APPENDIX C: FINAL PUBLIC MEETING

Share Your Voice for Safer Streets!

LET'S MAKE ROADS SAFER TOGETHER

Stirling Rd. from I-95 to US-1

Date: Tuesday, Feb 18, 2025
Time: 6:00 p.m. - 7:30 p.m.
Location: Dania Beach City Hall
NW Conference Room
100 W Dania Beach Blvd.
Dania Beach, FL 33004

We want to hear from you and your neighbors. Join us at this public meeting to share your thoughts and safety concerns. Together, we can make our roads safer and save lives.

Visit SafeStreets4Broward.org to learn more today!

Scan the QR Code or go to https://arcg.is/9qSyz0 to add safety concerns with your street

Travel Safe, Broward
Protect Every Journey

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SAFE STREETS 4 BROWARD

EVENT LOCATION: Dania Beach City Hall DATE: 2/18/2025

First Name/ Primero Nombre/ Non	Last Name/ Apellido/ Siyati	Email/ Correo electronico/ Imèl	Telephone Number/ Numero De Teléfono / Nimewo Telefòn	Home zip code / Código postal de casa / Kòd postal lakay ou	Work zip code / Código postal de trabajo / Kòd postal travay	Which form(s) of transportation do you wish you could use more?
Rachele Dillman	Solomon	rasolomon@mhs.net	(954) 265-4033	33020	33021	private
Linda-Carol	Cady	dcp2lsw@AOL	954-260-4199	33312	o/A	PRIVATE
Mimi	Dondy	mimi.dondy@aol.com	954-294-1700	33004		
Lied	Rokelto		954-548-7444	33004.		
YAVOCKA	Young-Smith	darsellmarket1@pcs.com	202-321-7462	33004	Real estate broker 50 FLO	shuttle to fun
DON	SALERNO	SALERNO DENA@SMAIL	954 609 5525	33004	DESIGN	BIKE PATHS
Rand	Wright	rewpsrc@jane.com	904-306-8828	33312		
Mckenna Rayburn	—	mckenna.rayburn@gmail	7604909718	33020	none	BIKE PATH

BROWARD SAFETY ACTION PLAN

PUBLIC MEETING FOR PRIORITY CORRIDORS

February 2025

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$5M
SAFE STREETS AND ROADS FOR ALL GRANT

Our goal is to prevent traffic fatalities and serious injuries throughout Broward County

Broward MPO
Metropolitan Planning Organization

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BROWARD COUNTY FLORIDA

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CRASH

~~ACCIDENT~~

BROWARD STATS...

- 137 Crashes Every Day
- 4 people killed every week
- 18 more seriously injured every week
- Approximately 1,000 people killed or seriously injured every year
- 77% of KSI happening on 6% of our streets
- 2018-2022, traffic crashes cost Broward $22.8B

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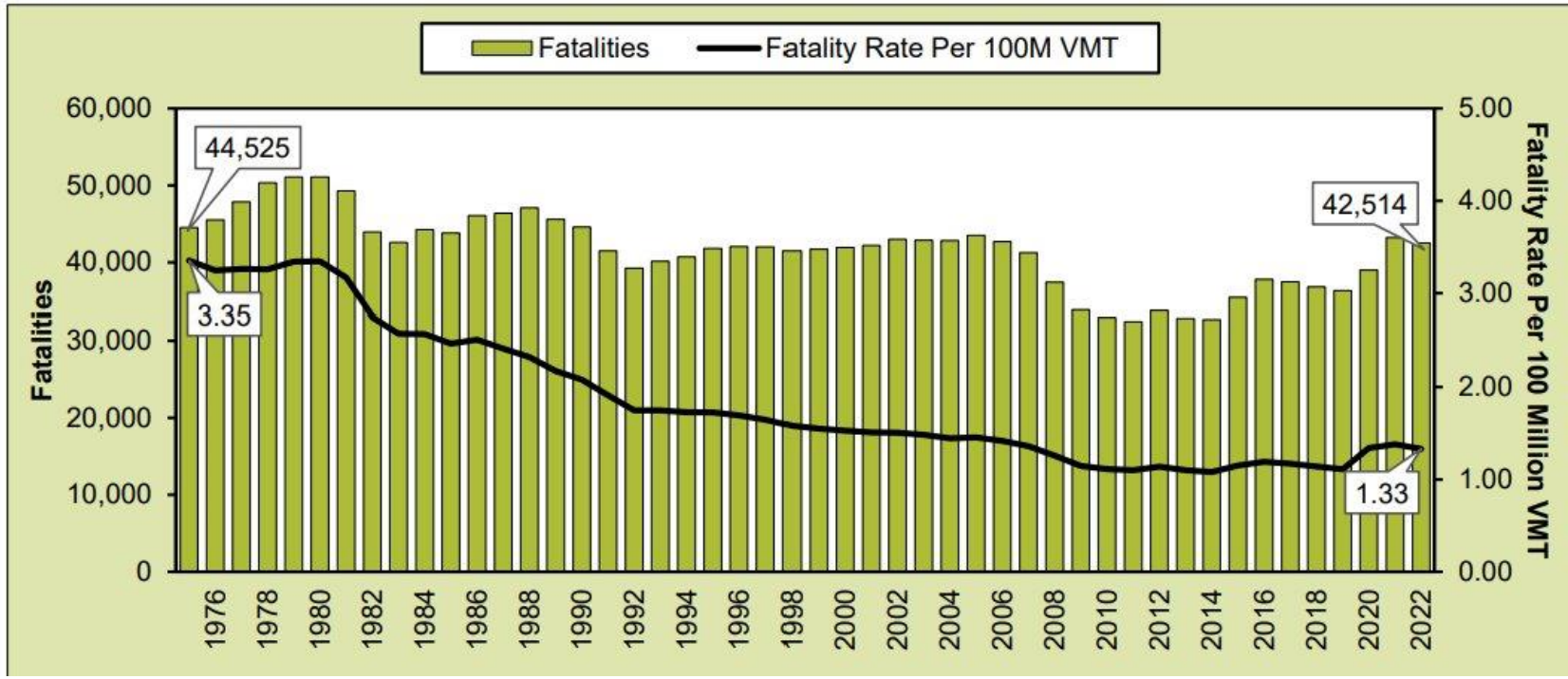
VEHICLE SAFETY LAST 47 YEARS

Per National Highway Traffic Safety Administration (NHTSA)
1975= 44,525 Deaths
2022= 42,514 Deaths

Figure 1. Traffic Fatalities and Fatality Rate per 100 Million VMT, 1975-2022



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SAFE SYSTEM APPROACH

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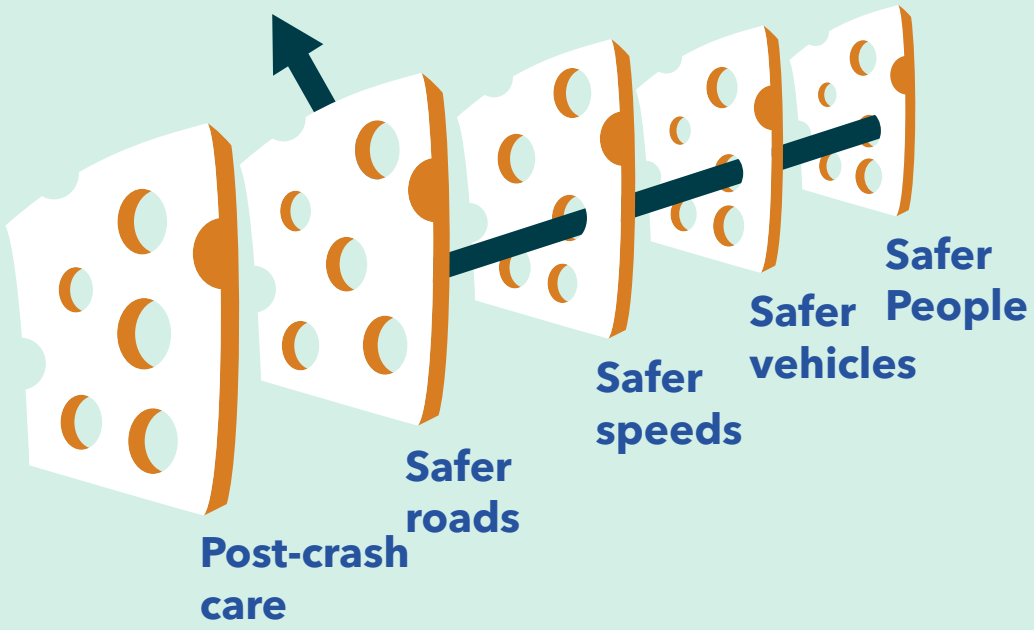
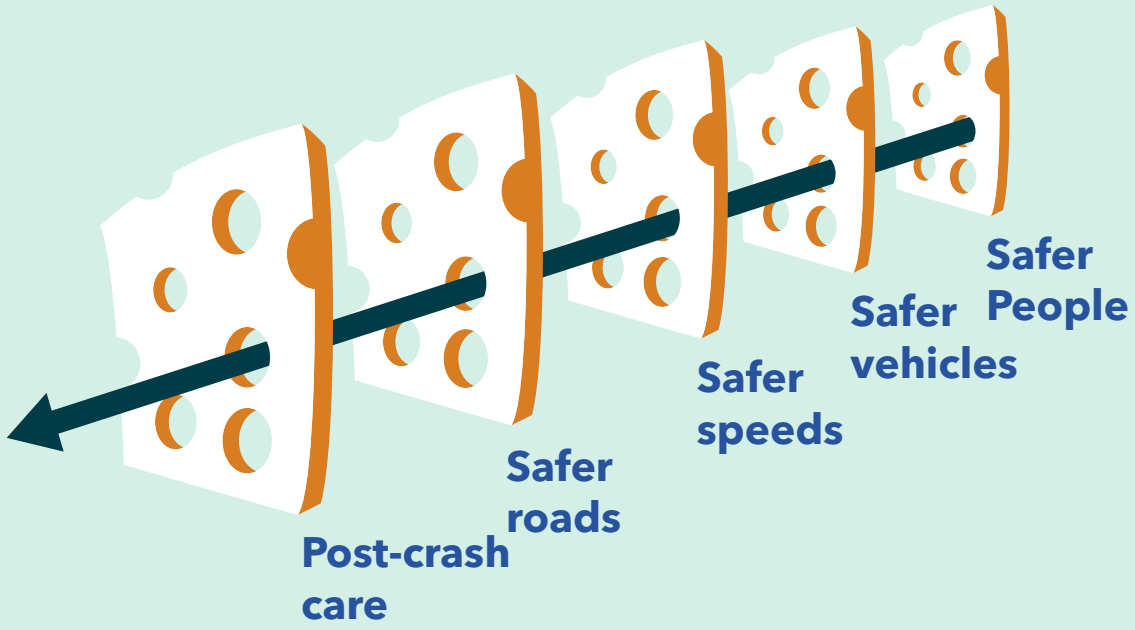
SAFE SYSTEM ELEMENTS CREATE REDUNDANCY

The "Swiss Cheese Model" of redundancy creates layers of protection



Death and serious injuries only happen when all layers fail



4 MAJOR FINDINGS FOR SAFER STREETS

1. SPEED REDUCTION IS CRUCIAL
2. MORE SEVERE PEDESTRIAN CRASHES MID-BLOCK
3. MORE SEVERE CRASHES AT NIGHT
4. TECHNOLOGY CAN SUPPORT SAFETY IN NEAR TERM

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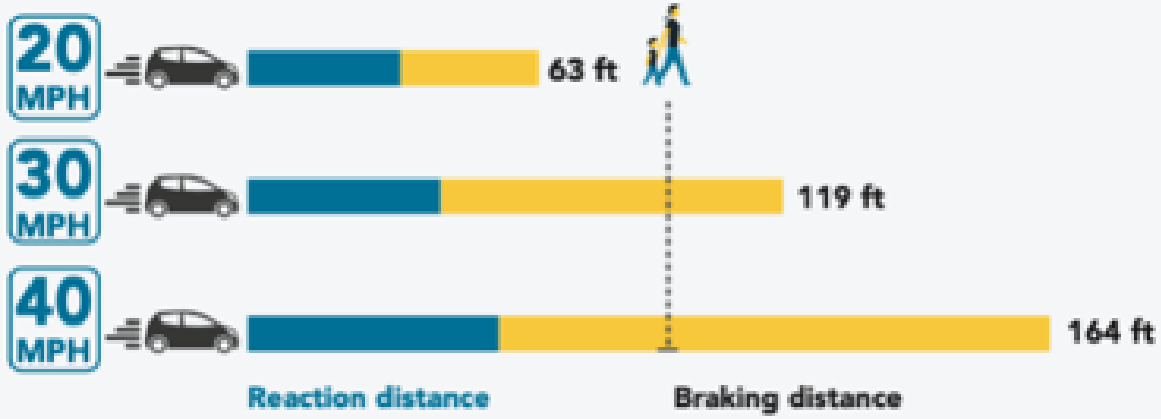
1. SPEEDING AND RISK

Source: NACTO Urban Street Design Guide (2013)



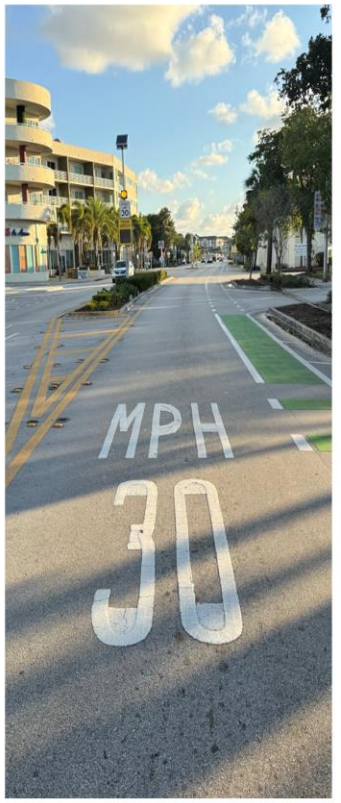
Source: National Highway Traffic Safety Administration (2015)

Higher vehicle speeds significantly increases likelihood of death

Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)

STRATEGIES to achieve **SAFER SPEEDS**



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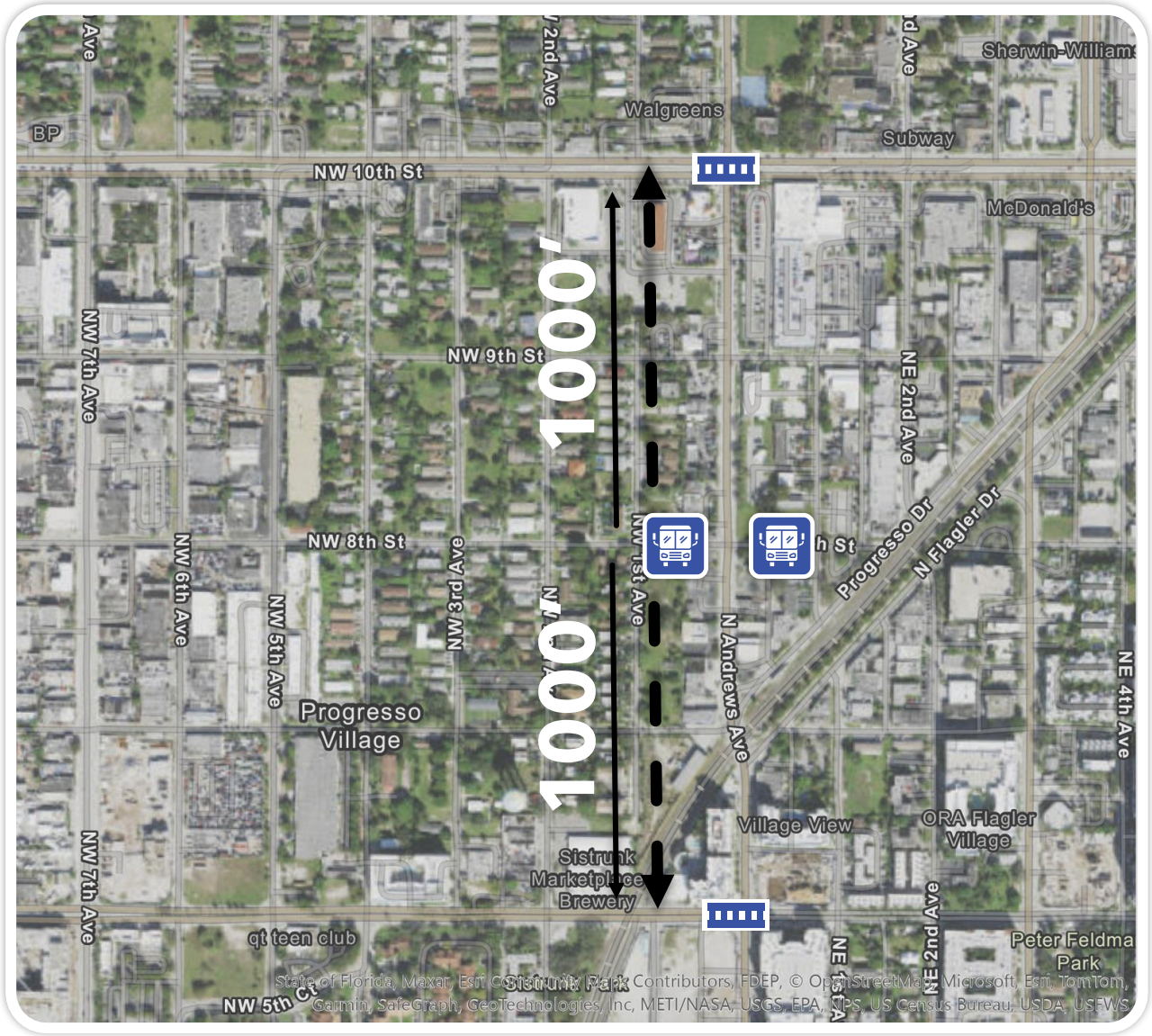
2. MORE SEVERE PEDESTRIAN CRASHES MID-BLOCK



2. ALIGN MID-BLOCK CROSSINGS WITH BUS STOPS

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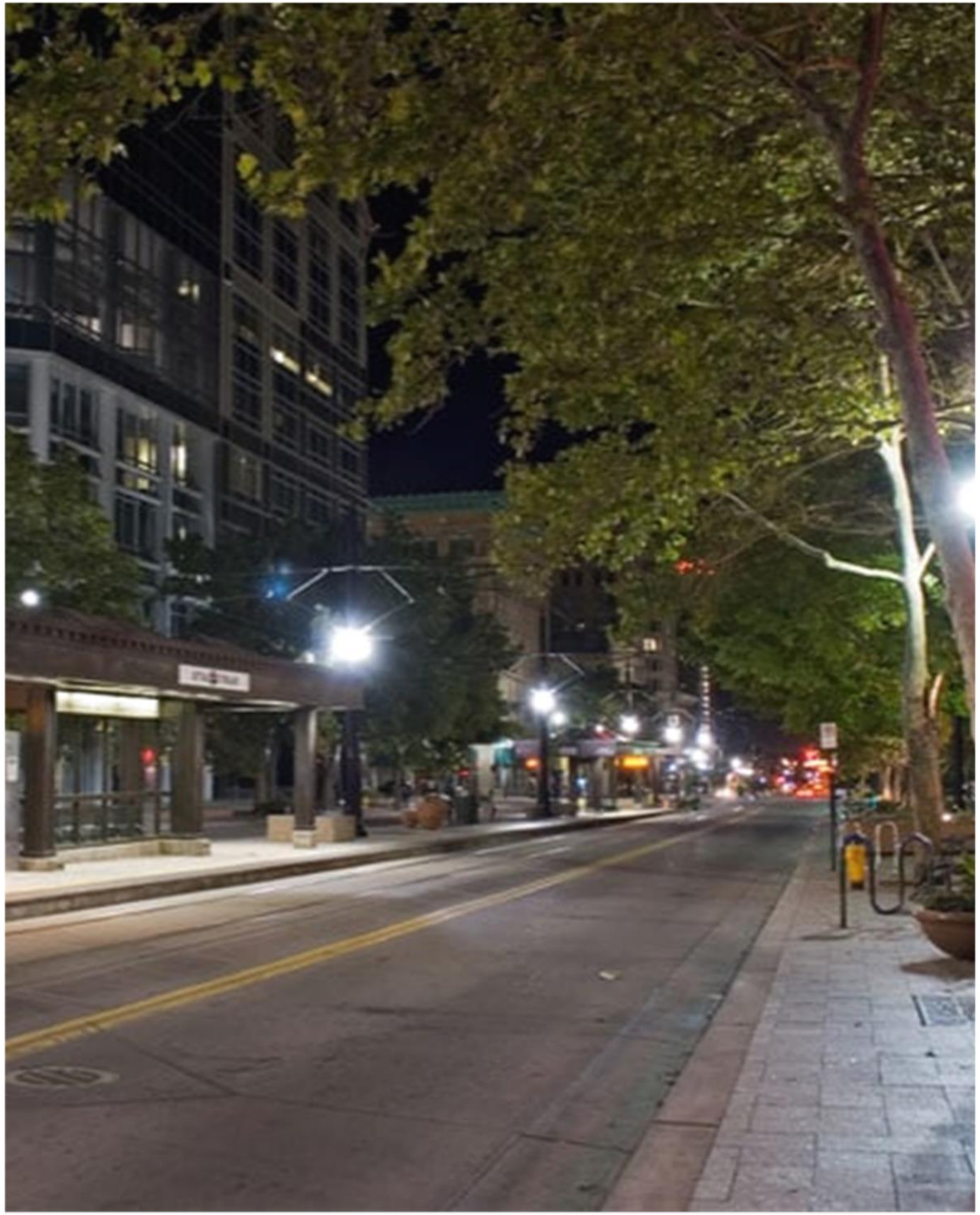
3. HIGHER % OF SEVERE CRASHES AT NIGHT

