

**COMPOSITE STUDY  
(Eight Hour TMC, QA, Collision Analysis)**

US 1 at Old Dixie Highway  
Section 73010 - MP 4.764  
Flagler County

Prepared for:

**THE FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT 5 TRAFFIC OPERATIONS**

719 South Woodland Boulevard  
DeLand, Florida 32720



Districtwide Continuing Services Contract for Traffic Operations  
Financial Project ID: 237988-1-32-10  
Contract No.: C-9444  
HNTB No.: 56721-PL-134-002  
Task Work Order: 134  
Study 2

Prepared by:

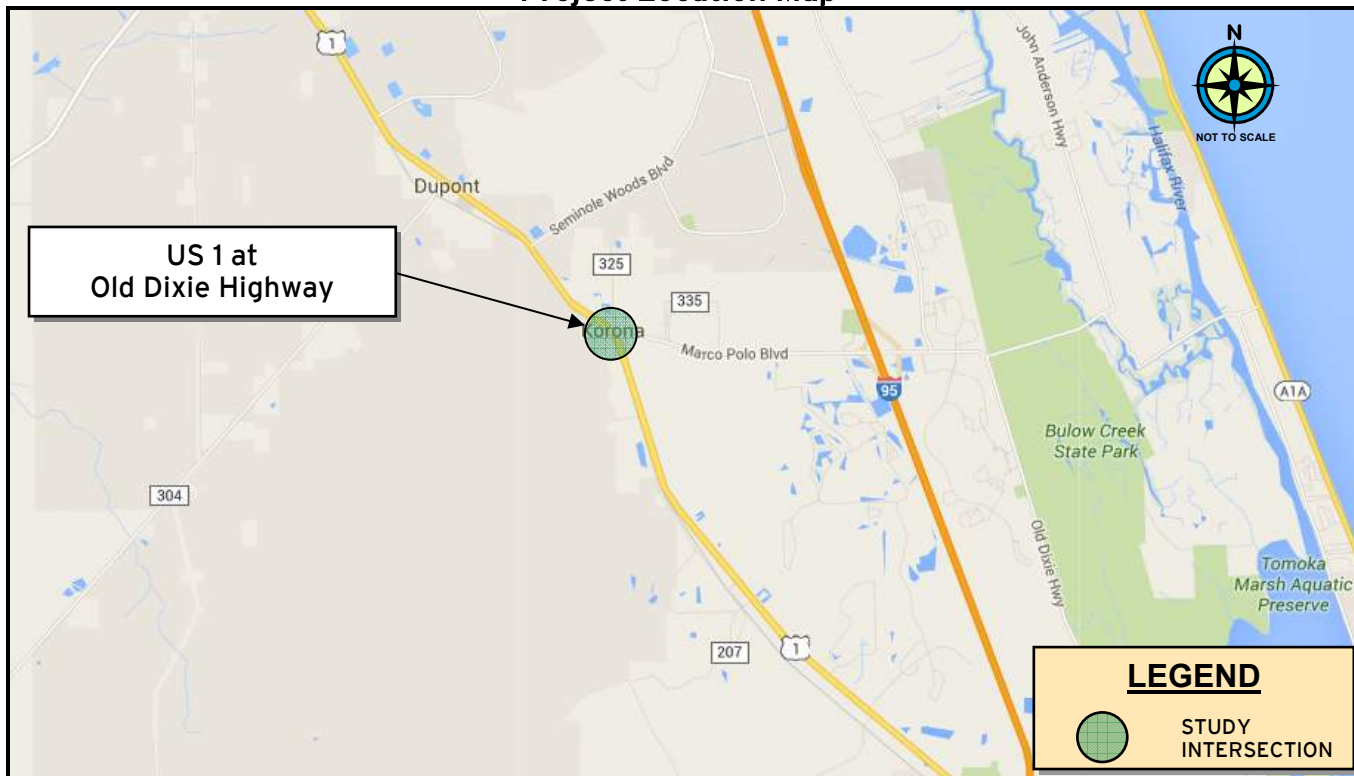
**HNTB Corporation**  
610 Crescent Executive Court, Suite 400  
Lake Mary, Florida 32746

