intersection Summary												
HCM 6th Ctrl Delay			19.0									
HCM 6th LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

Existing PM (School Pickup)
1: Barwick Road & Lake Ida Road

08/04/2026

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	114	702	97	86	716	200	111	124	151	188
v/c Ratio	0.34	0.55	0.11	0.25	0.62	0.21	0.33	0.48	0.41	0.62
Control Delay	14.4	23.3	1.3	13.1	25.2	2.1	22.8	28.0	23.5	31.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	23.3	1.3	13.1	25.2	2.1	22.8	28.0	23.5	31.7
Queue Length 50th (ft)	28	146	0	20	150	0	36	32	50	58
Queue Length 95th (ft)	63	237	13	50	241	29	85	96	113	138
Internal Link Dist (ft)		787			1168			364		2526
Turn Bay Length (ft)	300		305	300		275	175		185	
Base Capacity (vph)	374	1831	913	510	2065	1204	357	675	584	1021
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.38	0.11	0.17	0.35	0.17	0.31	0.18	0.26	0.18
Intersection Summary										

Existing PM (School Pickup)
2: Sabal Lakes Road & Barwick Road

08/04/2026

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔		↔	↔	↔	↔	
Traffic Vol, veh/h	1	2	1	141	0	73	3	99	132	53	124	0
Future Vol, veh/h	1	2	1	141	0	73	3	99	132	53	124	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	200	160	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	6	0	8	0	1	8	4	5	0
Mvmt Flow	1	3	1	181	0	94	4	127	169	68	159	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	562	599	159	432	-	127	159	0	0	296	0	0
Stage 1	295	295	-	135	-	-	-	-	-	-	-	-
Stage 2	267	304	-	297	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	-	6.28	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	-	3.372	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	441	418	892	527	0	907	1433	-	-	1254	-	0
Stage 1	718	673	-	859	0	-	-	-	-	-	-	0
Stage 2	743	667	-	703	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	378	394	892	501	-	907	1433	-	-	1254	-	-
Mov Cap-2 Maneuver	378	394	-	501	-	-	-	-	-	-	-	-
Stage 1	716	637	-	856	-	-	-	-	-	-	-	-
Stage 2	664	665	-	661	-	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	13.1		13.9		0.1			2.4				
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL		NBT		NBR		EBLn1WBLn1WBLn2		SBL	SBT		
Capacity (veh/h)	1433		-		-		452 501 907		1254	-		
HCM Lane V/C Ratio	0.003		-		-		0.011 0.361 0.103		0.054	-		
HCM Control Delay (s)	7.5		-		-		13.1 16.2 9.4		8	0		
HCM Lane LOS	A		-		-		B C A		A	A		
HCM 95th %tile Q(veh)	0		-		-		0 1.6 0.3		0.2	-		

Existing Conditions w/SBR Turn Lane & Optimized Splits

Existing Conditions AM (Optimized Splits w/ SBR Storage Lane)