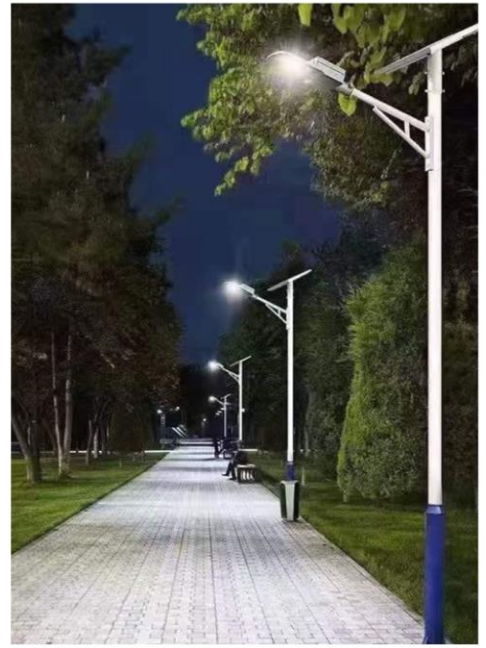
Dark Streets

Dark Bus Stops

Lights not Functioning

3. SAFER NIGHTTIME TRIPS





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4. TECHNOLOGY TO SUPPORT NEAR TERM SAFETY

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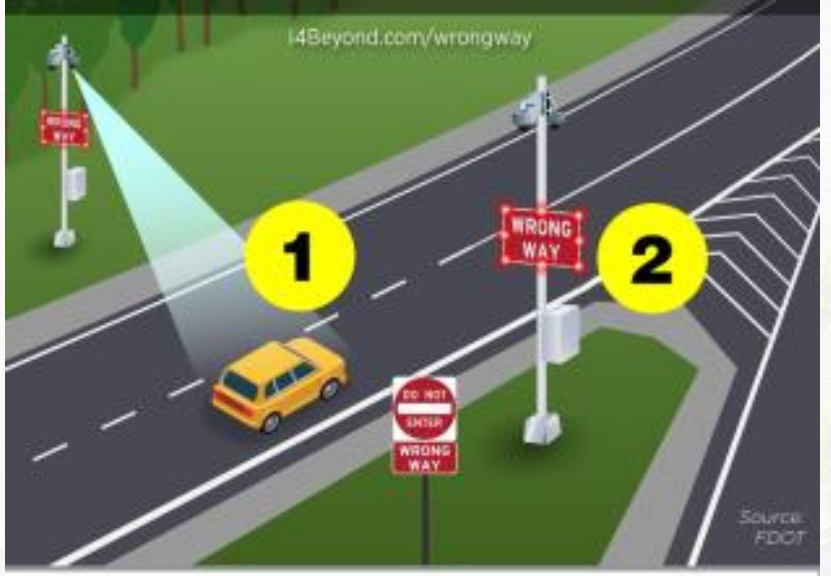

1 **Detects vehicles:** Signs located on exit ramps use radar to detect vehicles traveling the wrong way.

2 **Triggers lights:** Flashing lights are activated to notify the driver if he/she is traveling in the wrong direction.

HOW CAN WE INTEGRATE MORE SAFETY ON YOUR PRIORITY CORRIDOR TO ELIMINATE SEVERE CRASHES?

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11
CORRIDORS

OVER 20
TOTAL MILES

10%
TOTAL KSIs

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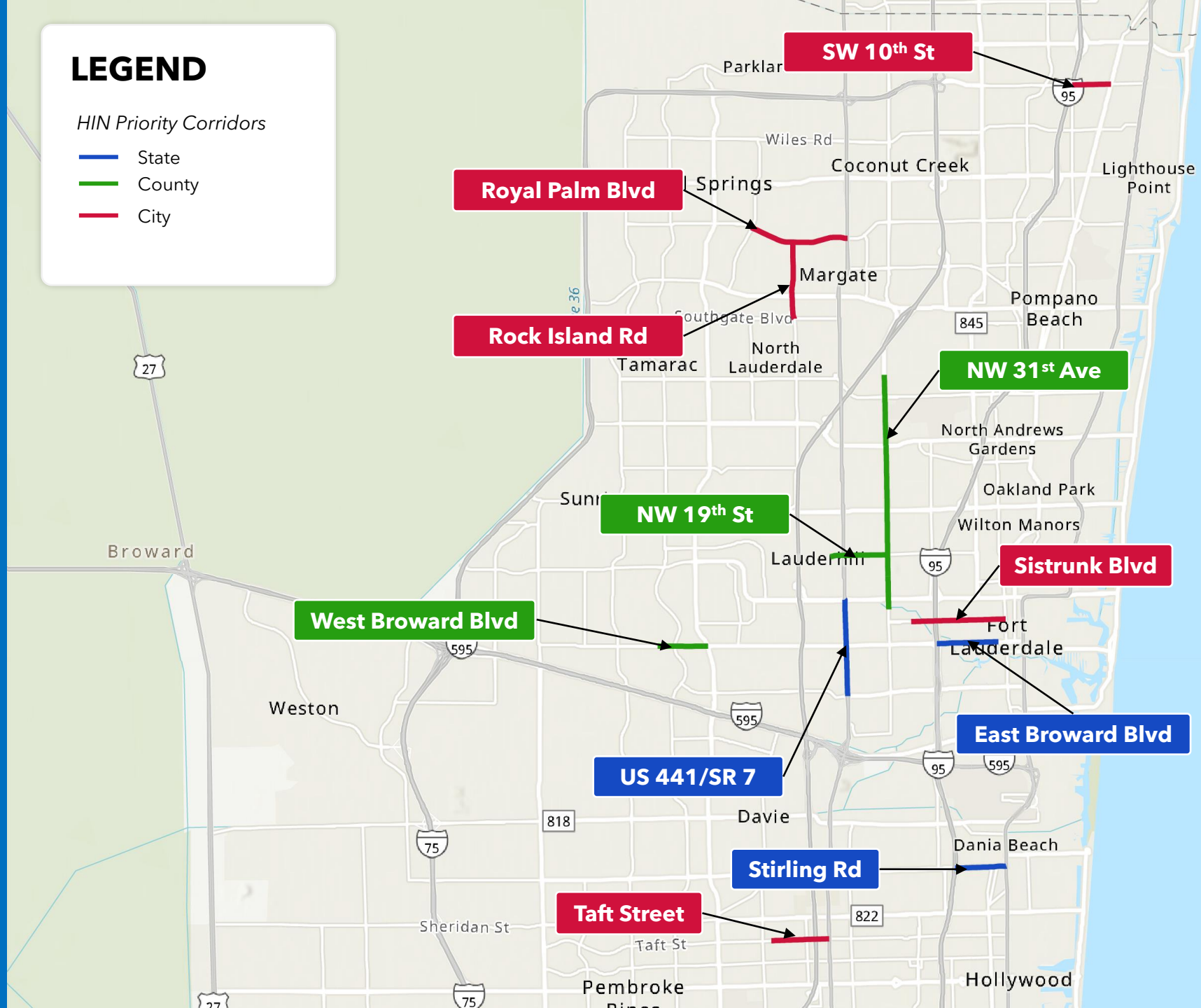

SAFETY ANALYSIS

STIRLING ROAD: I-95 TO US1/FEDERAL HIGHWAY

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STIRLING ROAD/ SR 848

SW 12 AVENUE TO US 1/S. FEDERAL HIGHWAY

CORRIDOR SAFETY ANALYSIS SUMMARY

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Broward MPO Metropolitan Planning Organization

BROWARD COUNTY FLORIDA

KSI BY MODE (KSI)
*people involved

1 killed/fatalities

0% pedestrian | 0% bicycle | 100% vehicle

14 serious injuries

14% Bicycle | 7% pedestrian | 14% motorcyclist | 65% vehicle

Analysis period: 2019-2023

TOTAL CRASHES BY YEAR

149 crashes/year

(2019-2023)

2019	2020	2021	2022	2023
171	118	142	145	168

TOTAL ECONOMIC IMPACT*

$47,810,730.00

KSI PER YEAR

3 crashes/year

(2019-2023)

2019	2020	2021	2022	2023
3	4	0	5	3

TOTAL ECONOMIC IMPACT*

$23,322,420.00

Analysis period: 2019-2023

Stirling Road/ SR 848: from SW 12 Avenue to US 1/S. Federal Highway

CORRIDOR CHARACTERISTICS

- Number of lanes: 6
- Number of transit stops: 4
- Route number(s): 6,16
- Functional classification: Minor Arterial

EQUITY

- MPO Equity Area
- ETC Tool
- Justice 40

TRAFFIC CONDITIONS

- AADT (2023): 20,600 vpd
- Posted Speed: 45 mph
- Weekday Actual Speed (85th Percentile): 43 mph
- Weekend Actual Speed (85th Percentile): 44 mph

CONTEXT

Urban

Context classification: C4

WHEN (ALL CRASHES)

Day Crashes 75%

Night Crashes 25%

CRASHES RESULTING IN A KSI

Weekdays	Weekends
2%	2%

Saturday 2% of crashes resulting in a KSI

Analysis period: 2019-2023

WHERE (ALL CRASHES)

33% Crashes at intersection

67% Crashes not at intersection

Analysis period: 2019-2023

POTENTIAL CONTRIBUTING FACTORS (ALL CRASHES)

ENVIRONMENTAL FACTOR

88% On dry roads

12% On wet roads

BEHAVIORAL FACTORS

12%	2%	4%
Distracted driving	Alcohol/Drugs	Speeding / Aggressive driving

Analysis period: 2019-2023

CRASH TYPE (KSI CRASHES)

13% Off Road	27% Angle
13% Left Turn	0% Right Turn
7% Pedestrian	20% Rear End
13% Bicycle	7% Sideswipe

Analysis period: 2019-2023

* Economic costs are monetary costs associated with emergency services deployment, medical services, productivity loss due to victim injury, insurance, and legal costs, cost associated congestion impacts because of the crash, and property damage costs. Monetized pain and suffering costs are an assumption of the costs associated with lost quality-of-life (or Quality-Adjusted Life Years), accounting for reductions in life expectancy and quality of life changes because of a crash.

Sources: Crash data: Signal Four Analytics; Speed Data: Field Counts; Economic Data: FDOT KABCO Crash Costs; AADT: FDOT Traffic Online; Context Classification: FDOT Context Classification Map

WHAT WE HEARD
AT PUBLIC MEETING #1

1. High pedestrian/transit use at Dania Point
2. Increasing traffic/conflicts around Dania Point
3. Narrow sidewalks and need for consistent shade
4. Speeding Issues
5. Safety for school children- middle school/residential areas
6. Request for improved signage & signal timing

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27 SAFETY COUNTERMEASURES PROPOSED

CORRIDOR WIDE IMPROVEMENTS

1. Shared Use Path
2. Speed Limit Reduction
3. Raised Crosswalks
4. Wide Sidewalks
5. Pedestrian Hybrid Beacon
6. High Visibility Crosswalk Markings
7. LED Lighting Upgrades
8. New Lighting Poles
9. In-Lane Speed Markings
10. Speed Feedback Signs
11. Narrow Lanes
12. Street Trees
13. Pedestrian Refuge Islands
14. School Zone Speed Camera
15. Lane Repurposing
16. Rail Dynamic Envelope

INTERSECTION IMPROVEMENTS

1. Raised Intersection
2. Tighten Curb Return
3. Median Tips
4. Leading Pedestrian Interval (LPI)
5. Signal Timing to Reduce Speeding
6. Flashing Yellow Left/Right Turn
7. Protected Left Turn
8. Signal Backplates
9. Green Bike Lane Markings
10. Turning Vehicles Stop for Peds Sign
11. Protected Intersection

TONIGHT WE NEED TO HEAR FROM YOU

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1 **REVIEW STREET SAFETY CONCEPT**

2 **REVIEW SAFETY COUNTERMEASURES**

3 **REVIEW STREET SECTION**

4 **HOW TO GIVE COMMENTS:**

- Verbal Comment
- Comment Cards
- www.safestreets4broward.org

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FINAL PUBLIC MEETING SCHEDULE

Monday, February 10th	Taft Street	Boulevard Heights Comm. Ctr.
Wednesday, February 12th	Sistrunk Boulevard	L.A. Lee YMCA
Thursday, February 13th	Royal Palm Blvd/Rock Island Rd	Margate City Hall
Tuesday, February 18th	**Stirling Road**	**Dania Beach City Hall**
Wednesday, February 19th	West Broward Boulevard	West Regional Library
Thursday, February 20th	NW 31st Ave/NW 19th St	Lauderdale Lakes City Hall
Monday, February 24th	US441/SR7	Palm at Plantation Senior Living
Tuesday, February 25th	Broward Boulevard	Fort Lauderdale Women's Club
Thursday, February 27th	SW 10th Street	Hillsboro Community Center

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HOW TO STAY INVOLVED

1. www.SafeStreets4Broward.org

- Safety Pledge
- Point It Out Map of Safety Concerns
- Dedication

2. Follow us on social media and share:

Speak Up Broward- Broward MPO on Facebook

Broward Metropolitan Planning Organization on LinkedIn

Speak Up Broward on Instagram

3. CONTACT US at ss4a@browardmpo.org

Broward Safety Action Plan

Corridor Concept Plan
Stirling Road/SR 848, SW 12 Avenue to US 1/S[illegible]al Highway
Februay 2025

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Broward MPO Metropolitan Planning Organization

BROWARD COUNTY FLORIDA

CONCEPTUAL-NOT FOR CONSTRUCTION
DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED

Phasing of Recommendations?

Bikers must ride bike on bike lane if there's designated path?

RELOCATE SIGNAL

50' RADIUS

Ped crossing needs to be safer Ex. RRFB

Elevated Bridge) crossing

BEGIN PROJECT

I-95

S Pointe Drive

S Compass

40' RADIUS

S Bryan Rd

30' RADIUS

Dania Cut Off Canal

INSTALL PEDESTRIAN SIGNAL, TYPICAL

Stirling Rd

MATCHLINE

Coordinate w/ FDOT for bike lanes to west

15' RADIUS

40' RADIUS

INSTALL MEDIAN TIPS/HARDENED CENTERLINES, TYPICAL

35' RADIUS

Consider Flooding

Hollywood Canal

STREET LIGHTING PER FDOT DESIGN MANUAL REQUIREMENTS, TYPICAL

40' RADIUS

INSTALL SPEED FEEDBACK, TYPICAL

INSTALL SCHOOL ZONE SPEED CAMERA, TYPICAL

Caddi — flooding consider

Support Narrow Lanes

Elevated Pathway (6'-10'+/-)

SW 5th Ct

Phippen Waters Rd

15' RADIUS

45' RADIUS

SW 34th Avenue

SW 1st Ct

Large SB right turn Need. Keep 2-lanes

S Federal Hwy

Dark Need Lighting

SW 11th Avenue

35' RADIUS

Support No Right on Red

30' RADIUS

Add Trees

Flooding concern RR tracks — SW 2nd Ave

Tight NB-Right Turn — Rethink Geometry

Synchronized Traffic Signals

Distracted Driving Issue

Street Lighting Needed

1. ALL [illegible]ARE 25' UNLESS NOTED OTHERWISE
2. LEA[illegible]RIAN INTERVAL (LPI) AT ALL SIGNALIZED INTERSECTIONS
3. SIGNAL TIMING TO REDUCE SPEEDING ALONG THE CORRIDOR
4. SIG[illegible]ATES AT ALL SIGNALS
5. TU[illegible]E STOP FOR PEDESTRIAN SIGNS

Scale: 1" = 50'

Photos of Participants

EXIT
6:22
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Speak Up Broward- Broward MPO on Facebook
Broward Metropolitan Planning Organization on LinkedIn
Speak Up Broward on Instagram
3. CONTACT US at ss4a@browdmpo.org
23
DANIA
Broward Safety
Corridor Concept Plan
Stirling Road/SR 848,
February 2025
Plan
enue to US 1/S. Federal Highway
CONCEPTUAL-NOT FOR CONSTRUCTION
DETAILED ANALYSIS AND ENGINEERING DESIGN REQ
RELOCATE SIGNAL
35' RADIUS
40' RADIUS
INSTALL MEDIAN (WHERE THERE IS NONE)
INSTALL SCHOOL ZONE SPEED CAMERA, TYPICAL
STREET LIGHTING PER FDOT DESIGN MANUAL REQUIREMENTS, TYPICAL
INSTALL SPEED FEEDBACK, TYPICAL
15' RADIUS
MPO

HOW TO STAY INVOLVED
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SAFE STREETS COUNTERMEASURES
STIRLING ROAD/SR 848
SAFE STREETS BROWARD
MPO
BROWARD

APPENDIX D: TRAFFIC ANALYSIS

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

Start Time	24-Aug-24 Sat	EB	WB							Total
12:00 AM		62	58							120
12:15		42	43							85
12:30		46	47							93
12:45		40	43							83
01:00		39	47							86
01:15		42	34							76
01:30		36	23							59
01:45		38	32							70
02:00		27	29							56
02:15		18	23							41
02:30		24	26							50
02:45		22	33							55
03:00		19	27							46
03:15		19	20							39
03:30		17	26							43
03:45		28	22							50
04:00		18	20							38
04:15		17	27							44
04:30		20	26							46
04:45		13	21							34
05:00		22	15							37
05:15		13	21							34
05:30		29	27							56
05:45		38	28							66
06:00		31	30							61
06:15		45	34							79
06:30		57	48							105
06:45		60	56							116
07:00		56	55							111
07:15		57	72							129
07:30		68	80							148
07:45		78	92							170
08:00		77	104							181
08:15		94	95							189
08:30		84	118							202
08:45		93	127							220
09:00		93	107							200
09:15		87	114							201
09:30		108	123							231
09:45		98	113							211
10:00		83	**141**							**224**
10:15		**95**	**153**							**248**
10:30		**104**	**147**							**251**
10:45		**117**	**159**							**276**
11:00		**89**	129							218
11:15		87	113							200
11:30		87	147							234
11:45		97	122							219
Total		2634	3197							5831
Percent		45.2%	54.8%							
Peak	-	10:15	10:00	-	-	-	-	-	-	10:00
Vol.	-	405	600	-	-	-	-	-	-	999
P.H.F.		0.865	0.943							0.905

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

Start Time	24-Aug-24 Sat	EB	WB							Total
12:00 PM		93	127							220
12:15		78	123							201
12:30		75	138							213
12:45		69	139							208
01:00		101	134							235
01:15		88	141							229
01:30		99	154							253
01:45		102	134							236
02:00		81	168							249
02:15		88	147							235
02:30		98	136							234
02:45		107	141							248
03:00		91	**161**							252
03:15		104	**156**							260
03:30		104	**160**							264
03:45		93	**161**							254
04:00		101	143							244
04:15		77	158							235
04:30		66	140							206
04:45		77	158							235
05:00		90	163							253
05:15		95	158							253
05:30		83	142							225
05:45		102	132							234
06:00		102	136							238
06:15		**137**	155							**292**
06:30		**128**	161							**289**
06:45		**118**	104							**222**
07:00		**152**	167							**319**
07:15		129	135							264
07:30		119	139							258
07:45		112	129							241
08:00		109	140							249
08:15		104	141							245
08:30		115	135							250
08:45		113	117							230
09:00		106	106							212
09:15		99	83							182
09:30		96	101							197
09:45		89	101							190
10:00		98	111							209
10:15		76	93							169
10:30		61	89							150
10:45		75	76							151
11:00		78	87							165
11:15		64	77							141
11:30		57	65							122
11:45		57	43							100
Total		4556	6205							10761
Percent		42.3%	57.7%							
Peak	-	18:15	15:00	-	-	-	-	-	-	18:15
Vol.	-	535	638	-	-	-	-	-	-	1122
P.H.F.		0.880	0.991							0.879
Grand Total		7190	9402							16592
Percent		43.3%	56.7%							

ADT ADT 16,592 AADT 16,592

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

Start Time	27-Aug-24 Tue	EB	WB	Total
12:00 AM		51	29	80
12:15		33	32	65
12:30		35	24	59
12:45		27	15	42
01:00		25	25	50
01:15		26	10	36
01:30		13	24	37
01:45		12	14	26
02:00		13	15	28
02:15		14	13	27
02:30		9	10	19
02:45		7	8	15
03:00		8	15	23
03:15		13	17	30
03:30		12	13	25
03:45		9	13	22
04:00		10	20	30
04:15		14	16	30
04:30		14	27	41
04:45		25	30	55
05:00		14	36	50
05:15		20	35	55
05:30		35	58	93
05:45		35	54	89
06:00		41	82	123
06:15		66	83	149
06:30		79	97	176
06:45		99	108	207
07:00		88	**143**	**231**
07:15		113	**152**	**265**
07:30		107	**175**	**282**
07:45		110	**140**	**250**
08:00		104	124	228
08:15		99	122	221
08:30		92	122	214
08:45		96	137	233
09:00		**129**	149	278
09:15		**93**	133	226
09:30		**115**	131	246
09:45		**107**	140	247
10:00		95	127	222
10:15		98	93	191
10:30		81	117	198
10:45		123	133	256
11:00		69	41	110
11:15		96	143	239
11:30		96	115	211
11:45		110	112	222
Total		2780	3472	6252
Percent		44.5%	55.5%	
Peak	-	09:00	07:00	07:00
Vol.	-	444	610	1028
P.H.F.		0.860	0.871	0.911