December 18, 2016



Professional Engineer: Dan D'Antonio, P.E., PTOE  
P.E. Number: 68399

**Project Location Map**



**Summary of Existing Conditions**

Feature	Description
<b>Main Street</b>	<ul style="list-style-type: none"> <li>US 1 (SR 5)</li> </ul>
<b>Side Street</b>	<ul style="list-style-type: none"> <li>Old Dixie Highway (CR-2002)</li> </ul>
<b>Area Location</b>	<ul style="list-style-type: none"> <li>The study intersection is located in unincorporated Flagler County, Florida, south of Bunnell.</li> </ul>
<b>Surrounding Development</b>	<ul style="list-style-type: none"> <li>Residential, bar/restaurant, church, and industrial properties are within the vicinity of the site.</li> </ul>
<b>Adjacent Land Uses</b>	<ul style="list-style-type: none"> <li>Northeast quadrant - White Eagle Lounge</li> <li>West - FEC Railroad</li> <li>Southeast quadrant - vacant</li> </ul>
<b>Traffic Control</b>	<ul style="list-style-type: none"> <li>STOP control with supplemental overhead flashing beacons.</li> </ul>
<b>Adjacent Signalized Intersections</b>	<ul style="list-style-type: none"> <li>Seminole Woods Boulevard is approximately 1.15 miles to the north.</li> <li>Aldenham Lane is approximately 4.4 miles to the south.</li> </ul>
<b>US 1</b>	<ul style="list-style-type: none"> <li><u>Cross Section</u>- Four-lane divided roadway with open drainage system.</li> <li><u>Posted Speed Limit</u>- 65 mph.</li> <li><u>Northbound South Approach Lanes</u>- One right turn lane and two through lanes.</li> <li><u>Southbound North Approach Lanes</u>- One left turn lane and two through lanes.</li> <li><u>Sidewalks</u>- None</li> <li><u>Bike lanes</u>- Both sides</li> <li><u>Utilities</u>- Overhead utilities along the east side, north and south of S. Old Dixie Highway</li> <li><u>Street Lighting</u>- None.</li> </ul>
<b>S Old Dixie Highway</b>	<ul style="list-style-type: none"> <li><u>Cross Section</u>- Two-lane undivided roadway with an open drainage system.</li> <li><u>Posted Speed Limit</u>- 35 mph</li> <li><u>Westbound East Approach Lanes</u>- Marked as one shared left/through/right lane with enough width for two lanes.</li> <li><u>Eastbound West Approach Lanes</u>- No approach.</li> </ul>

	<ul style="list-style-type: none"><li>• <u>Sidewalks</u>- None</li><li>• <u>Utilities</u>- None.</li><li>• <u>Street Lighting</u>- None.</li></ul>
<b>Other Features</b>	<ul style="list-style-type: none"><li>• A two-way STOP-controlled intersection at CR 325 is located 45 feet east of the westbound stop line.</li><li>• The intersection is located on the apex of a northwesterly horizontal curve.</li><li>• A full median opening is located on US 1 approximately 275 feet north of Old Dixie Highway at Trojan Road.</li></ul>


## QUALITATIVE ASSESSMENT

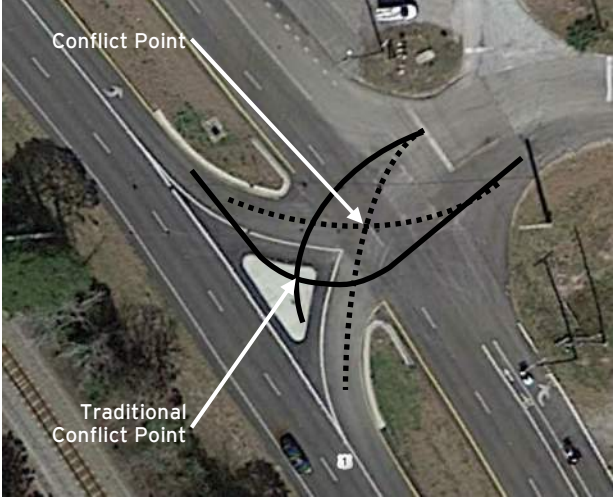
The intersection of US 1 and Old Dixie Highway was observed by a registered professional engineer on weekday morning and afternoon peak periods, and a weekend afternoon to assess the existing operating conditions and to determine what, if any, improvements could be made to improve the safety and efficiency at this intersection.

**Request:** A request was made by the Department to review the intersection following a citizen's request to evaluate the safety of the intersection.

**Operations:** Operations include the efficiency of operation and interaction of motor vehicles, pedestrians, and bicycles on the roadway. Following are the observations relating to these factors:

- Old Dixie Highway intersects US 1 on a northwesterly curve with a radius of approximately 2,200 feet. The horizontal alignment of US 1 requires superelevation. Although no field measurements of superelevation were taken, FDOT Standard Index 510 requires 8% for a design speed of 65 mph and curve radius of 2,200 feet. The superelevation on US 1 requires drivers to maneuver through left turn movements at slow speeds due to the profile grade break. Pavement scars were visible on US 1 from where low vehicles or trailers scraped due to the superelevation. Old Dixie Highway has a similar northwesterly alignment and takes a sharp curve towards the southwest to intersect US 1 at an angle of nearly 90 degrees. Due to the horizontal alignments and grade differentials, motorists traveled slowly through the turning movements. This was more apparent for the many trucks and trailers that use the intersection.


- CR 325 intersects Old Dixie Highway approximately 45 feet east of the westbound stop line at US 1. This intersection is under two-way STOP control with the southbound and westbound approaches stopping. Few vehicles were observed to turn to and from CR 325. A portion of the westbound motorists were observed to disregard the stop sign at CR 325. During the AM review, motorists from CR 325 that were headed northbound on US 1 were observed to use the parking lot of the White Eagle Lounge as a cut through to access US 1.
- Along US 1, a maximum of six southbound left turn vehicles were queued during the AM peak hour. Drivers made this movement with minimal delay. A large portion of the southbound left turning drivers made the movement without stopping. The median channelizing island appeared to cause hesitation between some southbound left turning and westbound left turning motorists. The configuration requires southbound left turns to nearly complete the maneuver before westbound left turns can begin (depicted to the right with dashed line). With a traditional configuration, the





turning paths often overlap in the median opening rather than in the northbound through lanes (depicted in the figure with a solid line). The channelizing island in the median opening provides a safety benefit by prohibiting multiple vehicles from staging in the median without order.