1: Barwick Road & Lake Ida Road

08/04/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	767	83	71	490	105	79	73	64	337	56	61
Future Volume (veh/h)	51	767	83	71	490	105	79	73	64	337	56	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1885	1841	1811	1856	1870	1885	1885	1885	1885	1870	1856
Adj Flow Rate, veh/h	55	834	90	77	533	114	86	79	70	366	61	66
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
Percent Heavy Veh, %	2	1	4	6	3	2	1	1	1	1	2	3
Cap, veh/h	328	1205	613	242	1219	862	334	105	93	481	477	401
Arrive On Green	0.03	0.34	0.34	0.04	0.35	0.35	0.06	0.11	0.11	0.20	0.25	0.25
Sat Flow, veh/h	1781	3582	1560	1725	3526	1585	1795	922	817	1795	1870	1572
Grp Volume(v), veh/h	55	834	90	77	533	114	86	0	149	366	61	66
Grp Sat Flow(s),veh/h/ln	1781	1791	1560	1725	1763	1585	1795	0	1738	1795	1870	1572
Q Serve(g_s), s	1.7	16.7	3.1	2.4	9.7	2.9	3.5	0.0	6.9	14.1	2.1	2.7
Cycle Q Clear(g_c), s	1.7	16.7	3.1	2.4	9.7	2.9	3.5	0.0	6.9	14.1	2.1	2.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	328	1205	613	242	1219	862	334	0	198	481	477	401
V/C Ratio(X)	0.17	0.69	0.15	0.32	0.44	0.13	0.26	0.00	0.75	0.76	0.13	0.16
Avail Cap(c_a), veh/h	374	1859	898	270	1830	1136	351	0	736	591	1151	968
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	23.8	16.2	18.6	20.9	9.3	29.9	0.0	35.6	23.6	23.8	24.0
Incr Delay (d2), s/veh	0.1	1.0	0.2	0.3	0.4	0.1	0.2	0.0	2.2	3.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	6.9	1.1	0.9	3.9	1.0	1.5	0.0	3.0	6.1	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.5	24.8	16.3	18.9	21.2	9.4	30.1	0.0	37.8	27.1	23.8	24.1
LnGrp LOS	B	C	B	B	C	A	C	A	D	C	C	C
Approach Vol, veh/h		979			724			235			493	
Approach Delay, s/veh		23.6			19.1			35.0			26.3	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	34.7	22.9	16.4	9.7	33.9	11.2	28.1				
Change Period (Y+Rc), s	6.0	6.0	6.5	* 7	6.0	6.0	6.5	7.0				
Max Green Setting (Gmax), s	5.0	43.0	21.5	* 35	5.0	43.0	5.5	51.0				
Max Q Clear Time (g_c+I1), s	3.7	11.7	16.1	8.9	4.4	18.7	5.5	4.7				
Green Ext Time (p_c), s	0.0	6.3	0.3	0.5	0.0	9.2	0.0	0.3				
Intersection Summary												
HCM 6th Ctrl Delay			23.9									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Existing Conditions AM (Optimized Splits w/ SBR Storage Lane)

1: Barwick Road & Lake Ida Road

08/04/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	55	834	90	77	533	114	86	149	366	61	66
v/c Ratio	0.16	0.67	0.11	0.36	0.44	0.11	0.30	0.61	0.69	0.11	0.12
Control Delay	16.2	28.5	1.0	20.2	24.4	1.9	24.6	42.6	28.9	27.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	28.5	1.0	20.2	24.4	1.9	24.6	42.6	28.9	27.7	0.4
Queue Length 50th (ft)	17	215	0	24	124	0	31	63	156	27	0
Queue Length 95th (ft)	43	318	8	57	193	21	71	143	282	65	0
Internal Link Dist (ft)		787			1168			364		2526	
Turn Bay Length (ft)	300		305	300		275	175		325		150
Base Capacity (vph)	339	1822	824	215	1787	1105	292	731	582	1126	999
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.46	0.11	0.36	0.30	0.10	0.29	0.20	0.63	0.05	0.07
Intersection Summary											

Existing Conditions AM (Optimized Splits w/ SBR Storage Lane)

1: Barwick Road & Lake Ida Road

07/31/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	54	812	88	75	519	111	83	77	357	59	64
Future Volume (vph)	54	812	88	75	519	111	83	77	357	59	64
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	7	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	4.0	4.0	20.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	33.0	11.5	11.0	30.0	11.5	11.5	41.9	11.5	42.0	42.0
Total Split (s)	11.0	49.0	12.0	11.0	49.0	28.0	12.0	42.0	28.0	58.0	58.0
Total Split (%)	8.5%	37.7%	9.2%	8.5%	37.7%	21.5%	9.2%	32.3%	21.5%	44.6%	44.6%
Yellow Time (s)	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.0	6.0	6.5	6.5	6.9	6.5	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effect Green (s)	36.4	32.7	53.4	36.4	32.7	58.4	22.9	11.8	34.6	22.3	22.3
Actuated g/C Ratio	0.39	0.35	0.58	0.39	0.35	0.63	0.25	0.13	0.37	0.24	0.24
v/c Ratio	0.18	0.70	0.10	0.42	0.46	0.12	0.23	0.64	0.77	0.14	0.15
Control Delay	16.8	29.8	1.2	22.5	25.2	1.8	24.1	44.7	34.6	28.3	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	29.8	1.2	22.5	25.2	1.8	24.1	44.7	34.6	28.3	0.7
LOS	B	C	A	C	C	A	C	D	C	C	A
Approach Delay		26.5			21.2			37.2		29.3	
Approach LOS		C			C			D		C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 92.4

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 26.5

Intersection LOS: C

Intersection Capacity Utilization 75.7%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1: Barwick Road & Lake Ida Road

			
Ø1	Ø2	Ø3	Ø4
11 s	49 s	28 s	42 s
			
Ø5	Ø6	Ø7	Ø8
11 s	49 s	12 s	58 s

Existing Conditions AM (Optimized Splits w/ SBR Storage Lane)
2: Sabal Lakes Road & Barwick Road