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

Start Time	27-Aug-24 Tue	EB	WB	Total
12:00 PM		103	123	226
12:15		105	124	229
12:30		106	96	202
12:45		110	104	214
01:00		109	119	228
01:15		106	103	209
01:30		117	126	243
01:45		106	121	227
02:00		103	135	238
02:15		130	117	247
02:30		105	134	239
02:45		104	130	234
03:00		97	114	211
03:15		115	133	248
03:30		112	129	241
03:45		104	146	250
04:00		92	**189**	281
04:15		140	**125**	265
04:30		140	**147**	**287**
04:45		126	**160**	**286**
05:00		**159**	157	**316**
05:15		**150**	130	**280**
05:30		**126**	144	270
05:45		**142**	150	292
06:00		114	142	256
06:15		134	161	295
06:30		123	134	257
06:45		134	125	259
07:00		114	158	272
07:15		126	139	265
07:30		117	105	222
07:45		109	115	224
08:00		85	139	224
08:15		124	106	230
08:30		97	115	212
08:45		77	87	164
09:00		88	86	174
09:15		84	74	158
09:30		94	99	193
09:45		71	107	178
10:00		75	80	155
10:15		53	80	133
10:30		69	62	131
10:45		93	58	151
11:00		54	72	126
11:15		43	48	91
11:30		38	48	86
11:45		24	37	61
Total		4947	5533	10480
Percent		47.2%	52.8%	
Peak	-	17:00	16:00	- - - - - - 16:30
Vol.	-	577	621	- - - - - - 1169
P.H.F.		0.907	0.821	0.925
Grand Total		7727	9005	16732
Percent		46.2%	53.8%	

ADT ADT 16,732 AADT 16,732

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

EB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
08/24/2																
4	1	0	0	8	16	19	14	2	2	0	0	0	0	0	0	62
00:15	0	0	0	3	5	16	12	5	1	0	0	0	0	0	0	42
00:30	0	0	1	0	6	11	13	11	4	0	0	0	0	0	0	46
00:45	0	0	0	2	6	14	8	2	5	3	0	0	0	0	0	40
	1	0	1	13	33	60	47	20	12	3	0	0	0	0	0	190
01:00	0	0	0	2	9	12	10	4	1	1	0	0	0	0	0	39
01:15	0	0	0	1	3	14	15	4	3	0	0	1	1	0	0	42
01:30	0	0	1	1	2	11	16	2	1	1	1	0	0	0	0	36
01:45	0	0	0	3	1	3	17	10	3	1	0	0	0	0	0	38
	0	0	1	7	15	40	58	20	8	3	1	1	1	0	0	155
02:00	0	0	0	0	1	13	9	0	2	0	1	0	0	1	0	27
02:15	0	0	0	0	2	4	5	3	3	1	0	0	0	0	0	18
02:30	0	0	0	2	6	2	4	8	1	1	0	0	0	0	0	24
02:45	0	0	0	0	1	8	8	4	0	1	0	0	0	0	0	22
	0	0	0	2	10	27	26	15	6	3	1	0	0	1	0	91
03:00	0	0	0	3	4	4	3	3	1	0	1	0	0	0	0	19
03:15	0	1	0	0	1	3	8	5	1	0	0	0	0	0	0	19
03:30	0	0	0	0	1	5	4	4	2	0	0	1	0	0	0	17
03:45	0	0	0	0	7	3	12	3	3	0	0	0	0	0	0	28
	0	1	0	3	13	15	27	15	7	0	1	1	0	0	0	83
04:00	0	0	0	0	1	5	8	2	2	0	0	0	0	0	0	18
04:15	0	0	0	0	1	9	3	3	1	0	0	0	0	0	0	17
04:30	0	0	0	1	0	8	7	3	0	1	0	0	0	0	0	20
04:45	0	0	0	1	0	4	2	5	0	1	0	0	0	0	0	13
	0	0	0	2	2	26	20	13	3	2	0	0	0	0	0	68
05:00	0	0	2	1	2	1	10	3	1	1	0	0	0	0	1	22
05:15	0	0	0	0	3	4	4	1	1	0	0	0	0	0	0	13
05:30	0	0	2	2	3	10	9	1	2	0	0	0	0	0	0	29
05:45	1	0	0	1	11	7	9	4	4	1	0	0	0	0	0	38
	1	0	4	4	19	22	32	9	8	2	0	0	0	0	1	102
06:00	0	0	1	0	2	17	6	3	1	1	0	0	0	0	0	31
06:15	0	0	0	7	10	14	8	4	0	2	0	0	0	0	0	45
06:30	0	1	0	2	17	16	9	10	1	1	0	0	0	0	0	57
06:45	1	2	0	1	6	26	15	3	4	1	0	1	0	0	0	60
	1	3	1	10	35	73	38	20	6	5	0	1	0	0	0	193
07:00	0	0	2	2	12	13	19	6	2	0	0	0	0	0	0	56
07:15	0	1	0	3	6	23	13	9	2	0	0	0	0	0	0	57
07:30	0	1	1	4	10	16	19	13	1	2	1	0	0	0	0	68
07:45	0	1	0	1	11	20	22	11	12	0	0	0	0	0	0	78
	0	3	3	10	39	72	73	39	17	2	1	0	0	0	0	259
08:00	0	0	2	2	9	23	25	14	2	0	0	0	0	0	0	77
08:15	0	1	0	5	14	32	24	14	3	0	1	0	0	0	0	94
08:30	0	0	0	6	11	30	22	13	2	0	0	0	0	0	0	84
08:45	1	0	2	1	17	30	16	19	4	3	0	0	0	0	0	93
	1	1	4	14	51	115	87	60	11	3	1	0	0	0	0	348
09:00	2	0	3	12	18	17	24	11	2	3	1	0	0	0	0	93
09:15	2	0	0	4	20	21	23	12	5	0	0	0	0	0	0	87
09:30	0	0	1	4	15	38	28	19	2	1	0	0	0	0	0	108
09:45	1	0	0	7	17	24	33	12	3	1	0	0	0	0	0	98
	5	0	4	27	70	100	108	54	12	5	1	0	0	0	0	386
10:00	0	0	1	3	12	21	28	12	5	1	0	0	0	0	0	83
10:15	1	0	0	1	8	30	29	21	5	0	0	0	0	0	0	95
10:30	1	0	4	7	16	35	23	14	4	0	0	0	0	0	0	104
10:45	0	1	2	5	31	27	33	15	3	0	0	0	0	0	0	117
	2	1	7	16	67	113	113	62	17	1	0	0	0	0	0	399
11:00	0	2	0	0	11	30	34	8	3	0	0	1	0	0	0	89
11:15	1	0	1	7	14	29	22	11	2	0	0	0	0	0	0	87
11:30	0	1	2	3	14	24	23	15	3	2	0	0	0	0	0	87
11:45	1	2	2	6	18	28	14	21	5	0	0	0	0	0	0	97
	2	5	5	16	57	111	93	55	13	2	0	1	0	0	0	360
Total	13	14	30	124	411	774	722	382	120	31	6	4	1	1	1	2634

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

EB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	0	0	4	19	32	24	10	2	1	1	0	0	0	0	93
12:15	0	1	1	1	15	23	19	17	1	0	0	0	0	0	0	78
12:30	0	0	3	8	16	19	20	8	1	0	0	0	0	0	0	75
12:45	2	1	0	0	9	27	21	3	3	2	1	0	0	0	0	69
	2	2	4	13	59	101	84	38	7	3	2	0	0	0	0	315
13:00	0	0	1	14	23	33	23	4	2	1	0	0	0	0	0	101
13:15	0	2	5	7	27	22	17	7	1	0	0	0	0	0	0	88
13:30	0	0	3	10	31	29	16	7	1	1	1	0	0	0	0	99
13:45	0	0	3	12	34	28	16	6	3	0	0	0	0	0	0	102
	0	2	12	43	115	112	72	24	7	2	1	0	0	0	0	390
14:00	0	0	1	10	31	24	7	5	2	0	1	0	0	0	0	81
14:15	0	1	0	3	29	22	20	6	6	1	0	0	0	0	0	88
14:30	1	0	2	4	25	34	20	7	4	1	0	0	0	0	0	98
14:45	0	2	0	11	25	26	29	7	7	0	0	0	0	0	0	107
	1	3	3	28	110	106	76	25	19	2	1	0	0	0	0	374
15:00	2	2	3	6	16	23	23	13	2	1	0	0	0	0	0	91
15:15	1	1	0	2	25	41	21	10	3	0	0	0	0	0	0	104
15:30	0	3	0	7	19	28	26	13	6	1	0	1	0	0	0	104
15:45	0	0	0	10	20	31	18	9	5	0	0	0	0	0	0	93
	3	6	3	25	80	123	88	45	16	2	0	1	0	0	0	392
16:00	0	1	0	2	18	39	26	8	2	4	1	0	0	0	0	101
16:15	0	0	2	3	13	19	21	14	3	1	1	0	0	0	0	77
16:30	0	0	1	3	13	24	16	7	2	0	0	0	0	0	0	66
16:45	0	0	0	3	14	26	24	9	1	0	0	0	0	0	0	77
	0	1	3	11	58	108	87	38	8	5	2	0	0	0	0	321
17:00	1	0	1	2	23	27	19	14	3	0	0	0	0	0	0	90
17:15	0	3	1	8	18	28	19	13	4	1	0	0	0	0	0	95
17:30	0	0	0	5	15	20	25	12	4	2	0	0	0	0	0	83
17:45	0	0	1	3	17	30	28	16	6	1	0	0	0	0	0	102
	1	3	3	18	73	105	91	55	17	4	0	0	0	0	0	370
18:00	0	0	0	5	15	31	30	13	6	2	0	0	0	0	0	102
18:15	0	0	0	2	17	36	59	16	5	2	0	0	0	0	0	137
18:30	0	0	1	10	15	39	40	17	6	0	0	0	0	0	0	128
18:45	1	0	0	12	17	35	33	18	1	1	0	0	0	0	0	118
	1	0	1	29	64	141	162	64	18	5	0	0	0	0	0	485
19:00	0	0	2	10	34	39	50	14	3	0	0	0	0	0	0	152
19:15	0	1	1	8	18	36	34	22	8	0	1	0	0	0	0	129
19:30	1	0	0	10	17	35	38	16	2	0	0	0	0	0	0	119
19:45	0	0	1	6	13	27	43	17	1	2	1	1	0	0	0	112
	1	1	4	34	82	137	165	69	14	2	2	1	0	0	0	512
20:00	0	0	4	8	19	37	20	18	2	0	0	1	0	0	0	109
20:15	0	0	3	5	21	31	28	12	3	0	1	0	0	0	0	104
20:30	0	1	0	10	22	30	23	21	6	0	0	2	0	0	0	115
20:45	0	0	0	5	18	37	30	18	5	0	0	0	0	0	0	113
	0	1	7	28	80	135	101	69	16	0	1	3	0	0	0	441
21:00	0	0	1	9	18	30	32	12	3	1	0	0	0	0	0	106
21:15	1	0	0	4	21	31	30	7	2	0	3	0	0	0	0	99
21:30	0	0	0	1	11	21	41	17	4	1	0	0	0	0	0	96
21:45	0	0	0	4	10	28	33	9	4	0	0	0	0	1	0	89
	1	0	1	18	60	110	136	45	13	2	3	0	0	1	0	390
22:00	0	0	0	0	18	32	21	19	4	3	0	1	0	0	0	98
22:15	0	0	0	2	10	24	15	17	7	1	0	0	0	0	0	76
22:30	0	0	2	1	11	21	13	10	2	1	0	0	0	0	0	61
22:45	0	0	0	3	8	27	21	12	4	0	0	0	0	0	0	75
	0	0	2	6	47	104	70	58	17	5	0	1	0	0	0	310
23:00	1	0	0	4	21	24	17	10	1	0	0	0	0	0	0	78
23:15	0	0	0	3	15	18	22	4	2	0	0	0	0	0	0	64
23:30	0	0	1	2	7	26	9	6	3	2	0	0	1	0	0	57
23:45	0	0	0	2	12	17	17	4	5	0	0	0	0	0	0	57
	1	0	1	11	55	85	65	24	11	2	0	0	1	0	0	256
Total	11	19	44	264	883	1367	1197	554	163	34	12	6	1	1	0	4556
Total	24	33	74	388	1294	2141	1919	936	283	65	18	10	2	2	1	7190

Stats	
15th Percentile :	31 MPH
50th Percentile :	38 MPH
85th Percentile :	45 MPH
95th Percentile :	49 MPH
Mean Speed(Average) :	39 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	4061
Percent in Pace :	56.5%
Number of Vehicles > 45 MPH :	1130
Percent of Vehicles > 45 MPH :	15.7%

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
08/24/2																
4	0	0	2	9	7	17	18	4	1	0	0	0	0	0	0	58
00:15	0	0	0	3	2	14	16	3	3	0	2	0	0	0	0	43
00:30	0	1	5	2	6	12	11	7	2	1	0	0	0	0	0	47
00:45	0	1	6	4	5	10	10	3	3	1	0	0	0	0	0	43
	0	2	13	18	20	53	55	17	9	2	2	0	0	0	0	191
01:00	0	1	3	1	1	13	17	8	2	0	1	0	0	0	0	47
01:15	0	0	5	0	6	10	5	7	1	0	0	0	0	0	0	34
01:30	0	0	0	2	2	5	8	3	3	0	0	0	0	0	0	23
01:45	0	0	2	2	5	8	11	3	1	0	0	0	0	0	0	32
	0	1	10	5	14	36	41	21	7	0	1	0	0	0	0	136
02:00	0	0	1	0	6	8	6	4	3	1	0	0	0	0	0	29
02:15	0	0	3	0	1	8	5	1	1	1	2	1	0	0	0	23
02:30	0	0	1	2	3	9	6	1	2	1	0	1	0	0	0	26
02:45	0	0	4	2	5	5	13	3	0	1	0	0	0	0	0	33
	0	0	9	4	15	30	30	9	6	4	2	2	0	0	0	111
03:00	0	0	2	2	4	6	5	4	2	2	0	0	0	0	0	27
03:15	0	0	2	1	1	4	4	2	2	4	0	0	0	0	0	20
03:30	0	0	0	0	5	7	6	7	1	0	0	0	0	0	0	26
03:45	0	0	0	2	4	3	5	3	1	1	1	1	1	0	0	22
	0	0	4	5	14	20	20	16	6	7	1	1	1	0	0	95
04:00	0	0	2	0	0	4	7	4	1	2	0	0	0	0	0	20
04:15	0	0	2	1	1	4	11	6	1	1	0	0	0	0	0	27
04:30	0	0	3	2	5	5	9	0	2	0	0	0	0	0	0	26
04:45	0	1	1	0	1	6	8	0	2	1	1	0	0	0	0	21
	0	1	8	3	7	19	35	10	6	4	1	0	0	0	0	94
05:00	1	0	0	2	1	2	6	2	1	0	0	0	0	0	0	15
05:15	0	0	1	2	1	8	6	2	0	1	0	0	0	0	0	21
05:30	0	2	2	1	3	8	5	3	3	0	0	0	0	0	0	27
05:45	0	0	2	2	2	6	7	5	4	0	0	0	0	0	0	28
	1	2	5	7	7	24	24	12	8	1	0	0	0	0	0	91
06:00	0	0	4	3	3	9	6	3	0	0	2	0	0	0	0	30
06:15	0	1	0	2	7	5	13	6	0	0	0	0	0	0	0	34
06:30	0	0	5	1	4	10	13	10	3	1	0	1	0	0	0	48
06:45	0	0	5	4	10	14	13	6	2	2	0	0	0	0	0	56
	0	1	14	10	24	38	45	25	5	3	2	1	0	0	0	168
07:00	0	2	4	2	12	18	9	4	3	1	0	0	0	0	0	55
07:15	0	1	4	5	10	13	22	10	4	2	1	0	0	0	0	72
07:30	1	0	8	6	6	23	17	12	4	2	1	0	0	0	0	80
07:45	0	0	5	4	7	26	30	12	5	3	0	0	0	0	0	92
	1	3	21	17	35	80	78	38	16	8	2	0	0	0	0	299
08:00	0	1	4	2	20	25	27	17	4	4	0	0	0	0	0	104
08:15	0	2	6	7	10	29	22	13	5	0	1	0	0	0	0	95
08:30	0	4	10	10	22	23	28	19	2	0	0	0	0	0	0	118
08:45	1	2	11	8	20	28	38	13	4	0	1	1	0	0	0	127
	1	9	31	27	72	105	115	62	15	4	2	1	0	0	0	444
09:00	0	1	5	9	11	30	32	11	6	1	1	0	0	0	0	107
09:15	0	1	12	15	13	28	33	9	2	1	0	0	0	0	0	114
09:30	0	1	13	8	17	19	31	25	8	1	0	0	0	0	0	123
09:45	0	1	11	5	25	21	34	15	0	1	0	0	0	0	0	113
	0	4	41	37	66	98	130	60	16	4	1	0	0	0	0	457
10:00	0	1	9	15	26	34	27	21	6	2	0	0	0	0	0	141
10:15	1	4	11	17	20	52	29	16	3	0	0	0	0	0	0	153
10:30	1	0	20	10	15	42	39	15	2	2	0	0	0	1	0	147
10:45	0	3	6	17	35	39	41	13	5	0	0	0	0	0	0	159
	2	8	46	59	96	167	136	65	16	4	0	0	0	1	0	600
11:00	0	1	9	8	18	31	30	18	12	2	0	0	0	0	0	129
11:15	0	2	9	11	13	25	26	19	6	2	0	0	0	0	0	113
11:30	0	0	10	10	25	37	40	13	7	4	0	1	0	0	0	147
11:45	0	2	7	7	24	40	23	15	3	1	0	0	0	0	0	122
	0	5	35	36	80	133	119	65	28	9	0	1	0	0	0	511
Total	5	36	237	228	450	803	828	400	138	50	14	6	1	1	0	3197

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	11	12	26	38	19	13	5	0	0	0	0	0	0	127
12:15	0	1	8	17	18	38	23	12	3	2	0	1	0	0	0	123
12:30	0	1	18	15	19	36	33	12	1	3	0	0	0	0	0	138
12:45	0	3	14	12	23	29	36	17	4	1	0	0	0	0	0	139
	0	8	51	56	86	141	111	54	13	6	0	1	0	0	0	527
13:00	0	3	19	13	20	39	27	9	4	0	0	0	0	0	0	134
13:15	1	0	15	15	26	49	27	6	1	1	0	0	0	0	0	141
13:30	0	1	14	20	44	39	23	11	2	0	0	0	0	0	0	154
13:45	0	3	15	15	32	38	19	8	3	1	0	0	0	0	0	134
	1	7	63	63	122	165	96	34	10	2	0	0	0	0	0	563
14:00	0	8	20	29	38	40	19	9	5	0	0	0	0	0	0	168
14:15	0	5	11	18	27	47	29	8	1	1	0	0	0	0	0	147
14:30	0	5	15	8	23	29	32	18	6	0	0	0	0	0	0	136
14:45	0	3	14	7	28	34	32	19	2	2	0	0	0	0	0	141
	0	21	60	62	116	150	112	54	14	3	0	0	0	0	0	592
15:00	0	1	12	18	32	52	34	9	3	0	0	0	0	0	0	161
15:15	0	4	16	12	33	43	31	13	3	1	0	0	0	0	0	156
15:30	0	5	13	19	22	49	25	20	5	1	1	0	0	0	0	160
15:45	0	2	11	17	35	43	36	14	2	1	0	0	0	0	0	161
	0	12	52	66	122	187	126	56	13	3	1	0	0	0	0	638
16:00	0	0	12	12	28	45	25	16	4	1	0	0	0	0	0	143
16:15	0	2	26	10	37	35	28	18	2	0	0	0	0	0	0	158
16:30	1	3	12	14	28	36	26	11	5	4	0	0	0	0	0	140
16:45	2	3	17	6	31	31	39	20	7	1	1	0	0	0	0	158
	3	8	67	42	124	147	118	65	18	6	1	0	0	0	0	599
17:00	0	6	19	9	32	53	26	13	5	0	0	0	0	0	0	163
17:15	0	2	14	22	29	40	32	12	5	2	0	0	0	0	0	158
17:30	0	2	10	16	31	38	23	14	6	1	1	0	0	0	0	142
17:45	0	3	13	11	21	29	37	11	4	3	0	0	0	0	0	132
	0	13	56	58	113	160	118	50	20	6	1	0	0	0	0	595
18:00	1	2	14	5	28	35	31	12	7	1	0	0	0	0	0	136
18:15	0	3	9	10	29	47	35	19	3	0	0	0	0	0	0	155
18:30	0	4	11	15	28	48	32	16	5	2	0	0	0	0	0	161
18:45	0	1	13	5	24	35	17	7	2	0	0	0	0	0	0	104
	1	10	47	35	109	165	115	54	17	3	0	0	0	0	0	556
19:00	0	1	9	9	40	54	39	12	3	0	0	0	0	0	0	167
19:15	0	1	8	7	27	49	30	9	2	2	0	0	0	0	0	135
19:30	0	2	11	7	19	47	30	21	2	0	0	0	0	0	0	139
19:45	0	5	14	11	20	38	24	9	5	2	1	0	0	0	0	129
	0	9	42	34	106	188	123	51	12	4	1	0	0	0	0	570
20:00	0	2	15	12	36	39	26	7	3	0	0	0	0	0	0	140
20:15	0	2	16	14	32	31	27	12	4	1	1	1	0	0	0	141
20:30	0	2	12	11	16	40	41	8	2	2	1	0	0	0	0	135
20:45	0	2	10	4	20	18	34	19	5	5	0	0	0	0	0	117
	0	8	53	41	104	128	128	46	14	8	2	1	0	0	0	533
21:00	0	1	8	4	20	29	23	16	4	0	0	1	0	0	0	106
21:15	0	1	7	5	9	17	24	13	5	0	2	0	0	0	0	83
21:30	0	1	4	6	13	30	30	13	2	2	0	0	0	0	0	101
21:45	0	3	2	9	25	26	23	10	1	0	1	1	0	0	0	101
	0	6	21	24	67	102	100	52	12	2	3	2	0	0	0	391
22:00	0	1	5	8	22	33	27	9	5	0	1	0	0	0	0	111
22:15	0	2	8	9	14	20	21	14	3	2	0	0	0	0	0	93
22:30	0	2	4	8	16	14	27	8	7	3	0	0	0	0	0	89
22:45	0	1	3	3	13	24	27	3	1	1	0	0	0	0	0	76
	0	6	20	28	65	91	102	34	16	6	1	0	0	0	0	369
23:00	0	1	4	5	15	19	22	14	6	1	0	0	0	0	0	87
23:15	0	0	6	4	16	18	17	12	3	1	0	0	0	0	0	77
23:30	0	0	6	5	10	21	11	7	4	1	0	0	0	0	0	65
23:45	0	2	0	4	5	8	14	6	3	1	0	0	0	0	0	43
	0	3	16	18	46	66	64	39	16	4	0	0	0	0	0	272
Total	5	111	548	527	1180	1690	1313	589	175	53	10	4	0	0	0	6205
Total	10	147	785	755	1630	2493	2141	989	313	103	24	10	1	1	0	9402