- Overhead intersection control beacons are provided at the intersection. The US 1 approaches have one-section flashing yellow beacons centered over the through lanes. The Old Dixie Highway approach has two (2) one-section flashing red beacons. The beacons are visible and in good condition and appeared to be operating effectively.
- An acceleration lane is provided for the westbound to southbound movement. Several vehicles were observed to pause by the median YIELD sign rather than use the acceleration lane to merge into southbound traffic. This caused following vehicles to stop unexpectedly in some cases.
- Vehicles in the southbound approach arrived in platoons that were metered by the signal at Seminole Woods Boulevard. Northbound approach arrivals were random. Motorists appeared to be primarily commuters with many assumed to be headed to and from I-95 via Old Dixie Highway.
- The White Eagle Lounge is located in the northeast quadrant of the intersection. The bar/restaurant appears to be open daily at 11:00 AM. During the weekday PM peak period, five vehicles were observed in the parking lot. During the weekend observation, approximately 12 vehicles were counted in the parking lot. There is no driveway delineation provided along the boundaries of the White Eagle Lounge property. Ingress and egress movements occur at various locations along the US 1 frontage. Although no conflicts were observed, potential for conflict exists during periods with heavier ingress and egress movements. **Consideration should be given to removing the acceleration lane and replacing it with a grassed shoulder along the frontage of the White Eagle Lounge. The grassed shoulder should also define a driveway at the north property boundary of the site and Trojan Road.** This proposed improvement channelizes and consolidates the movements without imposing restrictions on access.
- A full median opening is located approximately 275 feet north of Old Dixie Highway. This section of US 1 is designated as Access Class 3 which allows full median openings to be spaced at a minimum of 0.5-mile intervals. The median opening is served by a continuous southbound left turn lane that also serves Old Dixie Highway. The left turn lane is 300 feet in length (including taper) in advance of the median opening and 575 feet in total length. This condition is strongly discouraged in Chapter 2.1 of the 2014 Median Handbook because it creates increased potential for conflicts. The median opening aligns with Trojan Road, which is currently unpaved and provides access to one single-family lot. All properties adjacent to Trojan Road are also accessible via CR 325. Patrons of the White Eagle Lounge were the only motorists observed to use the median opening where no northbound left turn lane is provided. Although no conflicts were observed, potential for conflict exists if vehicles decelerate too abruptly in the continuous left turn lane or if multiple vehicles attempt to occupy the median opening at the same time. The most recent traffic fatality occurred at this median opening when a patron left the White Eagle Lounge and attempted to slow and U-turn at the median opening. **Consideration should be given to removing the substandard**



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full median opening at Trojan Road. As an interim improvement, consideration should be given to prohibiting northbound U-Turns at the full median opening at Trojan Road. Trojan Road appears to have access to CR 325 which would allow access to the median opening at Old Dixie Highway.

- The westbound approach lane is approximately 30 feet wide, but is marked with only a double yellow centerline. This approach operated as a left and right turn lane. To better identify the lane assignments, **consideration should be given to striping the westbound approach as a dedicated left and right turn lane.** This will reduce delay for right turning vehicles that may be blocked by left turning vehicles and discourage traffic from cutting through the White Eagle Lounge parking lot.
- The highest turning movement on US 1 occurred during the AM peak period and was the southbound left turn movement with 115 vehicles per hour from 7:15 to 8:15 AM. The northbound right turn movement had 29 vehicles per hour from 4:45 to 5:45 PM.
- The highest turning movement from Old Dixie Highway on the westbound approach was 126 vehicles per hour turning right from 4:00 to 5:00 PM and 18 vehicles per hour turning left from 11:30 AM to 12:30 PM. Westbound left and right turns were observed to have minimal delay and a maximum queue of four vehicles.
- Traffic on US 1 appeared to be traveling at or just above the 65 mph posted speed limit.
- No bicyclists or pedestrians were recorded during the observations or the eight-hour count.
- A cursory signal warrant analysis was performed. The minor street approach was analyzed as one lane and the right turns were excluded from the analysis. The right turns were observed to enter US 1 without conflict. The maximum hourly westbound left turn volume was 23 vehicles. The minimum threshold volume is 53 that must be exceeded for eight hours of an average weekday day to meet Warrant 1. Therefore, Warrant 1 is not satisfied. Using the same procedure, Warrant 2 was checked. Warrant 2 is not satisfied.

Safety: Vehicle, pedestrian and bicycle safety at the intersection are assessed through review of crash reports, identification of significant crash trends, then correlation to field conditions. Following are the observations relating to the safety of the intersection:

- Collision data was obtained initially from the FDOT Crash Analysis Reporting System (CARS) and from the University of Florida Signal Four Analytics database. The most recent 12-month period from May 31, 2015 to May 31, 2016 was used for this study. There were six (6) collisions that resulted in twelve (12) injuries, two (2) fatalities, and approximately \$96,000 in property damage.
- The types of collisions that occurred at this intersection consisted of two rear end, two rollover, one right turn, and one angle.
- Four of the collisions occurred when drivers on the Old Dixie Highway approach violated the right of way of drivers on US 1. One overturned vehicle occurred when a northbound driver swerved to avoid a driver from Old Dixie Highway that violated the right of way. One rear end accident occurred when a northbound driver braked hard to avoid hitting a vehicle that pulled into the northbound lanes.