08/05/2026

Intersection												
Int Delay, s/veh	78.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	4	318	0	150	2	66	241	169	174	3
Future Vol, veh/h	2	0	4	318	0	150	2	66	241	169	174	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	400	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	75	75	75	75	75	75	75	75	75	100	75
Heavy Vehicles, %	0	0	0	0	0	3	0	2	2	1	2	0
Mvmt Flow	3	0	5	424	0	200	3	88	321	225	174	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	981	1041	176	723	-	88	178	0	0	409	0	0
Stage 1	626	626	-	94	-	-	-	-	-	-	-	-
Stage 2	355	415	-	629	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.23	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.327	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	231	232	872 ~ 344	0	968	1410	-	-	1155	-	-	-
Stage 1	475	480	- 918	0	-	-	-	-	-	-	-	-
Stage 2	666	596	- 474	0	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	155	186	872 ~ 290	-	968	1410	-	-	1155	-	-	-
Mov Cap-2 Maneuver	155	186	- ~ 290	-	-	-	-	-	-	-	-	-
Stage 1	474	386	- 915	-	-	-	-	-	-	-	-	-
Stage 2	527	594	- ~ 379	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	15.7		179.2		0		5					
HCM LOS	C		F									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1410	-	-	343 290 968	1155	-	-					
HCM Lane V/C Ratio	0.002	-	-	0.023 1.462 0.207	0.195	-	-					
HCM Control Delay (s)	7.6	-	-	15.7 259.1 9.7	8.9	0	-					
HCM Lane LOS	A	-	-	C F A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 23.5 0.8	0.7	-	-					
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon				

Existing Conditions PM (Optimized Splits w/ SBR Storage Lane)

1: Barwick Road & Lake Ida Road

08/04/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	741	120	107	620	173	98	99	111	169	52	41
Future Volume (veh/h)	63	741	120	107	620	173	98	99	111	169	52	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1885	1885	1885	1900	1900	1841	1841	1885	1870	1900
Adj Flow Rate, veh/h	66	772	125	111	646	180	102	103	116	176	54	43
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	1	1	1	0	0	4	4	1	2	0
Cap, veh/h	306	1185	640	297	1278	743	426	129	145	327	381	328
Arrive On Green	0.04	0.34	0.34	0.06	0.36	0.36	0.06	0.16	0.16	0.10	0.20	0.20
Sat Flow, veh/h	1767	3526	1598	1795	3582	1610	1810	790	890	1795	1870	1610
Grp Volume(v), veh/h	66	772	125	111	646	180	102	0	219	176	54	43
Grp Sat Flow(s),veh/h/ln	1767	1763	1598	1795	1791	1610	1810	0	1680	1795	1870	1610
Q Serve(g_s), s	1.8	14.1	3.9	3.0	10.7	5.1	3.5	0.0	9.5	6.0	1.8	1.7
Cycle Q Clear(g_c), s	1.8	14.1	3.9	3.0	10.7	5.1	3.5	0.0	9.5	6.0	1.8	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.53	1.00		1.00
Lane Grp Cap(c), veh/h	306	1185	640	297	1278	743	426	0	274	327	381	328
V/C Ratio(X)	0.22	0.65	0.20	0.37	0.51	0.24	0.24	0.00	0.80	0.54	0.14	0.13
Avail Cap(c_a), veh/h	353	2135	1070	401	2358	1229	465	0	799	458	1059	912
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	21.4	14.8	16.3	19.2	12.4	24.0	0.0	30.6	23.3	24.8	24.7
Incr Delay (d2), s/veh	0.1	0.9	0.2	0.3	0.4	0.2	0.1	0.0	2.1	0.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.6	1.4	1.2	4.3	1.8	1.5	0.0	3.9	2.5	0.8	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.1	22.3	15.0	16.6	19.6	12.6	24.1	0.0	32.6	23.8	24.9	24.8
LnGrp LOS	B	C	B	B	B	B	C	A	C	C	C	C
Approach Vol, veh/h		963			937			321			273	
Approach Delay, s/veh		20.9			17.9			29.9			24.2	
Approach LOS		C			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	33.1	14.5	19.4	10.6	31.5	11.4	22.5				
Change Period (Y+Rc), s	6.0	6.0	6.5	* 7	6.0	6.0	6.5	7.0				
Max Green Setting (Gmax), s	5.0	50.0	13.5	* 36	9.0	46.0	6.5	43.0				
Max Q Clear Time (g_c+I1), s	3.8	12.7	8.0	11.5	5.0	16.1	5.5	3.8				
Green Ext Time (p_c), s	0.0	8.6	0.1	0.9	0.0	9.4	0.0	0.2				
Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Existing Conditions PM (Optimized Splits w/ SBR Storage Lane)