Stats	
15th Percentile :	27 MPH
50th Percentile :	36 MPH
85th Percentile :	44 MPH
95th Percentile :	48 MPH
Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	4634
Percent in Pace :	49.3%
Number of Vehicles > 45 MPH :	1243
Percent of Vehicles > 45 MPH :	13.2%

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

EB, WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
08/24/2																
4	1	0	2	17	23	36	32	6	3	0	0	0	0	0	0	120
00:15	0	0	0	6	7	30	28	8	4	0	2	0	0	0	0	85
00:30	0	1	6	2	12	23	24	18	6	1	0	0	0	0	0	93
00:45	0	1	6	6	11	24	18	5	8	4	0	0	0	0	0	83
	1	2	14	31	53	113	102	37	21	5	2	0	0	0	0	381
01:00	0	1	3	3	10	25	27	12	3	1	1	0	0	0	0	86
01:15	0	0	5	1	9	24	20	11	4	0	0	1	1	0	0	76
01:30	0	0	1	3	4	16	24	5	4	1	1	0	0	0	0	59
01:45	0	0	2	5	6	11	28	13	4	1	0	0	0	0	0	70
	0	1	11	12	29	76	99	41	15	3	2	1	1	0	0	291
02:00	0	0	1	0	7	21	15	4	5	1	1	0	0	1	0	56
02:15	0	0	3	0	3	12	10	4	4	2	2	1	0	0	0	41
02:30	0	0	1	4	9	11	10	9	3	2	0	1	0	0	0	50
02:45	0	0	4	2	6	13	21	7	0	2	0	0	0	0	0	55
	0	0	9	6	25	57	56	24	12	7	3	2	0	1	0	202
03:00	0	0	2	5	8	10	8	7	3	2	1	0	0	0	0	46
03:15	0	1	2	1	2	7	12	7	3	4	0	0	0	0	0	39
03:30	0	0	0	0	6	12	10	11	3	0	0	1	0	0	0	43
03:45	0	0	0	2	11	6	17	6	4	1	1	1	1	0	0	50
	0	1	4	8	27	35	47	31	13	7	2	2	1	0	0	178
04:00	0	0	2	0	1	9	15	6	3	2	0	0	0	0	0	38
04:15	0	0	2	1	2	13	14	9	2	1	0	0	0	0	0	44
04:30	0	0	3	3	5	13	16	3	2	1	0	0	0	0	0	46
04:45	0	1	1	1	1	10	10	5	2	2	1	0	0	0	0	34
	0	1	8	5	9	45	55	23	9	6	1	0	0	0	0	162
05:00	1	0	2	3	3	3	16	5	2	1	0	0	0	0	1	37
05:15	0	0	1	2	4	12	10	3	1	1	0	0	0	0	0	34
05:30	0	2	4	3	6	18	14	4	5	0	0	0	0	0	0	56
05:45	1	0	2	3	13	13	16	9	8	1	0	0	0	0	0	66
	2	2	9	11	26	46	56	21	16	3	0	0	0	0	1	193
06:00	0	0	5	3	5	26	12	6	1	1	2	0	0	0	0	61
06:15	0	1	0	9	17	19	21	10	0	2	0	0	0	0	0	79
06:30	0	1	5	3	21	26	22	20	4	2	0	1	0	0	0	105
06:45	1	2	5	5	16	40	28	9	6	3	0	1	0	0	0	116
	1	4	15	20	59	111	83	45	11	8	2	2	0	0	0	361
07:00	0	2	6	4	24	31	28	10	5	1	0	0	0	0	0	111
07:15	0	2	4	8	16	36	35	19	6	2	1	0	0	0	0	129
07:30	1	1	9	10	16	39	36	25	5	4	2	0	0	0	0	148
07:45	0	1	5	5	18	46	52	23	17	3	0	0	0	0	0	170
	1	6	24	27	74	152	151	77	33	10	3	0	0	0	0	558
08:00	0	1	6	4	29	48	52	31	6	4	0	0	0	0	0	181
08:15	0	3	6	12	24	61	46	27	8	0	2	0	0	0	0	189
08:30	0	4	10	16	33	53	50	32	4	0	0	0	0	0	0	202
08:45	2	2	13	9	37	58	54	32	8	3	1	1	0	0	0	220
	2	10	35	41	123	220	202	122	26	7	3	1	0	0	0	792
09:00	2	1	8	21	29	47	56	22	8	4	2	0	0	0	0	200
09:15	2	1	12	19	33	49	56	21	7	1	0	0	0	0	0	201
09:30	0	1	14	12	32	57	59	44	10	2	0	0	0	0	0	231
09:45	1	1	11	12	42	45	67	27	3	2	0	0	0	0	0	211
	5	4	45	64	136	198	238	114	28	9	2	0	0	0	0	843
10:00	0	1	10	18	38	55	55	33	11	3	0	0	0	0	0	224
10:15	2	4	11	18	28	82	58	37	8	0	0	0	0	0	0	248
10:30	2	0	24	17	31	77	62	29	6	2	0	0	0	1	0	251
10:45	0	4	8	22	66	66	74	28	8	0	0	0	0	0	0	276
	4	9	53	75	163	280	249	127	33	5	0	0	0	1	0	999
11:00	0	3	9	8	29	61	64	26	15	2	0	1	0	0	0	218
11:15	1	2	10	18	27	54	48	30	8	2	0	0	0	0	0	200
11:30	0	1	12	13	39	61	63	28	10	6	0	1	0	0	0	234
11:45	1	4	9	13	42	68	37	36	8	1	0	0	0	0	0	219
	2	10	40	52	137	244	212	120	41	11	0	2	0	0	0	871
Total	18	50	267	352	861	1577	1550	782	258	81	20	10	2	2	1	5831

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 24-Aug-24
Date End: 24-Aug-24

EB, WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	3	11	16	45	70	43	23	7	1	1	0	0	0	0	220
12:15	0	2	9	18	33	61	42	29	4	2	0	1	0	0	0	201
12:30	0	1	21	23	35	55	53	20	2	3	0	0	0	0	0	213
12:45	2	4	14	12	32	56	57	20	7	3	1	0	0	0	0	208
	2	10	55	69	145	242	195	92	20	9	2	1	0	0	0	842
13:00	0	3	20	27	43	72	50	13	6	1	0	0	0	0	0	235
13:15	1	2	20	22	53	71	44	13	2	1	0	0	0	0	0	229
13:30	0	1	17	30	75	68	39	18	3	1	1	0	0	0	0	253
13:45	0	3	18	27	66	66	35	14	6	1	0	0	0	0	0	236
	1	9	75	106	237	277	168	58	17	4	1	0	0	0	0	953
14:00	0	8	21	39	69	64	26	14	7	0	1	0	0	0	0	249
14:15	0	6	11	21	56	69	49	14	7	2	0	0	0	0	0	235
14:30	1	5	17	12	48	63	52	25	10	1	0	0	0	0	0	234
14:45	0	5	14	18	53	60	61	26	9	2	0	0	0	0	0	248
	1	24	63	90	226	256	188	79	33	5	1	0	0	0	0	966
15:00	2	3	15	24	48	75	57	22	5	1	0	0	0	0	0	252
15:15	1	5	16	14	58	84	52	23	6	1	0	0	0	0	0	260
15:30	0	8	13	26	41	77	51	33	11	2	1	1	0	0	0	264
15:45	0	2	11	27	55	74	54	23	7	1	0	0	0	0	0	254
	3	18	55	91	202	310	214	101	29	5	1	1	0	0	0	1030
16:00	0	1	12	14	46	84	51	24	6	5	1	0	0	0	0	244
16:15	0	2	28	13	50	54	49	32	5	1	1	0	0	0	0	235
16:30	1	3	13	17	41	60	42	18	7	4	0	0	0	0	0	206
16:45	2	3	17	9	45	57	63	29	8	1	1	0	0	0	0	235
	3	9	70	53	182	255	205	103	26	11	3	0	0	0	0	920
17:00	1	6	20	11	55	80	45	27	8	0	0	0	0	0	0	253
17:15	0	5	15	30	47	68	51	25	9	3	0	0	0	0	0	253
17:30	0	2	10	21	46	58	48	26	10	3	1	0	0	0	0	225
17:45	0	3	14	14	38	59	65	27	10	4	0	0	0	0	0	234
	1	16	59	76	186	265	209	105	37	10	1	0	0	0	0	965
18:00	1	2	14	10	43	66	61	25	13	3	0	0	0	0	0	238
18:15	0	3	9	12	46	83	94	35	8	2	0	0	0	0	0	292
18:30	0	4	12	25	43	87	72	33	11	2	0	0	0	0	0	289
18:45	1	1	13	17	41	70	50	25	3	1	0	0	0	0	0	222
	2	10	48	64	173	306	277	118	35	8	0	0	0	0	0	1041
19:00	0	1	11	19	74	93	89	26	6	0	0	0	0	0	0	319
19:15	0	2	9	15	45	85	64	31	10	2	1	0	0	0	0	264
19:30	1	2	11	17	36	82	68	37	4	0	0	0	0	0	0	258
19:45	0	5	15	17	33	65	67	26	6	4	2	1	0	0	0	241
	1	10	46	68	188	325	288	120	26	6	3	1	0	0	0	1082
20:00	0	2	19	20	55	76	46	25	5	0	0	1	0	0	0	249
20:15	0	2	19	19	53	62	55	24	7	1	2	1	0	0	0	245
20:30	0	3	12	21	38	70	64	29	8	2	1	2	0	0	0	250
20:45	0	2	10	9	38	55	64	37	10	5	0	0	0	0	0	230
	0	9	60	69	184	263	229	115	30	8	3	4	0	0	0	974
21:00	0	1	9	13	38	59	55	28	7	1	0	1	0	0	0	212
21:15	1	1	7	9	30	48	54	20	7	0	5	0	0	0	0	182
21:30	0	1	4	7	24	51	71	30	6	3	0	0	0	0	0	197
21:45	0	3	2	13	35	54	56	19	5	0	1	1	0	1	0	190
	1	6	22	42	127	212	236	97	25	4	6	2	0	1	0	781
22:00	0	1	5	8	40	65	48	28	9	3	1	1	0	0	0	209
22:15	0	2	8	11	24	44	36	31	10	3	0	0	0	0	0	169
22:30	0	2	6	9	27	35	40	18	9	4	0	0	0	0	0	150
22:45	0	1	3	6	21	51	48	15	5	1	0	0	0	0	0	151
	0	6	22	34	112	195	172	92	33	11	1	1	0	0	0	679
23:00	1	1	4	9	36	43	39	24	7	1	0	0	0	0	0	165
23:15	0	0	6	7	31	36	39	16	5	1	0	0	0	0	0	141
23:30	0	0	7	7	17	47	20	13	7	3	0	0	1	0	0	122
23:45	0	2	0	6	17	25	31	10	8	1	0	0	0	0	0	100
	1	3	17	29	101	151	129	63	27	6	0	0	1	0	0	528
Total	16	130	592	791	2063	3057	2510	1143	338	87	22	10	1	1	0	10761
Total	34	180	859	1143	2924	4634	4060	1925	596	168	42	20	3	3	1	16592

Stats		
	15th Percentile :	29 MPH
	50th Percentile :	37 MPH
	85th Percentile :	44 MPH
	95th Percentile :	49 MPH
	Mean Speed(Average) :	38 MPH
	10 MPH Pace Speed :	35-44 MPH
	Number in Pace :	8695
	Percent in Pace :	52.4%
	Number of Vehicles > 45 MPH :	2373
	Percent of Vehicles > 45 MPH :	14.3%

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

EB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
08/27/2																
4	0	0	0	1	8	18	15	6	3	0	0	0	0	0	0	51
00:15	0	0	1	1	4	6	14	6	0	1	0	0	0	0	0	33
00:30	0	1	0	1	6	12	8	5	2	0	0	0	0	0	0	35
00:45	0	0	0	2	2	12	5	4	1	1	0	0	0	0	0	27
	0	1	1	5	20	48	42	21	6	2	0	0	0	0	0	146
01:00	0	0	1	1	0	8	5	7	1	0	2	0	0	0	0	25
01:15	0	0	0	2	1	9	8	5	1	0	0	0	0	0	0	26
01:30	0	0	0	2	1	4	2	2	1	1	0	0	0	0	0	13
01:45	0	1	0	1	1	2	1	4	1	0	0	1	0	0	0	12
	0	1	1	6	3	23	16	18	4	1	2	1	0	0	0	76
02:00	0	0	0	1	4	3	2	3	0	0	0	0	0	0	0	13
02:15	0	1	1	0	4	3	2	1	2	0	0	0	0	0	0	14
02:30	0	1	0	1	2	2	1	1	0	0	1	0	0	0	0	9
02:45	0	2	0	0	0	4	0	1	0	0	0	0	0	0	0	7
	0	4	1	2	10	12	5	6	2	0	1	0	0	0	0	43
03:00	0	0	0	1	2	0	2	2	0	1	0	0	0	0	0	8
03:15	0	0	0	0	3	0	6	2	2	0	0	0	0	0	0	13
03:30	0	0	0	0	0	3	2	2	2	0	1	0	0	1	1	12
03:45	0	0	0	0	0	1	6	2	0	0	0	0	0	0	0	9
	0	0	0	1	5	4	16	8	4	1	1	0	0	1	1	42
04:00	0	0	0	1	2	1	4	2	0	0	0	0	0	0	0	10
04:15	0	0	0	0	4	5	2	2	1	0	0	0	0	0	0	14
04:30	0	0	0	1	3	6	2	2	0	0	0	0	0	0	0	14
04:45	0	0	0	1	5	6	3	3	6	0	0	0	0	0	1	25
	0	0	0	3	14	18	11	9	7	0	0	0	0	0	1	63
05:00	0	1	0	3	0	3	4	2	1	0	0	0	0	0	0	14
05:15	1	0	0	0	2	6	4	4	2	0	1	0	0	0	0	20
05:30	0	1	0	2	7	9	9	6	1	0	0	0	0	0	0	35
05:45	0	1	0	5	8	7	10	3	1	0	0	0	0	0	0	35
	1	3	0	10	17	25	27	15	5	0	1	0	0	0	0	104
06:00	0	0	1	3	11	11	11	3	0	0	1	0	0	0	0	41
06:15	0	0	0	6	18	12	14	10	6	0	0	0	0	0	0	66
06:30	1	1	1	0	7	28	22	13	5	1	0	0	0	0	0	79
06:45	0	1	5	0	14	37	22	11	7	1	0	1	0	0	0	99
	1	2	7	9	50	88	69	37	18	2	1	1	0	0	0	285
07:00	0	0	0	1	18	29	25	11	3	1	0	0	0	0	0	88
07:15	0	0	0	5	24	22	35	25	1	1	0	0	0	0	0	113
07:30	1	3	3	13	20	31	25	10	1	0	0	0	0	0	0	107
07:45	1	3	5	28	39	17	16	1	0	0	0	0	0	0	0	110
	2	6	8	47	101	99	101	47	5	2	0	0	0	0	0	418
08:00	0	10	14	25	36	14	5	0	0	0	0	0	0	0	0	104
08:15	3	8	18	23	29	13	4	0	0	0	1	0	0	0	0	99
08:30	1	6	16	14	35	17	2	0	1	0	0	0	0	0	0	92
08:45	0	3	10	14	25	19	19	5	1	0	0	0	0	0	0	96
	4	27	58	76	125	63	30	5	2	0	1	0	0	0	0	391
09:00	1	2	0	8	23	45	31	15	2	2	0	0	0	0	0	129
09:15	1	1	0	2	18	35	24	6	4	1	1	0	0	0	0	93
09:30	1	0	2	7	27	42	30	5	1	0	0	0	0	0	0	115
09:45	3	0	1	5	20	30	36	5	3	4	0	0	0	0	0	107
	6	3	3	22	88	152	121	31	10	7	1	0	0	0	0	444
10:00	1	0	2	6	21	32	18	13	1	0	1	0	0	0	0	95
10:15	0	0	5	5	20	30	28	10	0	0	0	0	0	0	0	98
10:30	0	1	1	9	22	26	15	6	1	0	0	0	0	0	0	81
10:45	0	0	0	4	16	44	42	13	4	0	0	0	0	0	0	123
	1	1	8	24	79	132	103	42	6	0	1	0	0	0	0	397
11:00	10	8	13	14	9	8	6	1	0	0	0	0	0	0	0	69
11:15	1	1	2	6	18	35	19	8	3	3	0	0	0	0	0	96
11:30	0	1	1	6	27	27	26	7	1	0	0	0	0	0	0	96
11:45	0	2	0	10	18	40	27	10	2	1	0	0	0	0	0	110
	11	12	16	36	72	110	78	26	6	4	0	0	0	0	0	371
Total	26	60	103	241	584	774	619	265	75	19	9	2	0	1	2	2780