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- One of the fatalities occurred when a driver lost control of the vehicle in the proximity of the intersection. The accident occurred 0.02 miles from Old Dixie Highway. The cause of the accident was careless driving/excessive speed and alcohol played a factor.
  - The most recent fatality occurred on May 10, 2016 when a driver pulled out of the White Eagle Lounge parking lot into the inside northbound lane of US 1 and attempted to enter the median opening at Trojan Road. The driver pulled into the path of a northbound motorcyclist that struck the rear of the vehicle. The motorcyclist was ejected. A blood-alcohol test was administered and the results were still pending as of September 27, 2016. A traffic homicide investigation is ongoing.

**Maintenance:** In addition to observing operational and safety conditions, correctible maintenance items are also identified during the field review. Following is a summary of maintenance items observed at the intersection:

- The existing roadway surface, signs and pavement markings are in good condition along this section of US 1 in the vicinity of Old Dixie Highway. The westbound stop line on Old Dixie Highway at US 1 was worn and faded. **Consideration should be given to refurbishing the stop line at Old Dixie Highway and US 1.**

A condition diagram, collision summary and collision diagram have been provided in the following pages.

**Recommendations:**

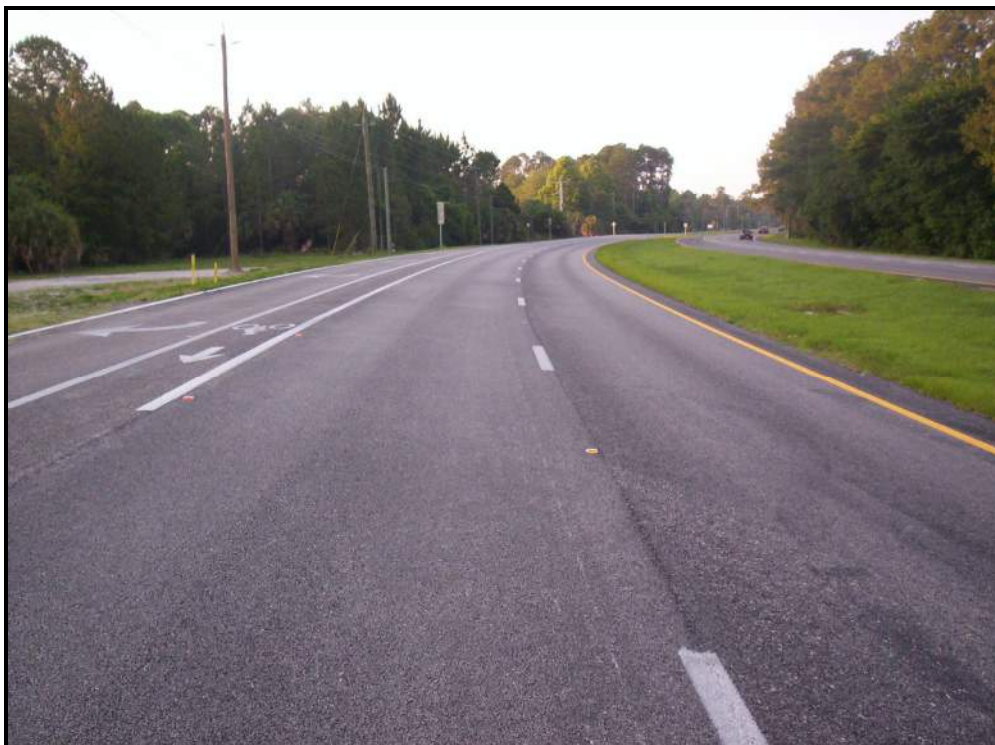
- 1) **Remove acceleration lane and replace it with a grassed shoulder along the frontage of the White Eagle Lounge. The grassed shoulder should also define a driveway at the north property boundary of the site and Trojan Road.**
- 2) **Remove the substandard full median opening at Trojan Road.**
- 2i) **As an interim improvement, consideration should be given to prohibiting northbound U-Turns at the full median opening at Trojan Road**
- 3) **Stripe the westbound approach as a dedicated left and right turn lane.**
- 4) **Refurbish the stop line at Old Dixie Highway and US 1.**

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**Northbound Approach Photographs**



Looking north into the intersection along US 1



Looking south from the intersection along US 1



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**Southbound Approach Photographs**