1: Barwick Road & Lake Ida Road

08/04/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	66	772	125	111	646	180	102	219	176	54	43
v/c Ratio	0.20	0.67	0.14	0.37	0.46	0.18	0.24	0.70	0.45	0.15	0.10
Control Delay	15.4	29.4	2.7	17.2	22.6	2.1	22.9	41.7	25.5	30.5	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.4	29.4	2.7	17.2	22.6	2.1	22.9	41.7	25.5	30.5	0.5
Queue Length 50th (ft)	18	191	0	32	142	0	37	92	67	24	0
Queue Length 95th (ft)	48	302	26	74	230	29	84	194	137	62	0
Internal Link Dist (ft)		787			1168			364		2526	
Turn Bay Length (ft)	300		305	300		275	175		325		150
Base Capacity (vph)	324	1890	901	323	2095	1071	417	740	453	939	878
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.41	0.14	0.34	0.31	0.17	0.24	0.30	0.39	0.06	0.05
Intersection Summary											

Existing Conditions PM (Optimized Splits w/ SBR Storage Lane)

1: Barwick Road & Lake Ida Road

07/31/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	66	785	127	113	657	183	104	105	179	55	44
Future Volume (vph)	66	785	127	113	657	183	104	105	179	55	44
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	7	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	4.0	4.0	20.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	33.0	11.5	11.0	30.0	11.5	11.5	41.9	11.5	42.0	42.0
Total Split (s)	11.0	52.0	13.0	15.0	56.0	20.0	13.0	43.0	20.0	50.0	50.0
Total Split (%)	8.5%	40.0%	10.0%	11.5%	43.1%	15.4%	10.0%	33.1%	15.4%	38.5%	38.5%
Yellow Time (s)	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.0	6.0	6.5	6.5	6.9	6.5	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effect Green (s)	35.8	30.7	48.3	43.2	36.6	54.0	25.0	15.6	28.5	18.8	18.8
Actuated g/C Ratio	0.39	0.33	0.53	0.47	0.40	0.59	0.27	0.17	0.31	0.20	0.20
v/c Ratio	0.22	0.70	0.15	0.42	0.48	0.19	0.26	0.72	0.49	0.15	0.11
Control Delay	16.0	30.7	3.0	18.4	23.3	2.0	24.1	44.1	27.2	31.3	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.0	30.7	3.0	18.4	23.3	2.0	24.1	44.1	27.2	31.3	0.5
LOS	B	C	A	B	C	A	C	D	C	C	A
Approach Delay		26.1			18.6			37.8		23.8	
Approach LOS		C			B			D		C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 91.9

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 24.5

Intersection LOS: C

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1: Barwick Road & Lake Ida Road

			
11 s	56 s	20 s	43 s
			
15 s	52 s	13 s	50 s

Existing Conditions PM (Optimized Splits w/ SBR Storage Lane)
2: Sabal Lakes Road & Barwick Road

08/05/2026

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	49	0	27	5	248	62	31	198	1
Future Vol, veh/h	0	0	4	49	0	27	5	248	62	31	198	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	400	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	0	0	0	0	4	0	2	3	0	1	0
Mvmt Flow	0	0	4	53	0	29	5	267	67	33	213	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	605	624	214	559	-	267	214	0	0	334	0	0
Stage 1	280	280	-	277	-	-	-	-	-	-	-	-
Stage 2	325	344	-	282	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.24	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.336	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	413	404	831	443	0	767	1368	-	-	1237	-	-
Stage 1	731	683	-	734	0	-	-	-	-	-	-	-
Stage 2	692	640	-	729	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	388	391	831	430	-	767	1368	-	-	1237	-	-
Mov Cap-2 Maneuver	388	391	-	430	-	-	-	-	-	-	-	-
Stage 1	727	665	-	730	-	-	-	-	-	-	-	-
Stage 2	662	637	-	706	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	9.4		12.9		0.1		1.1					
HCM LOS	A		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1368	-	-	831	430	767	1237	-	-			
HCM Lane V/C Ratio	0.004	-	-	0.005	0.123	0.038	0.027	-	-			
HCM Control Delay (s)	7.6	-	-	9.4	14.5	9.9	8	0	-			
HCM Lane LOS	A	-	-	A	B	A	A	A	-			
HCM 95th %tile O(veh)	0	-	-	0	0.4	0.1	0.1	-	-			