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

EB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	0	1	5	13	33	20	18	11	2	0	0	0	0	0	0	103
12:15	1	0	5	12	17	29	17	18	5	1	0	0	0	0	0	105
12:30	0	0	0	12	30	25	20	11	6	1	1	0	0	0	0	106
12:45	0	0	3	19	30	22	24	9	3	0	0	0	0	0	0	110
	1	1	13	56	110	96	79	49	16	2	1	0	0	0	0	424
13:00	1	2	5	13	33	18	18	13	3	3	0	0	0	0	0	109
13:15	0	1	4	5	17	43	19	13	3	1	0	0	0	0	0	106
13:30	2	2	1	3	25	48	25	6	5	0	0	0	0	0	0	117
13:45	0	1	1	8	25	33	22	10	4	2	0	0	0	0	0	106
	3	6	11	29	100	142	84	42	15	6	0	0	0	0	0	438
14:00	1	1	1	7	20	42	20	8	3	0	0	0	0	0	0	103
14:15	0	1	3	8	33	45	26	13	1	0	0	0	0	0	0	130
14:30	0	0	4	14	18	33	16	13	5	1	1	0	0	0	0	105
14:45	0	0	0	10	35	25	23	9	1	0	0	1	0	0	0	104
	1	2	8	39	106	145	85	43	10	1	1	1	0	0	0	442
15:00	0	1	6	5	21	30	21	10	2	1	0	0	0	0	0	97
15:15	3	8	14	35	33	15	7	0	0	0	0	0	0	0	0	115
15:30	0	3	19	39	25	17	8	1	0	0	0	0	0	0	0	112
15:45	0	4	6	22	25	19	18	7	3	0	0	0	0	0	0	104
	3	16	45	101	104	81	54	18	5	1	0	0	0	0	0	428
16:00	2	3	1	9	24	21	20	10	1	1	0	0	0	0	0	92
16:15	0	1	2	17	22	48	28	10	12	0	0	0	0	0	0	140
16:30	3	0	1	18	42	40	21	10	3	2	0	0	0	0	0	140
16:45	0	4	1	12	34	35	26	7	7	0	0	0	0	0	0	126
	5	8	5	56	122	144	95	37	23	3	0	0	0	0	0	498
17:00	1	4	3	21	24	41	50	14	1	0	0	0	0	0	0	159
17:15	0	0	2	11	36	45	25	21	8	0	1	0	1	0	0	150
17:30	0	0	1	11	26	43	30	7	5	3	0	0	0	0	0	126
17:45	1	5	4	9	30	48	28	15	2	0	0	0	0	0	0	142
	2	9	10	52	116	177	133	57	16	3	1	0	1	0	0	577
18:00	1	2	4	11	37	24	22	7	4	2	0	0	0	0	0	114
18:15	0	0	2	7	19	49	28	18	6	3	1	1	0	0	0	134
18:30	1	2	4	11	23	28	41	9	2	1	0	1	0	0	0	123
18:45	1	0	4	12	31	38	31	16	0	0	0	1	0	0	0	134
	3	4	14	41	110	139	122	50	12	6	1	3	0	0	0	505
19:00	1	0	0	7	20	31	32	16	5	0	2	0	0	0	0	114
19:15	1	1	1	7	25	49	26	10	5	1	0	0	0	0	0	126
19:30	1	0	4	10	16	37	35	11	3	0	0	0	0	0	0	117
19:45	0	4	4	21	22	28	25	2	3	0	0	0	0	0	0	109
	3	5	9	45	83	145	118	39	16	1	2	0	0	0	0	466
20:00	1	1	1	7	20	28	16	5	6	0	0	0	0	0	0	85
20:15	1	1	2	4	30	41	35	9	1	0	0	0	0	0	0	124
20:30	0	1	1	9	27	22	24	11	1	1	0	0	0	0	0	97
20:45	0	1	2	5	19	26	18	4	1	1	0	0	0	0	0	77
	2	4	6	25	96	117	93	29	9	2	0	0	0	0	0	383
21:00	0	0	2	4	13	26	31	11	1	0	0	0	0	0	0	88
21:15	0	1	1	6	18	25	19	7	4	1	2	0	0	0	0	84
21:30	0	0	2	6	21	29	25	10	0	1	0	0	0	0	0	94
21:45	0	0	0	5	14	25	20	7	0	0	0	0	0	0	0	71
	0	1	5	21	66	105	95	35	5	2	2	0	0	0	0	337
22:00	0	2	0	7	15	24	15	9	1	1	0	0	1	0	0	75
22:15	0	0	0	1	8	17	16	8	1	1	1	0	0	0	0	53
22:30	0	1	0	0	18	19	14	12	4	1	0	0	0	0	0	69
22:45	0	0	3	1	12	29	22	16	9	1	0	0	0	0	0	93
	0	3	3	9	53	89	67	45	15	4	1	0	1	0	0	290
23:00	0	0	0	1	12	15	14	10	1	0	1	0	0	0	0	54
23:15	0	0	0	1	14	14	8	5	0	1	0	0	0	0	0	43
23:30	0	1	0	3	15	9	5	4	1	0	0	0	0	0	0	38
23:45	0	0	0	3	5	6	7	2	1	0	0	0	0	0	0	24
	0	1	0	8	46	44	34	21	3	1	1	0	0	0	0	159
Total	23	60	129	482	1112	1424	1059	465	145	32	10	4	2	0	0	4947
Total	49	120	232	723	1696	2198	1678	730	220	51	19	6	2	1	2	7727

Stats

15th Percentile :	29 MPH
50th Percentile :	36 MPH
85th Percentile :	43 MPH
95th Percentile :	48 MPH
Mean Speed(Average) :	37 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	3896
Percent in Pace :	50.4%
Number of Vehicles > 45 MPH :	885
Percent of Vehicles > 45 MPH :	11.5%

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
Fort Lauderdale , FL , 33309

Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
08/27/2																
4	0	2	1	2	2	6	9	3	3	1	0	0	0	0	0	29
00:15	0	0	2	2	6	6	9	4	2	1	0	0	0	0	0	32
00:30	0	0	2	0	3	8	6	2	3	0	0	0	0	0	0	24
00:45	0	0	4	1	1	5	2	0	2	0	0	0	0	0	0	15
	0	2	9	5	12	25	26	9	10	2	0	0	0	0	0	100
01:00	0	0	1	2	2	5	8	3	2	1	1	0	0	0	0	25
01:15	0	0	1	2	0	2	2	2	1	0	0	0	0	0	0	10
01:30	0	1	1	1	1	6	7	4	1	1	0	0	1	0	0	24
01:45	0	0	0	1	1	5	1	4	1	1	0	0	0	0	0	14
	0	1	3	6	4	18	18	13	5	3	1	0	1	0	0	73
02:00	0	0	0	2	0	8	4	0	1	0	0	0	0	0	0	15
02:15	0	0	0	1	1	7	3	0	1	0	0	0	0	0	0	13
02:30	0	0	0	1	2	5	2	0	0	0	0	0	0	0	0	10
02:45	0	0	0	0	1	4	1	0	1	0	1	0	0	0	0	8
	0	0	0	4	4	24	10	0	3	0	1	0	0	0	0	46
03:00	0	0	0	2	4	2	5	1	0	1	0	0	0	0	0	15
03:15	0	0	0	0	2	1	9	3	2	0	0	0	0	0	0	17
03:30	0	0	0	0	2	1	5	3	1	1	0	0	0	0	0	13
03:45	0	0	2	0	0	3	4	2	1	1	0	0	0	0	0	13
	0	0	2	2	8	7	23	9	4	3	0	0	0	0	0	58
04:00	0	0	1	3	2	4	5	3	1	1	0	0	0	0	0	20
04:15	0	0	1	0	2	3	5	4	0	1	0	0	0	0	0	16
04:30	0	0	0	2	7	5	8	4	1	0	0	0	0	0	0	27
04:45	0	1	0	2	6	8	3	8	1	1	0	0	0	0	0	30
	0	1	2	7	17	20	21	19	3	3	0	0	0	0	0	93
05:00	0	4	0	4	4	10	10	3	0	1	0	0	0	0	0	36
05:15	0	0	3	2	3	9	9	6	2	1	0	0	0	0	0	35
05:30	0	0	2	7	10	13	11	11	4	0	0	0	0	0	0	58
05:45	0	3	2	2	12	13	13	8	1	0	0	0	0	0	0	54
	0	7	7	15	29	45	43	28	7	2	0	0	0	0	0	183
06:00	0	3	2	8	10	17	29	8	4	1	0	0	0	0	0	82
06:15	0	1	12	7	12	20	20	7	2	2	0	0	0	0	0	83
06:30	0	2	3	4	9	26	27	17	7	2	0	0	0	0	0	97
06:45	0	1	6	8	17	24	24	14	11	2	1	0	0	0	0	108
	0	7	23	27	48	87	100	46	24	7	1	0	0	0	0	370
07:00	0	0	10	11	16	26	36	28	12	2	1	1	0	0	0	143
07:15	0	2	4	12	24	34	42	23	11	0	0	0	0	0	0	152
07:30	0	2	25	27	23	40	26	20	10	2	0	0	0	0	0	175
07:45	3	16	28	41	24	16	5	6	1	0	0	0	0	0	0	140
	3	20	67	91	87	116	109	77	34	4	1	1	0	0	0	610
08:00	4	17	43	33	18	7	2	0	0	0	0	0	0	0	0	124
08:15	8	23	34	23	17	9	5	3	0	0	0	0	0	0	0	122
08:30	4	24	25	25	27	13	1	3	0	0	0	0	0	0	0	122
08:45	5	15	33	20	15	24	18	5	1	0	1	0	0	0	0	137
	21	79	135	101	77	53	26	11	1	0	1	0	0	0	0	505
09:00	1	4	9	15	24	39	39	13	3	2	0	0	0	0	0	149
09:15	0	1	9	10	27	36	31	17	2	0	0	0	0	0	0	133
09:30	1	3	12	7	14	39	27	20	6	2	0	0	0	0	0	131
09:45	0	5	8	19	17	34	28	20	7	2	0	0	0	0	0	140
	2	13	38	51	82	148	125	70	18	6	0	0	0	0	0	553
10:00	0	2	12	18	29	27	22	12	4	1	0	0	0	0	0	127
10:15	0	2	11	10	22	15	19	12	1	1	0	0	0	0	0	93
10:30	3	3	15	23	29	25	11	6	1	1	0	0	0	0	0	117
10:45	0	2	11	28	37	33	17	5	0	0	0	0	0	0	0	133
	3	9	49	79	117	100	69	35	6	3	0	0	0	0	0	470
11:00	0	2	5	3	11	12	5	2	1	0	0	0	0	0	0	41
11:15	0	13	21	35	38	23	11	2	0	0	0	0	0	0	0	143
11:30	0	3	12	14	30	30	19	6	1	0	0	0	0	0	0	115
11:45	1	5	10	16	26	31	18	3	2	0	0	0	0	0	0	112
	1	23	48	68	105	96	53	13	4	0	0	0	0	0	0	411
Total	30	162	383	456	590	739	623	330	119	33	5	1	1	0	0	3472

Marlin Engineering Inc.
3363 W. Commercial Blvd, Suite 115
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Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
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WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	3	7	17	30	28	29	3	2	3	0	1	0	0	0	0	123
12:15	0	7	15	27	24	25	15	7	1	2	1	0	0	0	0	124
12:30	0	3	7	20	23	21	19	2	0	1	0	0	0	0	0	96
12:45	8	12	13	16	23	23	7	1	1	0	0	0	0	0	0	104
	11	29	52	93	98	98	44	12	5	3	2	0	0	0	0	447
13:00	1	3	16	24	29	28	9	5	4	0	0	0	0	0	0	119
13:15	0	4	6	21	25	25	17	2	2	1	0	0	0	0	0	103
13:30	0	6	9	31	36	25	13	3	2	1	0	0	0	0	0	126
13:45	1	11	3	20	28	30	17	10	1	0	0	0	0	0	0	121
	2	24	34	96	118	108	56	20	9	2	0	0	0	0	0	469
14:00	3	11	18	19	23	32	18	6	4	1	0	0	0	0	0	135
14:15	0	4	26	24	12	26	19	6	0	0	0	0	0	0	0	117
14:30	6	14	27	26	26	20	8	6	1	0	0	0	0	0	0	134
14:45	3	6	14	27	33	30	12	5	0	0	0	0	0	0	0	130
	12	35	85	96	94	108	57	23	5	1	0	0	0	0	0	516
15:00	0	6	18	23	24	23	14	5	1	0	0	0	0	0	0	114
15:15	33	46	25	14	13	2	0	0	0	0	0	0	0	0	0	133
15:30	31	50	17	21	7	3	0	0	0	0	0	0	0	0	0	129
15:45	21	42	20	26	21	13	2	1	0	0	0	0	0	0	0	146
	85	144	80	84	65	41	16	6	1	0	0	0	0	0	0	522
16:00	0	1	19	34	59	45	20	8	3	0	0	0	0	0	0	189
16:15	0	3	19	12	29	33	18	8	3	0	0	0	0	0	0	125
16:30	0	6	15	13	31	43	25	12	1	1	0	0	0	0	0	147
16:45	0	7	17	17	25	38	36	16	3	1	0	0	0	0	0	160
	0	17	70	76	144	159	99	44	10	2	0	0	0	0	0	621
17:00	0	3	13	16	26	43	36	13	5	1	1	0	0	0	0	157
17:15	0	1	12	7	16	45	31	15	2	1	0	0	0	0	0	130
17:30	0	1	11	18	22	47	24	16	0	4	1	0	0	0	0	144
17:45	1	4	15	16	40	43	17	10	3	1	0	0	0	0	0	150
	1	9	51	57	104	178	108	54	10	7	2	0	0	0	0	581
18:00	0	3	15	14	31	45	25	7	1	1	0	0	0	0	0	142
18:15	0	2	12	16	39	50	27	9	4	2	0	0	0	0	0	161
18:30	0	2	13	12	35	46	18	6	2	0	0	0	0	0	0	134
18:45	0	6	9	8	13	39	38	11	1	0	0	0	0	0	0	125
	0	13	49	50	118	180	108	33	8	3	0	0	0	0	0	562
19:00	0	2	20	10	23	42	41	13	6	0	0	1	0	0	0	158
19:15	0	4	14	17	21	28	37	11	4	3	0	0	0	0	0	139
19:30	0	6	15	5	25	21	21	10	2	0	0	0	0	0	0	105
19:45	0	2	13	8	19	33	28	10	1	1	0	0	0	0	0	115
	0	14	62	40	88	124	127	44	13	4	0	1	0	0	0	517
20:00	0	1	11	8	13	40	36	24	3	2	1	0	0	0	0	139
20:15	0	4	10	11	14	25	22	14	5	1	0	0	0	0	0	106
20:30	0	4	9	10	17	34	28	9	3	1	0	0	0	0	0	115
20:45	0	0	7	4	14	35	17	6	2	2	0	0	0	0	0	87
	0	9	37	33	58	134	103	53	13	6	1	0	0	0	0	447
21:00	0	1	5	7	13	24	19	7	4	5	0	0	0	1	0	86
21:15	0	2	4	7	8	15	20	12	4	0	2	0	0	0	0	74
21:30	0	1	6	5	15	18	34	15	3	1	1	0	0	0	0	99
21:45	0	2	5	10	9	34	23	14	8	2	0	0	0	0	0	107
	0	6	20	29	45	91	96	48	19	8	3	0	0	1	0	366
22:00	0	1	2	6	6	20	26	10	7	2	0	0	0	0	0	80
22:15	0	0	5	4	4	22	23	19	3	0	0	0	0	0	0	80
22:30	0	1	1	4	2	21	19	7	5	1	1	0	0	0	0	62
22:45	0	0	4	6	8	15	10	10	2	1	2	0	0	0	0	58
	0	2	12	20	20	78	78	46	17	4	3	0	0	0	0	280
23:00	0	0	5	4	11	21	22	6	2	0	1	0	0	0	0	72
23:15	0	0	5	4	6	9	12	6	4	2	0	0	0	0	0	48
23:30	0	3	1	4	6	17	14	2	1	0	0	0	0	0	0	48
23:45	0	0	1	5	5	11	9	6	0	0	0	0	0	0	0	37
	0	3	12	17	28	58	57	20	7	2	1	0	0	0	0	205
Total	111	305	564	691	980	1357	949	403	117	42	12	1	0	1	0	5533
Total	141	467	947	1147	1570	2096	1572	733	236	75	17	2	1	1	0	9005

Stats

15th Percentile :	22 MPH
50th Percentile :	34 MPH
85th Percentile :	43 MPH
95th Percentile :	48 MPH
Mean Speed(Average) :	34 MPH
10 MPH Pace Speed :	35-44 MPH
Number in Pace :	3672
Percent in Pace :	40.8%
Number of Vehicles > 45 MPH :	919
Percent of Vehicles > 45 MPH :	10.2%

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Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

EB, WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
08/27/2																
4	0	2	1	3	10	24	24	9	6	1	0	0	0	0	0	80
00:15	0	0	3	3	10	12	23	10	2	2	0	0	0	0	0	65
00:30	0	1	2	1	9	20	14	7	5	0	0	0	0	0	0	59
00:45	0	0	4	3	3	17	7	4	3	1	0	0	0	0	0	42
	0	3	10	10	32	73	68	30	16	4	0	0	0	0	0	246
01:00	0	0	2	3	2	13	13	10	3	1	3	0	0	0	0	50
01:15	0	0	1	4	1	11	10	7	2	0	0	0	0	0	0	36
01:30	0	1	1	3	2	10	9	6	2	2	0	0	1	0	0	37
01:45	0	1	0	2	2	7	2	8	2	1	0	1	0	0	0	26
	0	2	4	12	7	41	34	31	9	4	3	1	1	0	0	149
02:00	0	0	0	3	4	11	6	3	1	0	0	0	0	0	0	28
02:15	0	1	1	1	5	10	5	1	3	0	0	0	0	0	0	27
02:30	0	1	0	2	4	7	3	1	0	0	1	0	0	0	0	19
02:45	0	2	0	0	1	8	1	1	1	0	1	0	0	0	0	15
	0	4	1	6	14	36	15	6	5	0	2	0	0	0	0	89
03:00	0	0	0	3	6	2	7	3	0	2	0	0	0	0	0	23
03:15	0	0	0	0	5	1	15	5	4	0	0	0	0	0	0	30
03:30	0	0	0	0	2	4	7	5	3	1	1	0	0	1	1	25
03:45	0	0	2	0	0	4	10	4	1	1	0	0	0	0	0	22
	0	0	2	3	13	11	39	17	8	4	1	0	0	1	1	100
04:00	0	0	1	4	4	5	9	5	1	1	0	0	0	0	0	30
04:15	0	0	1	0	6	8	7	6	1	1	0	0	0	0	0	30
04:30	0	0	0	3	10	11	10	6	1	0	0	0	0	0	0	41
04:45	0	1	0	3	11	14	6	11	7	1	0	0	0	0	1	55
	0	1	2	10	31	38	32	28	10	3	0	0	0	0	1	156
05:00	0	5	0	7	4	13	14	5	1	1	0	0	0	0	0	50
05:15	1	0	3	2	5	15	13	10	4	1	1	0	0	0	0	55
05:30	0	1	2	9	17	22	20	17	5	0	0	0	0	0	0	93
05:45	0	4	2	7	20	20	23	11	2	0	0	0	0	0	0	89
	1	10	7	25	46	70	70	43	12	2	1	0	0	0	0	287
06:00	0	3	3	11	21	28	40	11	4	1	1	0	0	0	0	123
06:15	0	1	12	13	30	32	34	17	8	2	0	0	0	0	0	149
06:30	1	3	4	4	16	54	49	30	12	3	0	0	0	0	0	176
06:45	0	2	11	8	31	61	46	25	18	3	1	1	0	0	0	207
	1	9	30	36	98	175	169	83	42	9	2	1	0	0	0	655
07:00	0	0	10	12	34	55	61	39	15	3	1	1	0	0	0	231
07:15	0	2	4	17	48	56	77	48	12	1	0	0	0	0	0	265
07:30	1	5	28	40	43	71	51	30	11	2	0	0	0	0	0	282
07:45	4	19	33	69	63	33	21	7	1	0	0	0	0	0	0	250
	5	26	75	138	188	215	210	124	39	6	1	1	0	0	0	1028
08:00	4	27	57	58	54	21	7	0	0	0	0	0	0	0	0	228
08:15	11	31	52	46	46	22	9	3	0	0	1	0	0	0	0	221
08:30	5	30	41	39	62	30	3	3	1	0	0	0	0	0	0	214
08:45	5	18	43	34	40	43	37	10	2	0	1	0	0	0	0	233
	25	106	193	177	202	116	56	16	3	0	2	0	0	0	0	896
09:00	2	6	9	23	47	84	70	28	5	4	0	0	0	0	0	278
09:15	1	2	9	12	45	71	55	23	6	1	1	0	0	0	0	226
09:30	2	3	14	14	41	81	57	25	7	2	0	0	0	0	0	246
09:45	3	5	9	24	37	64	64	25	10	6	0	0	0	0	0	247
	8	16	41	73	170	300	246	101	28	13	1	0	0	0	0	997
10:00	1	2	14	24	50	59	40	25	5	1	1	0	0	0	0	222
10:15	0	2	16	15	42	45	47	22	1	1	0	0	0	0	0	191
10:30	3	4	16	32	51	51	26	12	2	1	0	0	0	0	0	198
10:45	0	2	11	32	53	77	59	18	4	0	0	0	0	0	0	256
	4	10	57	103	196	232	172	77	12	3	1	0	0	0	0	867
11:00	10	10	18	17	20	20	11	3	1	0	0	0	0	0	0	110
11:15	1	14	23	41	56	58	30	10	3	3	0	0	0	0	0	239
11:30	0	4	13	20	57	57	45	13	2	0	0	0	0	0	0	211
11:45	1	7	10	26	44	71	45	13	4	1	0	0	0	0	0	222
	12	35	64	104	177	206	131	39	10	4	0	0	0	0	0	782
Total	56	222	486	697	1174	1513	1242	595	194	52	14	3	1	1	2	6252

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Stirling Road
East of SW 11th Avenue
Date Start: 27-Aug-24
Date End: 27-Aug-24