Looking south into the intersection along US 1



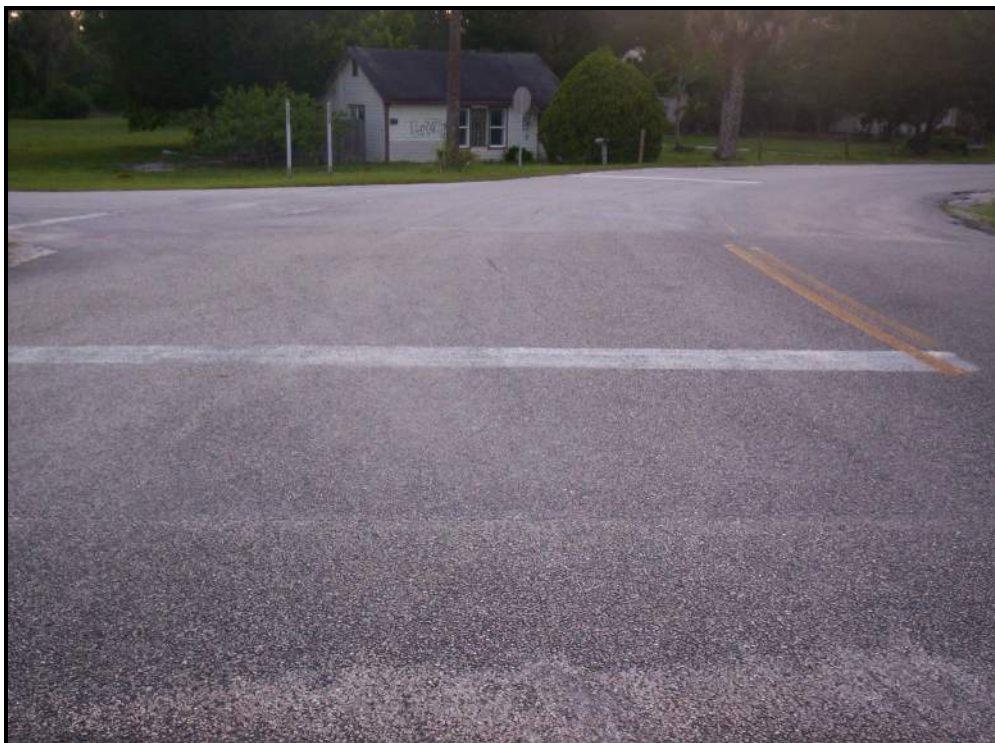
Looking north from the intersection along US 1

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**Westbound Approach Photographs**



Looking east into the intersection along S Old Dixie Highway



Looking west from the intersection along S Old Dixie Highway



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**Eastbound Approach Photographs**