Existing PM (School Pickup) (Optimized Splits w SBR Storage Lane)

1: Barwick Road & Lake Ida Road

08/04/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	104	639	88	82	691	193	107	49	70	146	77	104
Future Volume (veh/h)	104	639	88	82	691	193	107	49	70	146	77	104
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1870	1826	1885	1870	1885	1900	1900	1900	1841	1885	1900
Adj Flow Rate, veh/h	114	702	97	90	759	212	118	54	77	160	85	114
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	1	2	5	1	2	1	0	0	0	4	1	0
Cap, veh/h	319	1294	683	337	1252	729	360	78	111	332	258	220
Arrive On Green	0.06	0.36	0.36	0.05	0.35	0.35	0.08	0.11	0.11	0.10	0.14	0.14
Sat Flow, veh/h	1795	3554	1547	1795	3554	1598	1810	708	1010	1753	1885	1610
Grp Volume(v), veh/h	114	702	97	90	759	212	118	0	131	160	85	114
Grp Sat Flow(s),veh/h/ln	1795	1777	1547	1795	1777	1598	1810	0	1718	1753	1885	1610
Q Serve(g_s), s	2.7	10.7	2.6	2.2	12.1	5.7	3.9	0.0	5.0	5.4	2.8	4.5
Cycle Q Clear(g_c), s	2.7	10.7	2.6	2.2	12.1	5.7	3.9	0.0	5.0	5.4	2.8	4.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	319	1294	683	337	1252	729	360	0	189	332	258	220
V/C Ratio(X)	0.36	0.54	0.14	0.27	0.61	0.29	0.33	0.00	0.69	0.48	0.33	0.52
Avail Cap(c_a), veh/h	496	2592	1248	431	2384	1238	418	0	905	444	1100	939
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	17.3	11.4	13.7	18.3	11.7	24.3	0.0	29.4	23.5	26.8	27.5
Incr Delay (d2), s/veh	0.3	0.5	0.1	0.2	0.7	0.3	0.2	0.0	1.7	0.4	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	4.1	0.8	0.8	4.7	1.9	1.6	0.0	2.1	2.2	1.2	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	14.1	17.8	11.6	13.9	19.0	12.0	24.4	0.0	31.1	23.9	27.0	28.2
LnGrp LOS	B	B	B	B	B	B	C	A	C	C	C	C
Approach Vol, veh/h		913			1061			249			359	
Approach Delay, s/veh		16.7			17.1			28.0			26.0	
Approach LOS		B			B			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.2	30.2	13.6	14.5	9.4	31.0	11.8	16.4				
Change Period (Y+Rc), s	6.0	6.0	6.5	* 7	6.0	6.0	6.5	7.0				
Max Green Setting (Gmax), s	11.0	46.0	11.5	* 36	7.0	50.0	7.5	40.0				
Max Q Clear Time (g_c+I1), s	4.7	14.1	7.4	7.0	4.2	12.7	5.9	6.5				
Green Ext Time (p_c), s	0.1	10.1	0.1	0.5	0.0	8.8	0.0	0.5				

Intersection Summary

HCM 6th Ctrl Delay 19.2

HCM 6th LOS B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Existing PM (School Pickup) (Optimized Splits w SBR Storage Lane)

1: Barwick Road & Lake Ida Road

08/04/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	114	702	97	90	759	212	118	131	160	85	114
v/c Ratio	0.35	0.52	0.11	0.25	0.63	0.22	0.36	0.54	0.45	0.32	0.34
Control Delay	13.8	21.4	2.8	12.7	24.7	2.1	24.7	30.5	25.5	35.3	8.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.8	21.4	2.8	12.7	24.7	2.1	24.7	30.5	25.5	35.3	8.0
Queue Length 50th (ft)	27	142	0	21	157	0	40	34	56	37	0
Queue Length 95th (ft)	61	220	22	50	253	31	93	99	123	88	36
Internal Link Dist (ft)		787			1168			364		2526	
Turn Bay Length (ft)	300		305	300		275	175		325		150
Base Capacity (vph)	413	2322	906	369	2137	1002	336	835	406	987	909
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.30	0.11	0.24	0.36	0.21	0.35	0.16	0.39	0.09	0.13
Intersection Summary											