EB, WB

Start Time	0 14	15 19	20 24	25 29	30 34	35 39	40 44	45 49	50 54	55 59	60 64	65 69	70 74	75 79	80 99	Total
12 PM	3	8	22	43	61	49	21	13	5	0	1	0	0	0	0	226
12:15	1	7	20	39	41	54	32	25	6	3	1	0	0	0	0	229
12:30	0	3	7	32	53	46	39	13	6	2	1	0	0	0	0	202
12:45	8	12	16	35	53	45	31	10	4	0	0	0	0	0	0	214
	12	30	65	149	208	194	123	61	21	5	3	0	0	0	0	871
13:00	2	5	21	37	62	46	27	18	7	3	0	0	0	0	0	228
13:15	0	5	10	26	42	68	36	15	5	2	0	0	0	0	0	209
13:30	2	8	10	34	61	73	38	9	7	1	0	0	0	0	0	243
13:45	1	12	4	28	53	63	39	20	5	2	0	0	0	0	0	227
	5	30	45	125	218	250	140	62	24	8	0	0	0	0	0	907
14:00	4	12	19	26	43	74	38	14	7	1	0	0	0	0	0	238
14:15	0	5	29	32	45	71	45	19	1	0	0	0	0	0	0	247
14:30	6	14	31	40	44	53	24	19	6	1	1	0	0	0	0	239
14:45	3	6	14	37	68	55	35	14	1	0	0	1	0	0	0	234
	13	37	93	135	200	253	142	66	15	2	1	1	0	0	0	958
15:00	0	7	24	28	45	53	35	15	3	1	0	0	0	0	0	211
15:15	36	54	39	49	46	17	7	0	0	0	0	0	0	0	0	248
15:30	31	53	36	60	32	20	8	1	0	0	0	0	0	0	0	241
15:45	21	46	26	48	46	32	20	8	3	0	0	0	0	0	0	250
	88	160	125	185	169	122	70	24	6	1	0	0	0	0	0	950
16:00	2	4	20	43	83	66	40	18	4	1	0	0	0	0	0	281
16:15	0	4	21	29	51	81	46	18	15	0	0	0	0	0	0	265
16:30	3	6	16	31	73	83	46	22	4	3	0	0	0	0	0	287
16:45	0	11	18	29	59	73	62	23	10	1	0	0	0	0	0	286
	5	25	75	132	266	303	194	81	33	5	0	0	0	0	0	1119
17:00	1	7	16	37	50	84	86	27	6	1	1	0	0	0	0	316
17:15	0	1	14	18	52	90	56	36	10	1	1	0	1	0	0	280
17:30	0	1	12	29	48	90	54	23	5	7	1	0	0	0	0	270
17:45	2	9	19	25	70	91	45	25	5	1	0	0	0	0	0	292
	3	18	61	109	220	355	241	111	26	10	3	0	1	0	0	1158
18:00	1	5	19	25	68	69	47	14	5	3	0	0	0	0	0	256
18:15	0	2	14	23	58	99	55	27	10	5	1	1	0	0	0	295
18:30	1	4	17	23	58	74	59	15	4	1	0	1	0	0	0	257
18:45	1	6	13	20	44	77	69	27	1	0	0	1	0	0	0	259
	3	17	63	91	228	319	230	83	20	9	1	3	0	0	0	1067
19:00	1	2	20	17	43	73	73	29	11	0	2	1	0	0	0	272
19:15	1	5	15	24	46	77	63	21	9	4	0	0	0	0	0	265
19:30	1	6	19	15	41	58	56	21	5	0	0	0	0	0	0	222
19:45	0	6	17	29	41	61	53	12	4	1	0	0	0	0	0	224
	3	19	71	85	171	269	245	83	29	5	2	1	0	0	0	983
20:00	1	2	12	15	33	68	52	29	9	2	1	0	0	0	0	224
20:15	1	5	12	15	44	66	57	23	6	1	0	0	0	0	0	230
20:30	0	5	10	19	44	56	52	20	4	2	0	0	0	0	0	212
20:45	0	1	9	9	33	61	35	10	3	3	0	0	0	0	0	164
	2	13	43	58	154	251	196	82	22	8	1	0	0	0	0	830
21:00	0	1	7	11	26	50	50	18	5	5	0	0	0	1	0	174
21:15	0	3	5	13	26	40	39	19	8	1	4	0	0	0	0	158
21:30	0	1	8	11	36	47	59	25	3	2	1	0	0	0	0	193
21:45	0	2	5	15	23	59	43	21	8	2	0	0	0	0	0	178
	0	7	25	50	111	196	191	83	24	10	5	0	0	1	0	703
22:00	0	3	2	13	21	44	41	19	8	3	0	0	1	0	0	155
22:15	0	0	5	5	12	39	39	27	4	1	1	0	0	0	0	133
22:30	0	2	1	4	20	40	33	19	9	2	1	0	0	0	0	131
22:45	0	0	7	7	20	44	32	26	11	2	2	0	0	0	0	151
	0	5	15	29	73	167	145	91	32	8	4	0	1	0	0	570
23:00	0	0	5	5	23	36	36	16	3	0	2	0	0	0	0	126
23:15	0	0	5	5	20	23	20	11	4	3	0	0	0	0	0	91
23:30	0	4	1	7	21	26	19	6	2	0	0	0	0	0	0	86
23:45	0	0	1	8	10	17	16	8	1	0	0	0	0	0	0	61
	0	4	12	25	74	102	91	41	10	3	2	0	0	0	0	364
Total	134	365	693	1173	2092	2781	2008	868	262	74	22	5	2	1	0	10480
Total	190	587	1179	1870	3266	4294	3250	1463	456	126	36	8	3	2	2	16732

Stats	
15th Percentile :	25 MPH
50th Percentile :	35 MPH
85th Percentile :	43 MPH
95th Percentile :	48 MPH
Mean Speed(Average) :	35 MPH
10 MPH Pace Speed :	30-39 MPH
Number in Pace :	7566
Percent in Pace :	45.2%
Number of Vehicles > 45 MPH :	1804
Percent of Vehicles > 45 MPH :	10.8%

TECHNICAL MEMORANDUM

From: Md Sakoat Hossan, PhD, PE, PMP, PTOE, RSP_{2I} (WSP USA)

Subject: Lane Repurposing Memo – Stirling Road (I-95 to US-1/Federal Highway)

Date: August 20, 2025

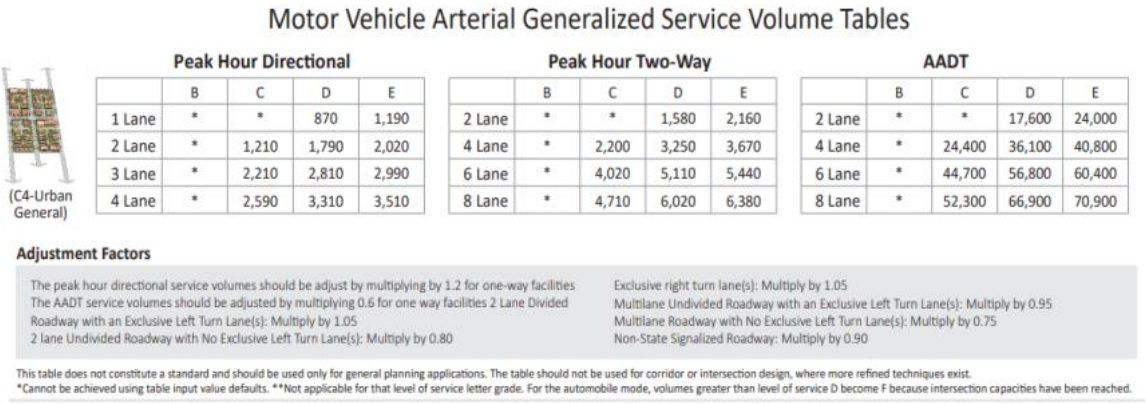
The purpose of this memorandum is to document the lane repurposing analysis conducted along Stirling Road, from I-95 to US-1/Federal Highway, in Broward County, Florida, as part of the Broward Safety Action Plan (BSAP) Study. The analysis evaluated two conditions: (i) existing condition (2024) and (ii) future condition (2044), each with and without lane repurposing.

Stirling Road is currently a 1.1 mile, six-lane divided minor arterial road with a speed limit of 45 miles per hour (mph). Under the proposed condition, the speed limit will be reduced to 35 mph (W) and 30 mph (E), and the corridor will be repurposed from three to two lanes in each direction. This study evaluates the 'capacity' impacts of lane repurposing using thresholds from the FDOT *2023 Multimodal Quality/Level of Service (LOS) Handbook*. The study corridor is classified as a C4 (Urban General) context, as shown in **Figure 1**.

Figure 1: Context Classification – C4 (Urban General)

For the purpose of this analysis, only 'Daily' roadway capacity thresholds, as provided in the FDOT *2023 Multimodal Quality/Level of Service (LOS) Handbook*, were utilized (shown in **Figure 2)**. The capacity impacts were assessed by determining the LOS for each of the following four scenarios:

- Existing (2024) No-Build Condition
- Existing (2024) Build Condition
- Future (2044) No-Build Condition
- Future (2044) Build Condition



Motor Vehicle Arterial Generalized Service Volume Tables

(C4-Urban General)

Peak Hour Directional

	B	C	D	E
1 Lane	*	*	870	1,190
2 Lane	*	1,210	1,790	2,020
3 Lane	*	2,210	2,810	2,990
4 Lane	*	2,590	3,310	3,510

Peak Hour Two-Way

	B	C	D	E
2 Lane	*	*	1,580	2,160
4 Lane	*	2,200	3,250	3,670
6 Lane	*	4,020	5,110	5,440
8 Lane	*	4,710	6,020	6,380

AADT

	B	C	D	E
2 Lane	*	*	17,600	24,000
4 Lane	*	24,400	36,100	40,800
6 Lane	*	44,700	56,800	60,400
8 Lane	*	52,300	66,900	70,900

Adjustment Factors

The peak hour directional service volumes should be adjust by multiplying by 1.2 for one-way facilities
The AADT service volumes should be adjusted by multiplying 0.6 for one way facilities 2 Lane Divided Roadway with an Exclusive Left Turn Lane(s): Multiply by 1.05
2 lane Undivided Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.80
Exclusive right turn lane(s): Multiply by 1.05
Multilane Undivided Roadway with an Exclusive Left Turn Lane(s): Multiply by 0.95
Multilane Roadway with No Exclusive Left Turn Lane(s): Multiply by 0.75
Non-State Signalized Roadway: Multiply by 0.90

This table does not constitute a standard and should be used only for general planning applications. The table should not be used for corridor or intersection design, where more refined techniques exist.
*Cannot be achieved using table input value defaults. **Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

Figure 2: LOS Threshold – C4 (Urban General)

A summary of the lane repurposing analysis is presented in **Table 1** below. The analysis was based on traffic volume data collected on August 27, 2024, along the study corridor. A 1% annual growth rate was assumed to estimate future traffic volumes, based on prior studies. The analysis assumed no traffic diversion under the lane repurposing condition, representing the worst-case scenario for the study corridor.

Table 1: Stirling Road Lane Repurposing Analysis Summary

Scenarios	Facility Type	Time Period	Volume	Capacity			
				LOS C	LOS D	LOS E	Estimated LOS
Existing (2024) Condition (No-Build)	6-Lane Divided	Daily	16,700	44,700	56,800	60,400	**LOS C**
Existing (2024) Condition (Build)	4-Lane Divided	Daily	16,700	24,400	36,100	40,800	**LOS C**
Future (2044) Condition (No-Build)	6-Lane Divided	Daily	20,400	44,700	56,800	60,400	**LOS C**
Future (2044) Condition (Build)	4-Lane Divided	Daily	20,400	24,400	36,100	40,800	**LOS C**

Following observations can be made based on **Table 1**:

- Under the existing (2024) condition, the facility is operating at LOS C. With lane repurposing, it is expected to continue operating at LOS C, which is within FDOT's target LOS.
- Under the future (2044) condition, the facility is projected to operate at LOS C without lane repurposing. With lane repurposing, it is also expected to continue operating at LOS C, which remains within FDOT's target LOS.

Summary

This memorandum summarizes the lane repurposing analysis conducted along Stirling Road, from I-95 to US-1/Federal Highway, in Broward County, Florida as part of the Broward Safety Action Plan Study. The analysis indicates that the implementation of lane repurposing on Stirling Road does not result in adverse traffic impacts, as the facility has sufficient excess capacity to accommodate the lane reduction under both existing and future conditions.

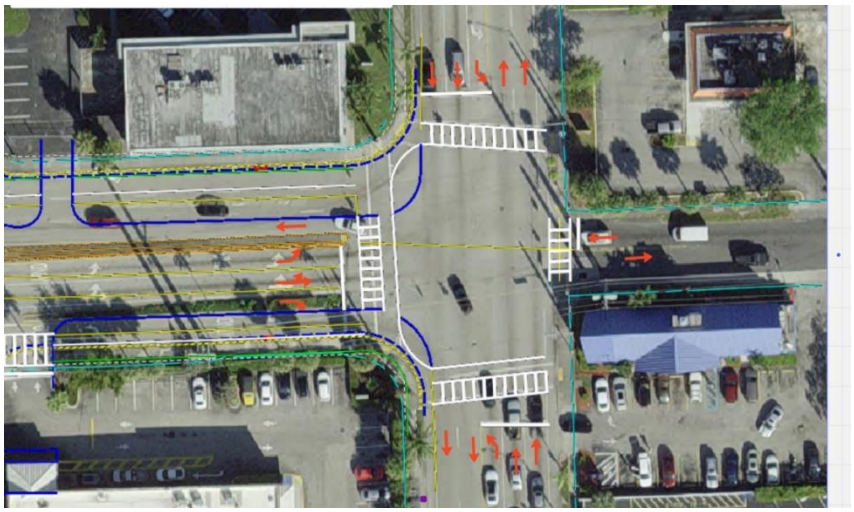
TECHNICAL MEMORANDUM

From: WSP USA

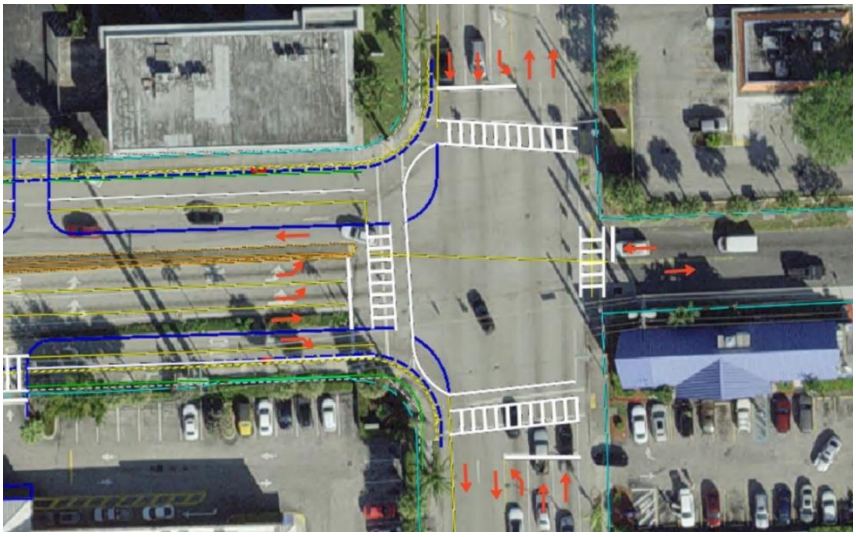
Subject: Memo to evaluate proposed intersection configuration at **Stirling Road/ US1**

Date: September 26, 202

The purpose of this memorandum is to document the traffic operational analysis conducted at Stirling Rd and US1 in Broward County, Florida, as part of the Broward Safety Action Plan Study.
The goal is to evaluate how the intersection of Stirling Rd and US1 would operate under two scenarios:
Proposed A: All approaches remain as existing, while westbound approaches reduce to a single lane.



Proposed B: Same as Scenario 1, with an additional dedicated lane eastbound. This would allow the removal of the split phasing on the east approach. Westbound through and left would have to remain shared and permissive.



Tables below show the Synchro analysis results of LOS and Queue length of existing Conditions and Proposed A and B.

Table 1: LOS and Intersection Delay – Synchro Analysis

	Existing (AM)	Proposed A (AM)	Proposed B (AM)	Existing (PM)	Proposed A (PM)	Proposed B (PM)
LOS	D	D	D	E	E	E
Intersection Delay (s/veh)	54.5	54.5	45.7	66.6	66.6	69.6

Table 2: Queue Length – Synchro Analysis

Queue Length (95th) (ft)	EBL	EBT	EBR	WBT	NBL	NBT	SBL	SBT
Existing AM	254	224	46	228	763*	446	21	553*
Proposed A-AM	254	224	46	228	763*	446	21	553*
Proposed B-AM	120	149	51	231	707*	408	19	530
Existing PM	360*	311	398	310	542*	464	22	907*
Proposed A-PM	360*	311	398	310	542*	464	22	907*
Proposed B-PM	116	257	388	328*	521*	477	23	957*

*95th percentile volume exceeds capacity, queue may be longer

Following observations can be made based on **Table 1** and **Table 2:**

- Under Proposed A conditions, the intersection operates at the same level of service and queue length in both AM and PM as the Existing conditions.
- Under Proposed B conditions, the intersection operates at the same level of service in both AM and PM with a reduction in Intersection Delay in the AM conditions. Queue length is expected to drop at multiple approaches at the intersections.

Summary

This memorandum summarizes the traffic analysis conducted at Stirling Rd and US1 in Broward County, Florida, as part of the Broward Safety Action Plan Study to evaluate two proposed conditions at the intersection. The analysis indicates that the implementation of the lane reduction at Westbound approach (Proposed A) does not result in adverse traffic impacts. And the implementation of a dedicated lane Eastbound (Proposed B) will help reduce the queue length at certain approaches of the intersection.

APPENDIX E: COUNTERMEASURES BOARD

SAFE STREETS COUNTERMEASURES

Collection of strategies effective in reducing fatalities and serious injuries for all users of streets in Broward.

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PROTECTED BIKE LANE

Separation of modes to reduce severe conflicts.

SHARED USE PATH/MULTI-USE PATH

Separation of modes to reduce severe conflicts.

PROTECTED INTERSECTION

Manage severe conflicts. Manage turning vehicle speeds.

EXTEND GREEN TIME FOR BIKES

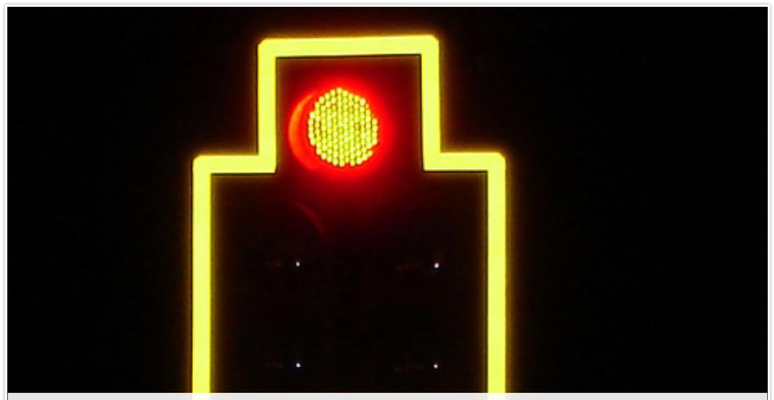
Reduces severe conflicts for bicycles at intersections.

GREEN BIKE MARKINGS

Improves visibility and awareness of bicyclists on street and in areas where vehicular traffic may cross over the bike lane.

PROTECTED LEFT TURN

Improved compliance to reduce severe conflicts.



SIGNAL BACKPLATES

Improves visibility and awareness of traffic signals when daylight is reduced or when it is dark..

ALIGN LEFT TURNS

Improved visibility to reduce severe conflicts.

FLASHING YELLOW LEFT/RIGHT TURN (FYA)

Increases yielding to pedestrians when used for left/right turn movements.

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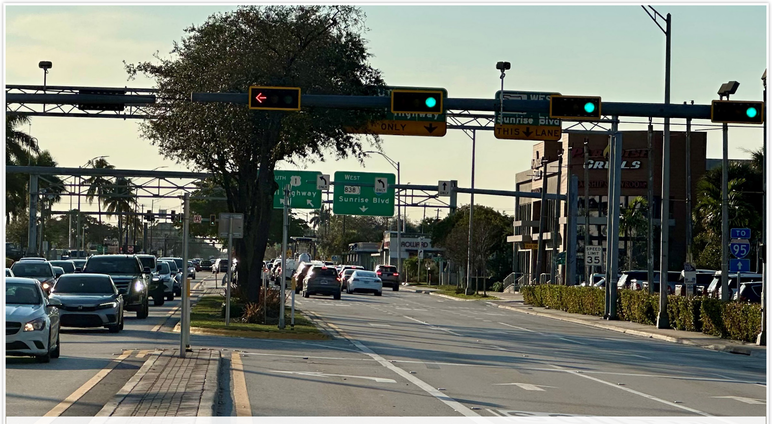
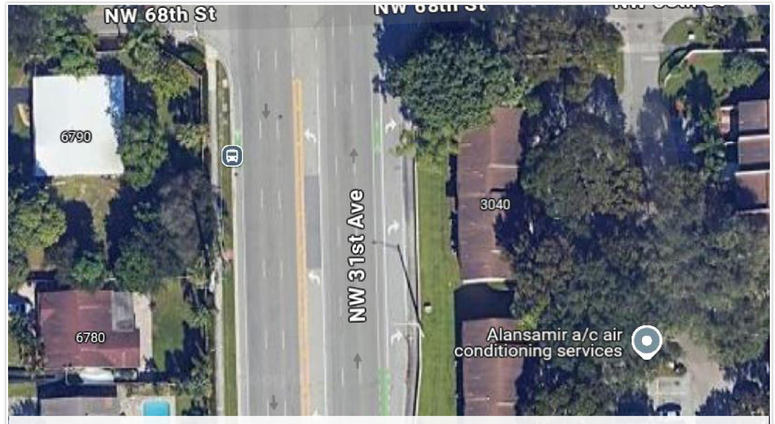


FLASHING RED LEFT TURN

Increases awareness to left turn yielding. Increase pedestrian crossing safety.

SPEED LIMIT REDUCTION*

Reduces speeding . Increases awareness (* Reduction should be supported by design and timing improvements to achieve target speed).



REDUCE EXCESSIVELY LONG TURN LANES

Reduces vehicular speed approaching crosswalk.

HIGH VISIBILITY CROSSWALK MARKING

Improve visibility and awareness.

UPGRADE LIGHTING TO LED

Improve visibility and awareness.

NEW LIGHT POLES

Improve visibility and awareness by providing light when daylight is reduced or when it is dark.

STREET TREES

Creates perception of narrower roadway to decrease speeds. Vertical barrier between vehicles and pedestrians.

MEDIAN/PEDESTRIAN REFUGE

Vertical separation from vehicles. Allows greater time to cross, one direction at a time.

RELOCATE BUS STOP

Aligns crossing need with infrastructure to reduce unexpected conflicts and encourage safer crossings.

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SIDEWALK

Provides a dedicated space for non-motorists and reduces severe conflict.