Looking east from the west side of US 1

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**Median Photographs**

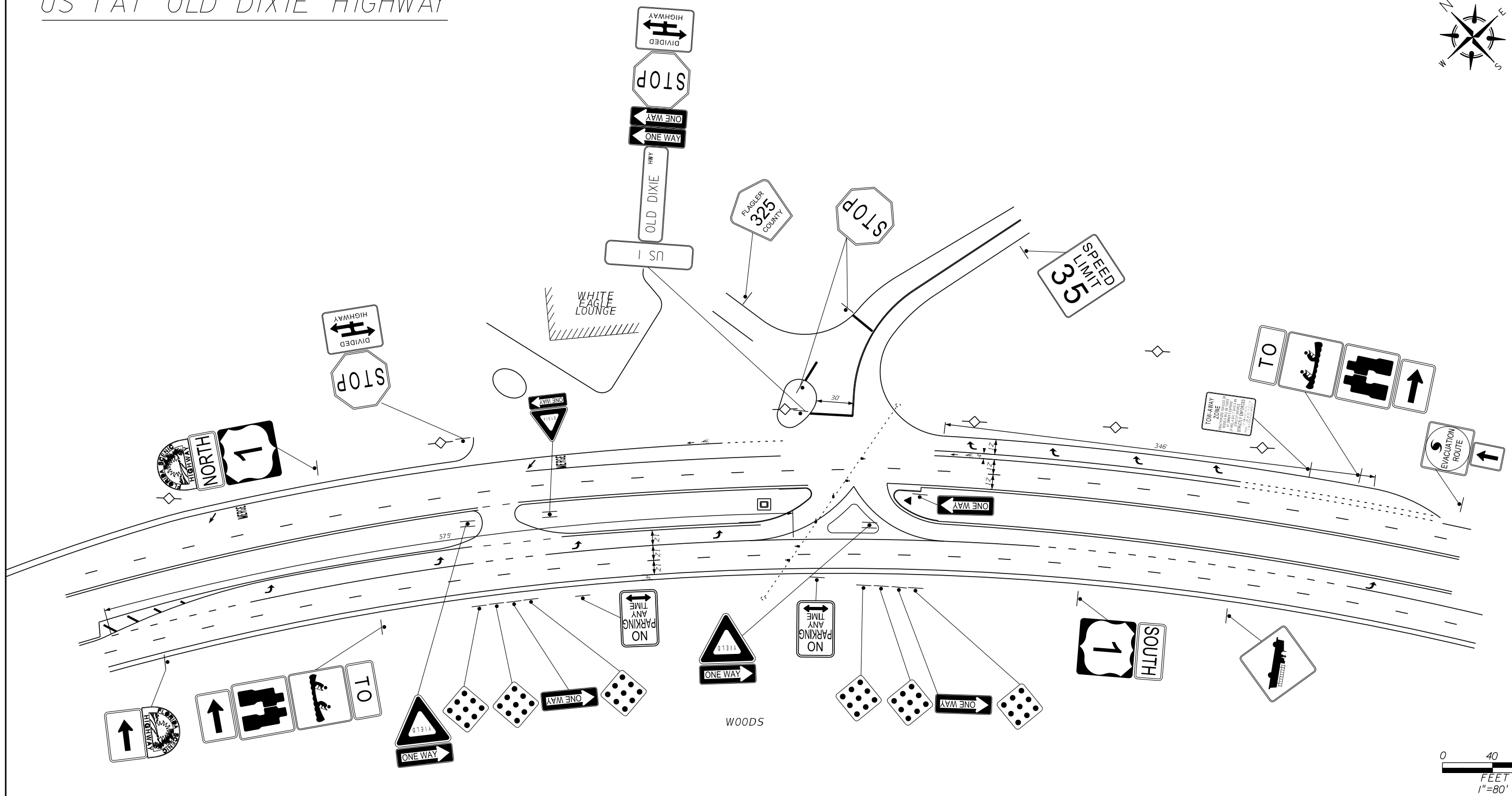


Looking west at the median from Trojan Road



Looking east at the median from the west side of US 1

# US 1 AT OLD DIXIE HIGHWAY



## SYMBOLS:

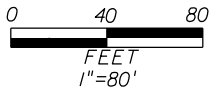
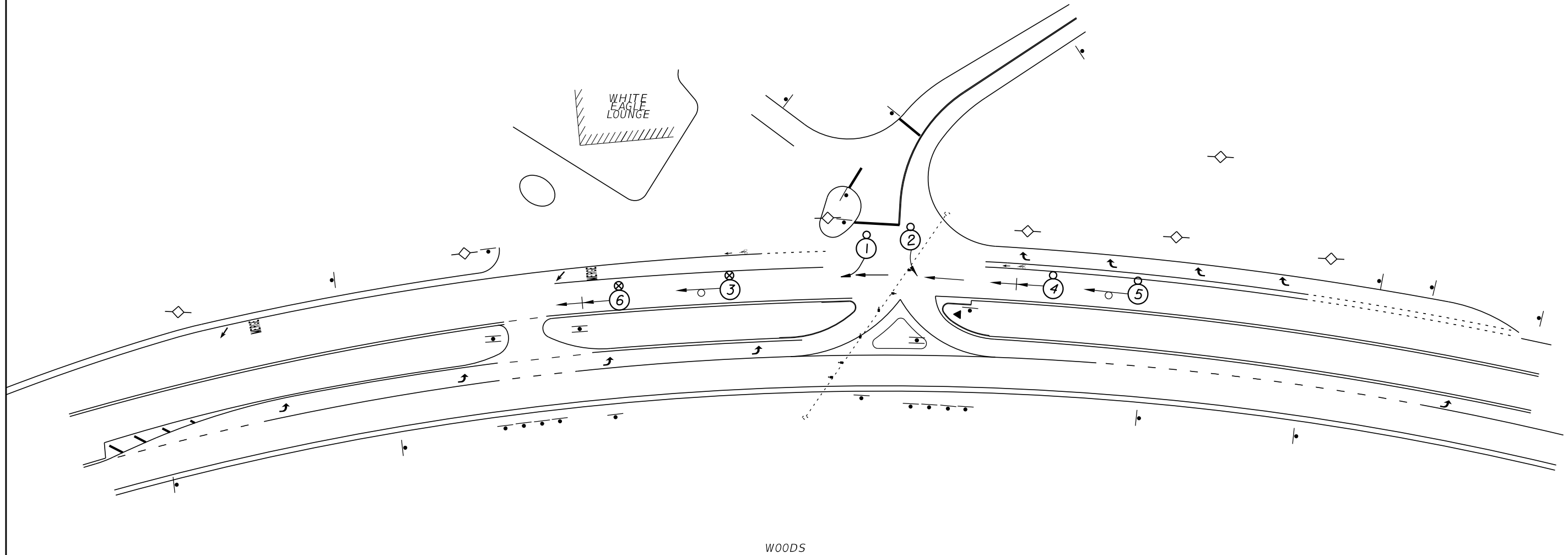
TREES	LIGHT POLE	DELINEATOR	DRAINAGE INLETS
HEDGE	SIGNAL HEAD	HYDRANT	MANHOLE
DITCH BOTTOM INLET	MITERED END SECTION	GAS LINE	
POWER POLE	F.O. FIBER OPTIC LINE	FENCE	
SIGN	CONTROLLER CABINET	GUARDRAIL	
TRAFFIC SIGNAL POLE		BUILDING	

## CONDITION DIAGRAM

DISTRICTWIDE CONTINUING SERVICES FOR TRAFFIC OPERATIONS



US 1 AT OLD DIXIE HIGHWAY



○ INJURY CRASH	↘ RIGHT TURN COLLISION	<b>SYMBOLS:</b>	↔ HEAD-ON COLLISION	→● HIT SIGN COLLISION
⊗ FATALITY CRASH	→🧑 COLLISION W/ PED.	←○ OVERTURNED VEHICLE		
→ → REAR-END COLLISION	↓ RIGHT ANGLE COLLISION	→🚲 HIT BIKE COLLISION	→☒ HIT PARKED CAR COLLISION	
↔ SIDE SWIPE	↙ LEFT TURN COLLISION	→■ HIT MOVEABLE OBJECT COLLISION	→ OTHER FIXED OBJECTS	↘ HIT OTHER FIXED OBJECTS COLLISION
~ OUT OF CONTROL				
→ ← BACKED INTO COLLISION				