Existing PM (School Pickup) (Optimized Splits w SBR Storage Lane)

1: Barwick Road & Lake Ida Road

07/31/2026

											
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	110	677	93	82	691	193	107	49	146	77	104
Future Volume (vph)	110	677	93	82	691	193	107	49	146	77	104
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA	pm+pt	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	3	8	
Permitted Phases	6		6	2		2	4		8		8
Detector Phase	1	6	7	5	2	3	7	4	3	8	8
Switch Phase											
Minimum Initial (s)	4.0	20.0	4.0	4.0	20.0	4.0	4.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	33.0	11.5	11.0	30.0	11.5	11.5	41.9	11.5	42.0	42.0
Total Split (s)	17.0	56.0	14.0	13.0	52.0	18.0	14.0	43.0	18.0	47.0	47.0
Total Split (%)	13.1%	43.1%	10.8%	10.0%	40.0%	13.8%	10.8%	33.1%	13.8%	36.2%	36.2%
Yellow Time (s)	4.0	4.0	4.5	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.4	2.0	2.5	2.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.5	6.0	6.0	6.5	6.5	6.9	6.5	7.0	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	None	None	Min	None	None	None	None	None	None
Act Effect Green (s)	36.2	30.2	43.6	33.0	26.6	42.1	16.5	8.9	20.8	10.9	10.9
Actuated g/C Ratio	0.46	0.39	0.56	0.42	0.34	0.54	0.21	0.11	0.27	0.14	0.14
v/c Ratio	0.37	0.54	0.11	0.27	0.63	0.22	0.36	0.54	0.45	0.32	0.34
Control Delay	14.0	21.8	2.7	12.9	24.8	2.1	24.8	30.6	25.6	35.4	7.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	21.8	2.7	12.9	24.8	2.1	24.8	30.6	25.6	35.4	7.9
LOS	B	C	A	B	C	A	C	C	C	D	A
Approach Delay		18.8			19.3			27.9		22.3	
Approach LOS		B			B			C		C	

Intersection Summary

Cycle Length: 130

Actuated Cycle Length: 78.2

Natural Cycle: 100

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.63

Intersection Signal Delay: 20.3

Intersection LOS: C

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1: Barwick Road & Lake Ida Road

			
Ø1	Ø2	Ø3	Ø4
17 s	52 s	18 s	43 s
			
Ø5	Ø6	Ø7	Ø8
13 s	56 s	14 s	47 s

Existing PM (School Pickup) (Optimized Splits w SBR Storage Lane)
2: Sabal Lakes Road & Barwick Road

08/05/2026

Intersection												
Int Delay, s/veh	6.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	2	1	171	0	73	3	99	132	53	124	0
Future Vol, veh/h	1	2	1	171	0	73	3	99	132	53	124	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	0	-	0	-	-	400	400	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	0	0	6	0	8	0	1	8	4	5	0
Mvmt Flow	1	3	1	219	0	94	4	127	169	68	159	0
Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	562	599	159	432	-	127	159	0	0	296	0	0
Stage 1	295	295	-	135	-	-	-	-	-	-	-	-
Stage 2	267	304	-	297	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.16	-	6.28	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.16	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.16	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.554	-	3.372	2.2	-	-	2.236	-	-
Pot Cap-1 Maneuver	441	418	892	527	0	907	1433	-	-	1254	-	0
Stage 1	718	673	-	859	0	-	-	-	-	-	-	0
Stage 2	743	667	-	703	0	-	-	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	378	394	892	501	-	907	1433	-	-	1254	-	-
Mov Cap-2 Maneuver	378	394	-	501	-	-	-	-	-	-	-	-
Stage 1	716	637	-	856	-	-	-	-	-	-	-	-
Stage 2	664	665	-	661	-	-	-	-	-	-	-	-
Approach	EB		WB		NB			SB				
HCM Control Delay, s	13.1		15.2		0.1			2.4				
HCM LOS	B		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT						
Capacity (veh/h)	1433	-	-	452 501 907	1254	-						
HCM Lane V/C Ratio	0.003	-	-	0.011 0.438 0.103	0.054	-						
HCM Control Delay (s)	7.5	-	-	13.1 17.7 9.4	8	0						
HCM Lane LOS	A	-	-	B C A	A	A						
HCM 95th %tile O(veh)	0	-	-	0 2.2 0.3	0.2	-						