HARDENED CENTERLINE

Provides safety benefits for people and for motorists by slowing down left-turning vehicles.

LEADING PEDESTRIAN INTERVAL (LPI)

Improves visibility and awareness of people by providing a few seconds head start to cross an intersection and to be seen by motorists.

NO RIGHT ON RED

Prevents vehicles from turning right when the intersection has a red signal and reduces conflicts with people crossing the street.

PEDESTRIAN HYBRID BEACON

Designed to help pedestrians safely cross higher-speed roadways at mid-block crossings and uncontrolled intersections by stopping traffic.

RECTANGULAR RAPID FLASHING BEACON (RRFB)

Provides non-motorists a signal to cross the road safely by allowing a flashing beacon and improves awareness and compliance.

MEDIAN TIPS

Reduces speeding for turning vehicles. Provides refuge for pedestrians.

TURNING VEHICLES STOP FOR PEDS SIGN

Awareness to pedestrian movement at intersection.

PEDESTRIAN CROSSING SIGN

Awareness to pedestrian crossing.

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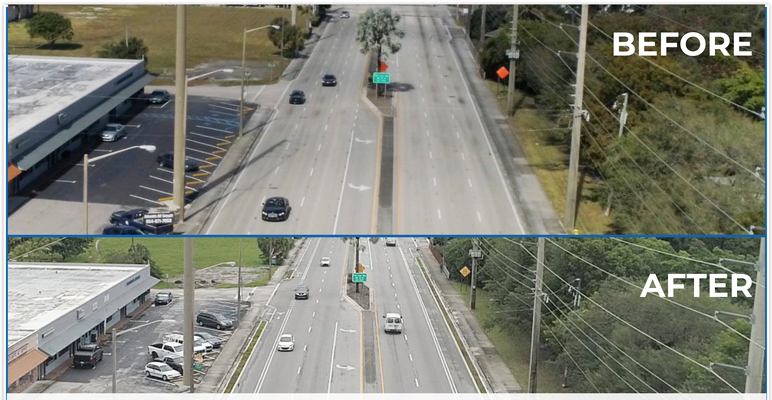
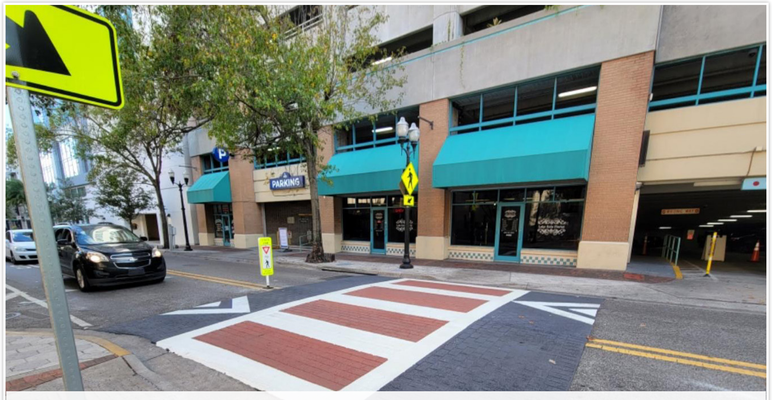
ROUNDABOUT

Reduced speeds while reducing severe conflicts.



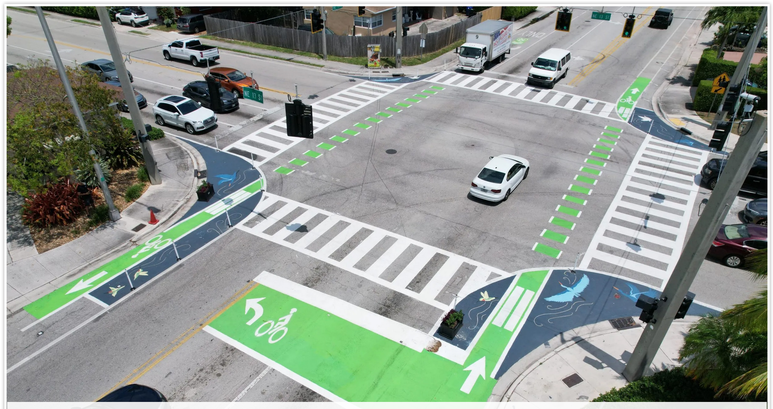
LANE REPURPOSING

Improves mobility, reduces speeding, seperates modes, reallocates space to other modes.



RAISED CROSSWALK

Reduces travel speeds approaching pedestrian crossing to create safer crossings conditions. Increased visibility of pedestrians.



TIGHTEN CURB RETURNS

Reduces speeding of turning vehicles. Reduce crossing distance for pedestrians. Can be accomplished with delineators or moving the curb line.

RAISED INTERSECTION

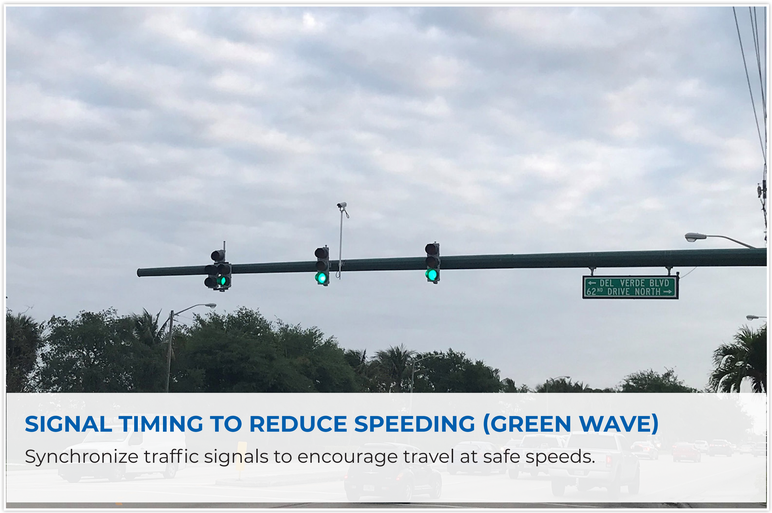
Reduces speeding, Increases awareness within intersection.

CHICANE ROADWAY

Reduces speeding, Increases awareness.

SPEED TABLE

Reduces speeding, Increases awareness.



SIGNAL TIMING TO REDUCE SPEEDING (GREEN WAVE)

Synchronize traffic signals to encourage travel at safe speeds.

SCHOOL ZONE SPEED CAMERA

Reduces speeding and increases awareness of drivers by enforcing the speed limit during school zone hours.

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IN-LANE SPEED MARKINGS

Improves awareness of the speed limit of the street.

SPEED FEEDBACK SIGN

Increases awareness, reduces speeds, and increases compliance.

NARROW LANE WIDTH

Reduces speeding by rightsizing the lanes of the street.

PEDESTRIAN LIGHTING

Improves visibility and awareness.

SAFE STREETS COUNTERMEASURES

COUNTERMEASURE MATRIX

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	SAFETY COUNTERMEASURES																																
	Median/Pedestrian Refuge	Roundabout	Lane Repurposing	Relocate Bus Stop	Protected Bike Lane	Wide Sidewalk	Shared Use Path	Pedestrian Barrier	Protected Intersection	Speed Limit Reduction	Raised Crosswalk	Tighten Curb Returns	Raised Intersection	Chicane Roadway	Speed Table	Median Tips	Reduce Excessively Long Turn Lanes	Leading Pedestrian Interval (LPI)	No Right on Red	Pedestrian Hybrid Beacon/ Full Pedestrian Signal	RRFB	Signal Timing to Reduce Speeding (Green Wave)	Flashing Yellow/Red Left/Right Turn (FYA)	Protected Left Turn	Extend Green Time for Bikes	School Zone Speed Camera	High Visibility Crosswalk Marking	Signal Backplates	Upgrade lighting to LED	New Light Poles	Green Bike Markings	In-Lane Speed Markings	Speed Feedback Sign	Turning Vehicles Stop for Peds Sign	Narrow Lanes	Street Trees	Rail Dynamic Envelope
Broward Boulevard (SR842), Interstate 95 to NW 1st Avenue	x					x	x			x	x	x	x		x	x		x		x		x	x	x	x	x	x	x		x	x	x	x	x	x	x
NW 31st Avenue, NW 8th Place to McNab Road	x			x			x		x	x	x	x	x		x	x	x	x		x		x	x			x	x	x	x	x	x	x	x	x	x	
NW 19th Street, NW 43rd Terrace to NW 31st Avenue	x						x		x	x	x	x	x		x	x		x		x		x	x				x	x	x	x	x	x	x	x	x	
Rock Island Road, Southgate Boulevard to Royal Palm Boulevard	x						x			x	x	x	x			x	x	x		x		x	x	x	x		x	x	x	x	x	x	x	x	x	
Royal Palm Boulevard, Riverside Boulevard to US 441/SR7	x			x			x			x	x	x				x		x		x		x	x	x	x	x	x	x	x	x	x	x	x	x	
Sistrunk Blvd, NW 27th Avenue to Andrews Avenue	x					x				x	x	x	x			x		x			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
Stirling Road (SR848), Interstate 95 to US1/Federal Highway	x		x			x	x		x	x	x	x	x			x		x		x		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
SW 10th Street, Interstate 95 to Dixie Highway/FL811	x	x	x		x		x			x	x	x				x		x								x	x	x	x	x	x	x	x	x	x	x
Taft Street, NW 70th Terrace to US441/SR7	x	x	x	x			x		x	x	x	x	x			x		x			x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	
US441/SR7, Davie Boulevard to Sunrise Boulevard	x					x		x		x	x	x				x		x		x		x	x	x	x		x	x	x	x	x	x	x	x	x	
West Broward Boulevard, Central Park Drive to University Drive	x			x			x		x	x	x	x			x	x		x		x		x	x	x			x	x	x	x	x	x	x	x	x	

APPENDIX F: COST ESTIMATE DETAILS

	LOCATION:	STIRLING RD					
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
CORRIDOR WIDE TREES	N/A	CORRIDOR WIDE TREES	EA	$500.00	250	$ 125,000.00	
					Total	$ 125,000.00	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
CORRIDOR WIDE LIGHTING COST ESTIMATE	715-611-00	LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 0' ARM LENGTH	EA	$6,200.00	84	$ 520,800.00	
	715-1-12	LIGHTING CONDUCTORS, F&I, INSULATED, NO.8 - 6	EA	$2.23	1,224	$ 2,729.52	
	630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$34.21	400	$ 13,684.00	
	630-2-11	PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE	EA	$1,380.90	40	$ 55,236.00	
	715-5-25	LUMINAIRE & BRACKET ARM, REPLACE LUMINAIRE AND ARM ON EXISTING POLE	EA	$4,367.86		$ -	
					Total	$ 592,449.52	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
SIGNAL MODIFICATIONS ALONG THE CORRIDOR	630-2-11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	$ 16.16	1000.00	$ 16,160.00	
	632-7-1	SIGNAL CABLE-NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 11,689.79	3.00	$ 35,069.37	
	635-2-12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	$ 3,071.37	22.00	$ 67,570.14	
	646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 3,000.00	18.00	$ 54,000.00	
	650-2-102	VEHICULAR SIGNAL AUXILIARES, REPAIR/REPLACE/RETROFIT- FURNISH & INSTALL, BACKPLATE- BLACK WITH REFLECT BORDER	EA	$ 800.00	4.00	$ 3,200.00	
	653-1-11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	$ 1,144.58	10.00	$ 11,445.80	
	665-1-11	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD	EA	$ 475.84	0.00	$ -	
	665-1-13	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD BUTTON WITH PASSIVE	EA	$ 10,000.00	10.00	$ 100,000.00	
	671-2-40	TRAFFIC CONTROLLER, MODIFY	EA	$ 4,533.75	3.00	$ 13,601.25	
					Total	$ 301,046.56	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
CORRIDOR WIDE SIGNING AND PAVEMENT MARKING	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	AS	$ 456.79	46	$ 21,025.92	4 per intersection, 12 intersections
	700042132	ENHANCED HIGHWAY SIGN ASSEMBLY, SOLAR POWERED, F&I GROUND MOUNT, W/EDS, 12-20 SF OF STATIC SIGN PANELS	AS	$ 3,000.00	10	$ 30,000.00	Speed Feedback Sign
	0708 1 3	RAISED PAVEMENT MARKER, TYPE B	EA	$ 4.35	902	$ 3,923.70	used statewide average
	0711 11102	THERMOPLASTIC, STANDARD, WHITE, SOLID, 8" FOR INTERCHANGE AND URBAN ISLAND	GM	$ 8,618.26	0.221	$ 1,905.06	
	0711 11124	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONALS AND CHEVRONS	LF	5.19	167	$ 866.73	
	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 3.27	4417	$ 14,443.59	intersection only - midblock crossing itemized elsewhere
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 6.64	3915	$ 25,995.60	intersection only - midblock crossing itemized elsewhere
	0711 11141	THERMOPLASTIC, STANDARD, WHITE, 2-4 DOTTED GUIDELINE/ 6-10 GAP EXTENSION, 6"	GM	$ 2,883.26	0.691	$ 1,992.33	
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 397.92	156	$ 62,075.52	includes speed limit markings,
	0711 1170	THERMOPLASTIC, STANDARD, WHITE, ARROW	EA	$ 97.37	155	$ 15,092.35	
	0711 11241	THERMOPLASTIC, STANDARD, YELLOW, 2-4 DOTTED GUIDE LINE/ 6-10 DOTTED EXTENSION LINE, 6"	GM	$ 3,886.30	0.255	$ 991.01	
	0711 14101	THERMOPLASTIC, PREFORMED, 6" WHITE, RAILROAD DYNAMIC ENVELOPE	LF	$ 8.16	725	$ 5,916.00	
	0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 6,037.08	5.585	$ 33,717.09	
	0711 16131	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SKIP, 6", 10-30 SKIP OR 3-9 LANE DROP	GM	$ 2,411.43	1.825	$ 4,400.86	
	0711 16201	THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6"	GM	$ 6,097.39	2.236	$ 13,633.76	
	0714 10	GREEN-COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 8.77	3633	$ 31,861.41	
					Total	$ 268,744.93	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
DRAINAGE CORRIDOR WIDE	0425 1301	INLETS, CURB, TYPE P-1, <10'	EA	$ 13,823.78	53.000	$ 732,660.34	
	0425 1305	INLETS, CURB, TYPE P-1, PARTIAL	EA	$ 9,200.00		$ -	No cost available in FDOT table. Used cost for 04251305
	0425 1351	INLETS, CURB, TYPE P-5, <10'	EA	$ 9,130.57		$ -	
	0425 1355	INLETS, CURB, TYPE P-5, PARTIAL	EA	$ 9,200.00		$ -	
	0425 1361	INLETS, CURB, TYPE P-6, <10'	EA	$ 9,639.83		$ -	
	0425 1365	INLETS, CURB, TYPE P-6, PARTIAL	EA	$ 9,200.00		$ -	Cost in FDOT table is disproportionately high and based on only 1 bid. Used cost for 04251355 instead
	0425 1451	INLETS, CURB, TYPE J-5, <10'	EA	$ 13,447.63		$ -	
	0425 1910	INLETS, CLOSED FLUME	EA	$ 13,826.16		$ -	
	0425 2 43	MANHOLES, P-7, PARTIAL	EA	$ 4,315.21	25.00	$ 107,880.25	
	0425 2 63	MANHOLES, P-8, PARTIAL	EA	$ 5,230.17		$ -	
	0507 4118	PIPE CULVERT, OPTIONAL MATERIAL, ROUND, 18"SD	LF	$ 240.68	2,500.00	$ 601,700.00	
					Total	$ 1,442,240.59	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
CORRIDOR WIDE SAFETY IMPROVEMENTS	0110 1 1	CLEARING AND GRUBBING	AC	$ 25,000.00	6.96	$ 174,000.00	
	0120 4 10	REMOVAL OF EXISTING CONCRETE	SY	$ 44.56	15,202.60	$ 677,427.86	
	0160 4	TYPE B STABILIZATION	SY	$ 2.66		$ -	
	0285 7 09	OPTIONAL BASE, BASE GROUP 09	SY	$ 31.91		$ -	
	0327 70 4	MILLING EXISTING ASPHALT PAVEMENT, 3" AVG DEPTH	SY	$ 1.96	51,101.82	$ 100,159.14	
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 169.28	4,395.00	$ 739,076.48	Resurfacing - 1.5"
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22	TN	$ 219.55	3,997.90	$ 871,152.45	1.5"
	0520 5 11	TRAFFIC SEPARATOR CONCRETE- TYPE I, 4' WIDE	LF	$ 167.80	1,020.00	$ 169,956.00	No cost available in FDOT table. Used cost for 0520 5 12
	0520 5 12	TRAFFIC SEPARATOR CONCRETE- TYPE I, 6' WIDE	LF	$ 107.80	920.00	$ 99,176.00	
	0520 1 7	CONCRETE CURB & GUTTER, TYPE E	LF	$ 35.00	4,147	$ 145,145.00	
	0520 1 10	CONCRETE CURB & GUTTER, TYPE F	LF	$ 42.02	13,213	$ 555,402.38	
	0520 2 4	CONCRETE CURB, TYPE D	LF	$ 42.41	5,530	$ 234,527.30	
	0520 70	CONCRETE TRAFFIC SEPARATOR, SPECIAL - VARIABLE WIDTH	SY	$ 95.57	784.50	$ 73,003.27	
	0521 72 43	SHOULDER CONCRETE BARRIER, CURB AND GUTTER BARRIER	LF	$ 319.86		$ -	
	0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	$ 67.64	15,790.60	$ 1,068,076.18	
	0522 2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	SY	$ 97.78	1,797.50	$ 175,788.66	
	0527 2	DETECTABLE WARNINGS	SF	$ 44.35	2,581.50	$ 114,493.53	
	0570 1 2	PERFORMANCE TURF, SOD	SY	$ 3.26	6,340.90	$ 20,671.33	
					Total	$ 5,158,181.57	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
MIDBLOCK RAISED CROSSINGS (APPROX. 600' WEST OF J A EBY BLVD , SW 11 AVE, SW 1 CT)	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 169.28	123.8	$ 20,948.40	Average 4.5" overbuild x 1500 SY (CAD)x (110lb/SY-in)/(2000lb/TN) (divided by 3 locations)
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22	TN	$ 219.55	41.3	$ 9,056.64	1.5"x1500 SY x 110(lb/SY) /2000(lb/TN) (Divided by 3 locations)
	0520 1 X	RC CHANNEL GUTTER	LF	$ 75.00	60	$ 4,500.00	10' each side; 4 SIDES EACH LOCATION; cost is estimated.
	0520 1 XA	GRATE	SF	$ 20.00	70	$ 1,400.00	10'x1.1667' times 4 grates; cost is estimated
	0520 2 4	CONCRETE CURB, TYPE D	LF	$ 42.41	0	$ -	
	0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	$ 67.64	23	$ 1,555.72	Median sidewalk: 6000F (CAD)/ 9 (Divide by 3 locations)
	0527 2	DETECTABLE WARNINGS	SF	$ 44.35	120	$ 5,322.00	2'x15' area times 4 landings.
	630-2-11	CONDUIT, FURNISH & INSTALL, OPEN TRENCH	LF	$ 16.16	300	$ 4,848.00	
	630-2-12	CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE	LF	$ 41.91	2500	$ 109,775.00	includes interconnect
	632-7-1	SIGNAL CABLE-NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL	PI	$ 11,689.79	1	$ 11,689.79	
	633-1-122	FIBER OPTIC CABLE, F&I, OVERHEAD,13-48 FIBERS	LF	$ 5.97	100	$ 597.00	24 SMFOC drop
	633-2-31	FIBER OPTIC CONNECTION, INSTALL, SPLICE	EA	$ 59.65	4	$ 238.60	
	633-3-32	FIBER OPTIC CONNECTION, INSTALL, TERMINATION	EA	$ 95.58	24	$ 2,293.92	
	633-3-11	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE ENCLOSURE	EA	$ 1,573.24	1	$ 1,573.24	
	633-3-12	FIBER OPTIC CONNECTION HARDWARE, F&I, SPLICE TRAY	EA	$ 68.44	1	$ 68.44	
	633-3-16	FIBER OPTIC CONNECTION HARDWARE, F&I, PATCH PANEL- FIELD TERMINATED	EA	$ 2,794.48	1	$ 2,794.48	
	635-2-12	PULL & SPLICE BOX, F&I, 24" X 36" COVER SIZE	EA	$ 3,071.37	19	$ 58,356.03	
	639-1-121	ELECTRICAL POWER SERVICE, F&I, UNDERGROUND, METER FURNISHED BY POWER COMPANY	AS	$ 5,788.09	1	$ 5,788.09	
	639-2-1	ELECTRIC SERVICE WIRE, F&I	LF	$ 9.66	100	$ 966.00	
	641-2-12	PRESTRESSED CONCRETE POLE, F&I TYPE P-II SERVICE POLE	EA	$ 2,871.82	1	$ 2,871.82	
	646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,808.74	4	$ 11,234.96	
	649-21-10	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 60'	EA	$ 84,252.10	2	$ 168,504.20	
	649-21-2	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 30'-30'	EA	$ 120,405.00	0	$ -	
	653-1-11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	$ 1,144.58	4	$ 4,578.32	
	650-1-14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,815.74	5	$ 9,078.70	Assume one head per lane at each crossing.
	665-1-13	PEDESTRIAN DETECTOR, FURNISH & INSTALL, STANDARD BUTTON WITH PASSIVE	EA	$ 10,000.00	2	$ 20,000.00	Part of PedSafe: Automatically reduces or increases the ped clearance interval based on a pedestrian's walk speed
	670-5-170	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA W/ELECTRONIC LOCK	AS	$ 53,575.17	1	$ 53,575.17	Cost based on 670-5-110
	684-1-1	MANAGED FIELD ETHERNET SWITCH, FURNISH & INSTALL	EA	$ 6,028.65	1	$ 6,028.65	
	685-2-1	REMOTE POWER MANAGEMENT UNIT- RPMU, FURNISH AND INSTALL	EA	$ 1,246.93	1	$ 1,246.93	
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	EA	$ 456.79	4	$ 1,827.16	Stop Here for Peds and Warning sign each direction
	700-3-201	SIGN PANEL, FURNISH & INSTALL OVERHEAD MOUNT, UP TO 12 SF	EA	$ 1,021.70	5	$ 5,108.50	
	700-12-11	SIGN BEACON, F&I GROUND MOUNT- AC POWERED, ONE BEACON	AS	$ 9,221.69		$ -	ADVANCE WARNING FLASHERS ON BOTH DIRECTIONS
	700-141-165	ENHANCED HIGHWAY SIGN ASSEMBLY, AC POWERED, F&I GROUND MOUNT, BLANK OUT SIGN <12 SF	AS	$ 7,000.00	2	$ 14,000.00	ASSUMES "NO RIGHT/LEFT TURN" BLANK-OUT SIGNS FOR NEARBY DRIVEWAYS/INTERSECTIONS - cost based on similar pay items
	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 3.27	1271	$ 4,157.31	24' crosswalk each direction
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 6.64	210	$ 1,394.40	12' for stop line each direction, 10' x 3 stripes per lanes = 30': 12' +30' = 42' per ln. 5 Lanes
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 397.92	5	$ 1,989.60	chevron marker on ramps - 1 each direction
		THERMOPLASTIC, PREFORMED, PED SYMBOL	EA	$ 3,117.19	5	$ 15,585.95	used pricing for multi-colored route shield
					Subtotal	$ 592,952.82	
					Units	3	
					Total	$ 1,688,858.47	
	PAY ITEMS NO	DESCRIPTION	UNIT	UNIT COST	QUANTITY	AMOUNT	NOTES
	0334 1 13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	TN	$ 169.28	266.0	$ 45,028.48	Average 4.5" overbuild x3220 SY (CAD)x (110lb/SY-in)/(2000lb/TN) (divided by 3 locations)
	0337 7 82	ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-12.5, PG 76-22	TN	$ 219.55	88.6	$ 19,441.15	1.5"X 3220 SY X 110 /2000 = 265.65 tons (divided by 3 locations)
	0520 1 X	RC CHANNEL GUTTER	LF	$ 75.00	200	$ 15,000.00	94' each return; cost is estimated
	0520 1 XA	GRATE	SF	$ 20.00	234	$ 4,680.00	50'x1.1667' at each return; cost is estimated
	0522 1	CONCRETE SIDEWALK AND DRIVEWAYS, 4" THICK	SY	$ 67.64		$ -	Included in corridor wide
	0523 3	PATTERNED PAVEMENT	SY	$ 171.32	1073	$ 183,882.90	3220 SY (CAD) (Divided by 3 locations)
	0527 2	DETECTABLE WARNINGS	SF	$ 44.35		$ -	Included in corridor wide
	646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	EA	$ 2,808.74	4	$ 11,234.96	
	649-21-2	STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, DOUBLE ARM 50'-50'	EA	$ 120,405.00	2	$ 240,810.00	
	650-1-14	VEHICULAR TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY	AS	$ 1,815.74	9	$ 16,341.66	
	653-1-11	PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY	AS	$ 1,144.58	4	$ 4,578.32	
	670-5-170	TRAFFIC CONTROLLER ASSEMBLY, F&I, NEMA W/ELECTRONIC LOCK	AS	$ 53,575.17	1	$ 53,575.17	Cost based on 670-5-110
	0700 1 11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF	EA	$ 456.79		$ -	Included in corridor wide
	0711 16101	THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6"	GM	$ 6,037.08	0.2	$ 1,207.42	
	0711 11123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR CROSSWALK AND ROUNDABOUT	LF	$ 3.27	1271	$ 4,157.31	24' crosswalk each direction
	0711 11125	THERMOPLASTIC, STANDARD, WHITE, SOLID, 24" FOR STOP LINE AND CROSSWALK	LF	$ 6.64	84	$ 557.76	12' for stop line each direction, 10' x 6 stripes per 2 lanes = 60': 24' + 60' = 84'
	0711 11160	THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL	EA	$ 397.92	5	$ 1,989.60	chevron marker on ramps - 1 each direction
	0714 10	GREEN-COLORED PAVEMENT MARKINGS, BIKE LANE	SF	$ 8.77		$ -	Included in corridor wide
					Subtotal	$ 602,484.73	
					Units	3	
					Total	$ 1,807,454.19	
					SUBTOTAL	$ 11,383,975.82	
		Mobilization			10%	$ 1,309,157.22	
		Maintenance of Traffic			15%	$ 1,707,596.37	
		Utility Adjustments			5%	$ 569,198.79	
		Contingency			20%	$ 2,893,985.64	
					SUBTOTAL	$ 17,963,913.84	
		Engineering Design			10%	$ 1,796,391.38	
		CEI			10%	$ 1,796,391.38	
		CONSTRUCTION COST in 2025 dollars				$ 21,556,696.61	