DATE RANGE: 5/31/2015-5/31/2016

COLLISION DIAGRAM  
DISTRICTWIDE CONTINUING SERVICES FOR TRAFFIC OPERATIONS

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10/13/2016  
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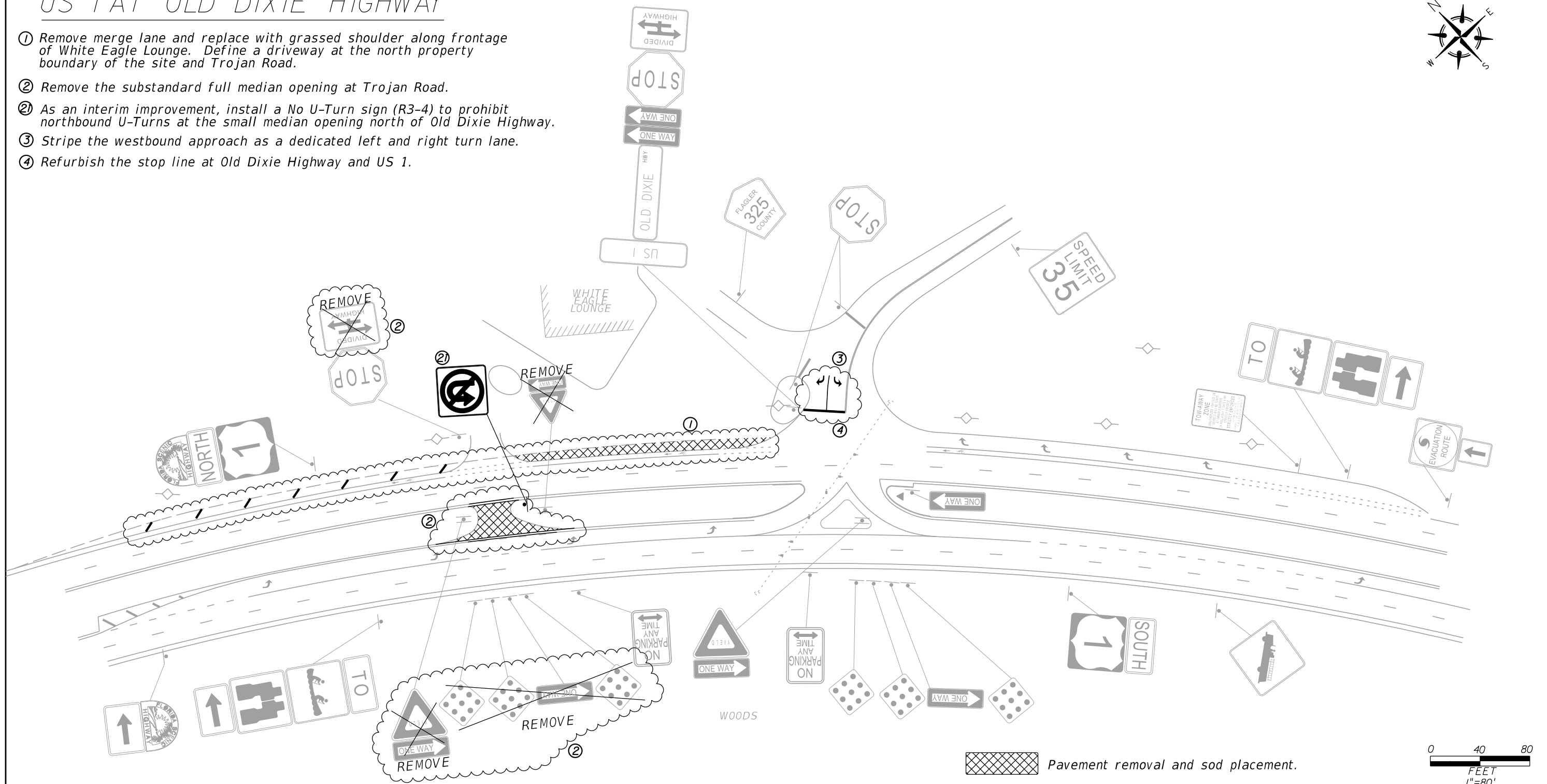
Collision Summary