APPENDIX G: BENEFIT COST ANALYSIS BACKUP

Broward Safety Action Plan - Stirling Road
Broward MPO
Benefit Cost Analysis Model

SAFE STREETS 4 BROWARD
Powered by The Broward MPO & Broward County

Summary of BCA Results

Variable	Unit	Undiscounted	Discounted
Total Benefits	millions of 2025$	$59.0	$31.2
Total Costs	millions of 2025$	$25.4	$23.6
Net Present Value	millions of 2025$	$33.5	$7.7
Benefit-Cost Ratio	ratio	2.32	1.33
IRR	percent	11%	
Payback Period	years	8	

Itemized Benefits over Project Lifecycle, Millions of 2025$ TRUE

Benefit Category	Undiscounted	Discounted
Safety	$55.1	$29.2
Avoided No-Build O&M Costs	$3.9	$2.1

Quantified Metrics (Reduction in Values)

Benefit Category	Unit	Annual	Project Lifecycle
Safety - No Injury - O	Injuries	14	283.4
Safety - Possible Injury - C	Injuries	3	51.8
Safety - Non Incapacitating - B	Injuries	2	46.4
Safety - Incapacitating - A	Injuries	1	15.8
Safety - Killed - K	Injuries	0	1.2

	Variable	Source	Units	Constant (Likely Case)
General Project Details				
	Discount Rate	USDOT BCA Guidance November 2024 Section 4.3	percent	7.00%
	If Design/Construction Date is unknown, choose 1 year prior to estimated opening date			
	Design/Construction Start Date	Project Defined	year	2025
	Design/Construction Period	Project Defined	years	1
	Project Opening	Project Defined	year	2026
	Operations Period	User Defined	years	20
	Analysis Length (Including Construction)	User Defined	years	21
	Model Start Year		year	2020
	Base Year (for valuation 2025 = 2025$)		year	2025
	Base Year (for discounting)		year	2025
	Base Year Unit			2025$
Real Dollar Adjustments				
Multiplier to Adjust to 2023 $				
	2015	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.26
	2016	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.24
	2017	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.22
	2018	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.20
	2019	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.18
	2020	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.16
	2021	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.11
	2022	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.04
	2023	USDOT BCA Guidance May 2025 Table A-7	multiplier	1.00
	FDOT KABCO Crash Cost - Year 1	FDOT Design Manual Table 122.6.2	Year	2015
	FDOT KABCO Crash Cost - Year 5	FDOT Design Manual Table 122.6.2	Year	2019
	2015-2019 Average Multiplier to Adjust to $2023	USDOT BCA Guidance November 2024 Table A-7	multiplier	1.22
	2023$ - 2025$ Adjustments	Calculation	multiplier	1.04
	FDOT KABCO Crash Cost Multiplier	Calculation	multiplier	1.27
GDP Deflator (to 2025$)				
	2023	Bureau of Economic Analysis Implicit Price Deflators for GDP Table 1.1.9		122.266
	2025	Bureau of Economic Analysis Implicit Price Deflators for GDP Table 1.1.9		127.423
KABCO Monetized Values				
	No Injury - O	FDOT Design Manual Table 122.6.2	$ / injury (2015-2019)	$7,700
	Possible Injury - C	FDOT Design Manual Table 122.6.2	$ / injury (2015-2019)	$103,950
	Non Incapacitating - B	FDOT Design Manual Table 122.6.2	$ / injury (2015-2019)	$180,180
	Incapacitating - A	FDOT Design Manual Table 122.6.2	$ / injury (2015-2019)	$888,030
	Killed - K	FDOT Design Manual Table 122.6.2	$ / injury (2015-2019)	$10,890,000
Safety Improvements				
Countermeasure 1	Name		text	*Protected Left Turn*
	Crash Modification Factor		factor	0.71
	Crash Severity		KABCO designation	K,A,B,C, O
	Crash Group/Mode		text	Pedestrian, Bike, Vehicle
	Time of Day		text	Day, Night
	Location		text	Intersection
Countermeasure 2	Name		text	*New LED Lighting*
	Crash Modification Factor		factor	0.86
	Crash Severity		KABCO designation	K,A,B,C, O
	Crash Group/Mode		text	Pedestrian, Bike, Vehicle
	Time of Day		text	Nighttime
	Location		text	Intersection, Main Line
Countermeasure 3	Name		text	*Median Tips/ Hardened Centerlines*
	Crash Modification Factor		factor	0.89
	Crash Severity		KABCO designation	K,A,B,C, O
	Crash Group/Mode		text	Pedestrian, Bike, Vehicle
	Time of Day		text	Day, Night
	Location		text	Main Line
Countermeasure 4	Name		text	*Flashing Yellow/Red Left/Right Turn*
	Crash Modification Factor		factor	0.81
	Crash Severity		KABCO designation	K,A,B,C, O
	Crash Group/Mode		text	Pedestrian, Bike, Vehicle
	Time of Day		text	Day, Night
	Location		text	Intersection
Countermeasure 5	Name		text	*Speed Limit Reduction*
	Crash Modification Factor		factor	0.86
	Crash Severity		KABCO designation	K,A,B,C,O
	Crash Group/Mode		text	Pedestrian, Bike Vehicle
	Time of Day		text	Day, Night
	Location		text	Intersection, Main Line

Capital Costs

If available, use actual estimats. If not available, assume 10% of construction costs for Preliminary Engineering & Pre-Construction as well as Construction Engineering

	Variable	Source	Units		2025
	Preliminary Engineering & Pre-Construction	User Input	2025$	1,796,391	$1,796,391.38
	Right-of-Way	User Input	2025$	-	
	Construction	User Input	2025$	17,963,914	$17,963,913.84
	Construction Engineering and Insurance	User Input	2025$		$1,796,391.38
	Preliminary Engineering Cost (if Known)	User Input	2025$		
	Construction Engineering Cost (if Known)	User Input	2025$		
	Preliminary Engineering Percentage	User Input	percentage	10%	
	Construction Engineering Percentage	User Input	percentage	10%	

O&M Costs

If available, fill in actual estimates. If not available, select a percentage of BUILD capital costs to apply for O&M. 1% is set for default. User should use project design and their judgement to determine whether BUILD O&M is similar, higher, or lower than existing infrastructure.

	Variable	Source	Units	
	No-Build Annual O&M Costs	Project Defined	2025 $	$ -
	Build Annual O&M Costs	Project Defined	2025 $	$ -
	No-Build O&M Annual Percentage	User Input	percentage	1%
	Build O&M Annual Percentage	User Input	percentage	1%

No Build

Time of Day	Location	Crash Type	5-year average					Raw Data					
			K	A	B	C	O	K	A	B	C	O	Total
Day	Intersection	Bike	0.0	0.0	0.0	0.0	0.0						0
		Pedestrian	0.0	0.0	0.2	0.2	0.0			1	1		2
		Vehicle	0.0	0.0	2.2	2.2	12.2		4	11	11	61	87
	Main Line	Bike	0.0	0.4	0.2	0.4	0.2		2	1	2	1	6
		Pedestrian	0.0	0.0	0.0	0.0	0.0						0
		Vehicle	0.0	1.0	1.2	3.4	29.6		5	6	17	148	176
Night	Intersection	Bike	0.0	0.0	0.2	0.0	0.0			1			1
		Pedestrian	0.0	0.0	0.0	0.2	0.0				1		1
		Vehicle	0.0	0.0	1.4	0.8	2.2			7	4	11	22
	Main Line	Bike	0.0	0.0	0.4	0.0	0.0			2			2
		Pedestrian	0.0	0.2	0.0	0.0	0.2		1			1	2
		Vehicle	0.2	0.4	0.6	1.4	6.6	1	2	4	7	34	48
		Total	0.2	2.0	6.6	8.6	51.2	1	14	33	43	256	

Countermeasure 1 Protected Left Turn 0.71

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day, Night	*Intersection*	*Pedestrian, Bike, Vehicle*	*1*	*1*	*1*	*1*	*1*
Day	Intersection	Bike	0.71	0.71	0.71	0.71	0.71
Day	Intersection	Pedestrian	0.71	0.71	0.71	0.71	0.71
Day	Intersection	Vehicle	0.71	0.71	0.71	0.71	0.71
Day	Main Line	Bike	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Pedestrian	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Vehicle	1.00	1.00	1.00	1.00	1.00
Night	Intersection	Bike	0.71	0.71	0.71	0.71	0.71
Night	Intersection	Pedestrian	0.71	0.71	0.71	0.71	0.71
Night	Intersection	Vehicle	0.71	0.71	0.71	0.71	0.71
Night	Main Line	Bike	1.00	1.00	1.00	1.00	1.00
Night	Main Line	Pedestrian	1.00	1.00	1.00	1.00	1.00
Night	Main Line	Vehicle	1.00	1.00	1.00	1.00	1.00

Countermeasure 2 New LED Lighting 0.856

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Nighttime	*Intersection, Main Line*	*Pedestrian, Bike, Vehicle*	*1*	*1*	*1*	*1*	*1*
Day	Intersection	Bike	1.00	1.00	1.00	1.00	1.00
Day	Intersection	Pedestrian	1.00	1.00	1.00	1.00	1.00
Day	Intersection	Vehicle	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Bike	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Pedestrian	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Vehicle	1.00	1.00	1.00	1.00	1.00
Night	Intersection	Bike	0.86	0.86	0.86	0.86	0.86
Night	Intersection	Pedestrian	0.86	0.86	0.86	0.86	0.86
Night	Intersection	Vehicle	0.86	0.86	0.86	0.86	0.86
Night	Main Line	Bike	0.86	0.86	0.86	0.86	0.86
Night	Main Line	Pedestrian	0.86	0.86	0.86	0.86	0.86
Night	Main Line	Vehicle	0.86	0.86	0.86	0.86	0.86

Countermeasure 3 Median Tips/ Hardened Centerlines 0.89

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day, Night	*Main Line*	*Pedestrian, Bike, Vehicle*	*1*	*1*	*1*	*1*	*1*
Day	Intersection	Bike	1.00	1.00	1.00	1.00	1.00
Day	Intersection	Pedestrian	1.00	1.00	1.00	1.00	1.00
Day	Intersection	Vehicle	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Bike	0.89	0.89	0.89	0.89	0.89
Day	Main Line	Pedestrian	0.89	0.89	0.89	0.89	0.89
Day	Main Line	Vehicle	0.89	0.89	0.89	0.89	0.89
Night	Intersection	Bike	1.00	1.00	1.00	1.00	1.00
Night	Intersection	Pedestrian	1.00	1.00	1.00	1.00	1.00
Night	Intersection	Vehicle	1.00	1.00	1.00	1.00	1.00
Night	Main Line	Bike	0.89	0.89	0.89	0.89	0.89
Night	Main Line	Pedestrian	0.89	0.89	0.89	0.89	0.89
Night	Main Line	Vehicle	0.89	0.89	0.89	0.89	0.89

Countermeasure 4 Flashing Yellow/Red Left/Right Turn 0.81

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day, Night	*Intersection*	*Pedestrian, Bike, Vehicle*	*1*	*1*	*1*	*1*	*1*
Day	Intersection	Bike	0.81	0.81	0.81	0.81	0.81
Day	Intersection	Pedestrian	1.00	1.00	1.00	1.00	1.00
Day	Intersection	Vehicle	0.81	0.81	0.81	0.81	0.81
Day	Main Line	Bike	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Pedestrian	1.00	1.00	1.00	1.00	1.00
Day	Main Line	Vehicle	1.00	1.00	1.00	1.00	1.00
Night	Intersection	Bike	0.81	0.81	0.81	0.81	0.81
Night	Intersection	Pedestrian	1.00	1.00	1.00	1.00	1.00
Night	Intersection	Vehicle	0.81	0.81	0.81	0.81	0.81
Night	Main Line	Bike	1.00	1.00	1.00	1.00	1.00
Night	Main Line	Pedestrian	1.00	1.00	1.00	1.00	1.00
Night	Main Line	Vehicle	1.00	1.00	1.00	1.00	1.00

Countermeasure 5 Speed Limit Reduction 0.856

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day, Night	*Intersection, Main Line*	*Pedestrian, Bike Vehicle*	*1*	*1*	*1*	*1*	*1*
Day	Intersection	Bike	0.86	0.86	0.86	0.86	0.86
Day	Intersection	Pedestrian	0.86	0.86	0.86	0.86	0.86
Day	Intersection	Vehicle	0.86	0.86	0.86	0.86	0.86
Day	Main Line	Bike	0.86	0.86	0.86	0.86	0.86
Day	Main Line	Pedestrian	0.86	0.86	0.86	0.86	0.86
Day	Main Line	Vehicle	0.86	0.86	0.86	0.86	0.86
Night	Intersection	Bike	0.86	0.86	0.86	0.86	0.86
Night	Intersection	Pedestrian	0.86	0.86	0.86	0.86	0.86
Night	Intersection	Vehicle	0.86	0.86	0.86	0.86	0.86
Night	Main Line	Bike	0.86	0.86	0.86	0.86	0.86
Night	Main Line	Pedestrian	0.86	0.86	0.86	0.86	0.86
Night	Main Line	Vehicle	0.86	0.86	0.86	0.86	0.86

Combined CMF All

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day	Intersection	Bike	0.60	0.60	0.60	0.60	0.60
Day	Intersection	Pedestrian	0.70	0.70	0.70	0.70	0.70
Day	Intersection	Vehicle	0.60	0.60	0.60	0.60	0.60
Day	Main Line	Bike	0.79	0.79	0.79	0.79	0.79
Day	Main Line	Pedestrian	0.79	0.79	0.79	0.79	0.79
Day	Main Line	Vehicle	0.79	0.79	0.79	0.79	0.79
Night	Intersection	Bike	0.54	0.54	0.54	0.54	0.54
Night	Intersection	Pedestrian	0.63	0.63	0.63	0.63	0.63
Night	Intersection	Vehicle	0.54	0.54	0.54	0.54	0.54
Night	Main Line	Bike	0.69	0.69	0.69	0.69	0.69
Night	Main Line	Pedestrian	0.69	0.69	0.69	0.69	0.69
Night	Main Line	Vehicle	0.69	0.69	0.69	0.69	0.69

BUILD

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day	Intersection	Bike	0.0	0.0	0.0	0.0	0.0
		Pedestrian	0.0	0.0	0.1	0.1	0.0
		Vehicle	0.0	0.5	1.3	1.3	7.4
	Main Line	Bike	0.0	0.3	0.2	0.3	0.2
		Pedestrian	0.0	0.0	0.0	0.0	0.0
		Vehicle	0.0	0.8	1.4	2.7	23.5
Night	Intersection	Bike	0.0	0.0	0.1	0.0	0.0
		Pedestrian	0.0	0.0	0.0	0.1	0.0
		Vehicle	0.0	0.0	0.6	0.4	1.2
	Main Line	Bike	0.0	0.0	0.3	0.0	0.0
		Pedestrian	0.0	0.1	0.0	0.0	0.1
		Vehicle	0.1	0.3	0.6	1.0	4.7
		Total	0.1	2.0	4.3	6.0	37.0

NET (NO BUILD - BUILD)

Time of Day	Location	Crash Type	5-year average				
			K	A	B	C	O
Day	Intersection	Bike	0.0	0.0	0.0	0.0	0.0
		Pedestrian	0.0	0.0	0.1	0.1	0.0
		Vehicle	0.0	0.5	0.9	0.9	4.8
	Main Line	Bike	0.0	0.1	0.0	0.1	0.0
		Pedestrian	0.0	0.0	0.0	0.0	0.0
		Vehicle	0.0	0.2	0.2	0.7	6.1
Night	Intersection	Bike	0.0	0.0	0.1	0.0	0.0
		Pedestrian	0.0	0.0	0.0	0.1	0.0
		Vehicle	0.0	0.0	0.0	0.4	1.0
	Main Line	Bike	0.0	0.0	0.1	0.0	0.0
		Pedestrian	0.0	0.1	0.0	0.0	0.1
		Vehicle	0.1	0.3	0.2	0.4	2.1
		Total	0.1	0.8	2.3	2.8	14.2