Section: 73010 Intersecting Street: Old Dixie Highway Source Data: Signal 4 Analytics Data / Hard Copy Crash Reports Study Period: From 5/31/2015 to 5/31/2016 12 Months Route: US-1 County: Flager City: Bunnell																		
No.	Report No	Long or Short Form	Date	Day	Time	DOB	Age	Alcohol / Drugs Involved	Lighting Condition	Roadway Surface	Weather	Fatal	Injury	Most Severe Injury	Harmful Event	Property Damage	Distracted	Contributing Cause
1	<a href="#">85929160</a>	Long	06/13/15	Saturday	16:50	4/14/1933	82	None	Daylight	Dry	Clear	0	5	Non-incapacitating	Right Turn	\$20,000	N	FTYROW
2	<a href="#">85165537</a>	Long	10/16/15	Friday	11:15	7/5/1934	81	None	Daylight	Dry	Clear	0	2	Non-incapacitating	Left Turn	\$6,000	N	Disregarded Stop Sign
3	<a href="#">85171370</a>	Long	10/27/15	Tuesday	1:40	8/30/1991	24	Alcohol	Dark - Not Lighted	Dry	Cloudy	1	1	Fatal	Overtuned	\$16,000	N	Careless Driving
4	<a href="#">85171385</a>	Long	02/17/16	Wednesday	17:22	1/24/1990	26	None	Daylight	Dry	Clear	0	2	Non-incapacitating	Rear End	\$29,000	N	Followed Too Closely
5	<a href="#">85171390</a>	Long	03/12/16	Saturday	16:28	11/7/1953	62	None	Daylight	Dry	Clear	0	2	Incapacitating	Overtuned	\$10,000	N	FTYROW
6	<a href="#">85232998</a>	Long	05/10/16	Tuesday	16:11	7/7/1953	62	Alcohol & Drugs	Daylight	Dry	Clear	1	0	Fatal	Rear End	\$15,000	N	FTYROW
CRASH STATISTICS							INJURY SEVERITY					LIGHTING			ROADWAY CONDITION			
Total Number of Crashes	Total Number of Long Form	Total Property Damage	Total Number of Fatalities	Number of Fatal Crashes	Total Number of Injuries	Number of Injury Crashes	None	Possible	Non-Incapacitating	Incapacitating	Fatal	Daylight	Dark (SL)	Dusk	Wet	Dry	Unknown	
6	6	\$96,000	2	2	12	5	0	0	3	1	2	5	0	0	0	6	0	
100%	100%		--	33%	--	83%	0%	0%	50%	17%	33%	83%	0%	0%	0%	100%	0%	
HARMFUL EVENT																		
Rear End	Head On	Angle	Left Turn	Right Turn	Sideswipe	Backed Into	Parked Car	Coll W/MV On Road	Pedestrian	Bike	Bike (Bike Lane)	Moped	Train	Animal	Hit Sign/Sign Post	Hit Utility Pole	Hit Guardrail	
2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
33%	0%	0%	17%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Hit Fence	Hit Concrete Barrier Wall	Hit Br/Pier/Abutt	Hit Tree/Shrub	Hit Const Barricd/SignB r/Pier/Abutt	Traffic Gate	Crash Attenuat or	Fixed Object Above Road	Other Fixed Object	Moveable Object	Ran Into Ditch/Culvert	Ran Off Rd Into Water	Overtuned	Occupant Fell From Vehicle	Trac/Trail Jackknifed	Fire	Explosion	All Other	
0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	
0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	0%	0%	0%	
CONTRIBUTING CAUSE																		
No Improper Driving	Careless Driving	FTYROW	Improper Backing	Improper Lane Change	Improper Turn	Followed Too Closely	Disregarded Traffic Signal	Exceeded Safe Speed Limit	Disregarded Stop Sign	Failed to Maintain Equipment	Improper Passing	Drove Left of Center	Exceeded Stated Safe Speed Limit	Obstructing Traffic	Improper Load	All Other	Alcohol/Drugs-Under Influence	
0	1	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	
0%	17%	50%	0%	0%	0%	17%	0%	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	

# US 1 AT OLD DIXIE HIGHWAY



- ① Remove merge lane and replace with grassed shoulder along frontage of White Eagle Lounge. Define a driveway at the north property boundary of the site and Trojan Road.
- ② Remove the substandard full median opening at Trojan Road.
- ③ As an interim improvement, install a No U-Turn sign (R3-4) to prohibit northbound U-Turns at the small median opening north of Old Dixie Highway.
- ④ Stripe the westbound approach as a dedicated left and right turn lane.



**SYMBOLS:**

TREES	LIGHT POLE	DELINEATOR	DRAINAGE INLETS
HEDGE	SIGNAL HEAD	HYDRANT	
DITCH BOTTOM INLET	MITERED END SECTION	GAS LINE	
POWER POLE	F.O. FIBER OPTIC LINE	FENCE	MANHOLE
SIGN	CONTROLLER CABINET	GUARDRAIL	
TRAFFIC SIGNAL POLE		BUILDING	

CONCEPTUAL IMPROVEMENT DIAGRAM  
DISTRICTWIDE CONTINUING SERVICES FOR TRAFFIC OPERATIONS

\*\*\*\*\*NAME\*\*\*\*\*  
12/19/2016  
\*\*\*\*\*SYTIME\*\*\*\*\*  
\*\*\*\*\*DGN SPECIFICATION\*\*\*\*\*

**Appendix**

DATE	BY	SYMBOL	SECTION STATUS	INT. OF US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO.
01/29/2013	Debbie Pfrnce	05/26/2013 Michael Register	02	US 1	SR 5/SR 100	FLAGLER	05	73010000	1 OF 3
<p>FLORIDA DEPARTMENT OF TRANSPORTATION STRAIGHT LINE DIAGRAM OF ROAD INVENTORY</p>									
<p>SECTION: 05/26/2013 DATE: 05/26/2013 BY: Michael Register</p>									
<p>ROADWAY: 281FC-5 COMPOSITION: 281FC-5 HORIZONTAL ALIGNMENT: HORIZONTAL STRUCTURE DESCRIPTION: CURVE DATA NOT FIELD VERIFIED SIS: 281FC-5 FUN CLASS: URBAN PRIN ART OTHER SPEED LIMIT: 60 MPH ACCESS CLASS: 500 NHS: INF5M3C21 PRINCIPAL ARTERIALS</p>									
<p>ROADWAY: 281FC-5 COMPOSITION: 281FC-5 HORIZONTAL ALIGNMENT: HORIZONTAL STRUCTURE DESCRIPTION: CURVE DATA NOT FIELD VERIFIED SIS: 281FC-5 FUN CLASS: URBAN PRIN ART OTHER SPEED LIMIT: 60 MPH ACCESS CLASS: 500 NHS: INF5M3C21 PRINCIPAL ARTERIALS</p>									



US 1 at Old Dixie Hwy



TURNING MOVEMENT COUNT  
 NORTH STREET: US 1  
 SOUTH STREET: US 1  
 US 1 AT OLD DIXIE HIGHWAY  
 ALL VEHICLES

DATE: 6/2/2016  
 EAST STREET: OLD DIXIE HIGHWAY  
 WEST STREET: N/A  
 TIME: 7-9AM,11-1PM,2-6PM  
 BY: DT

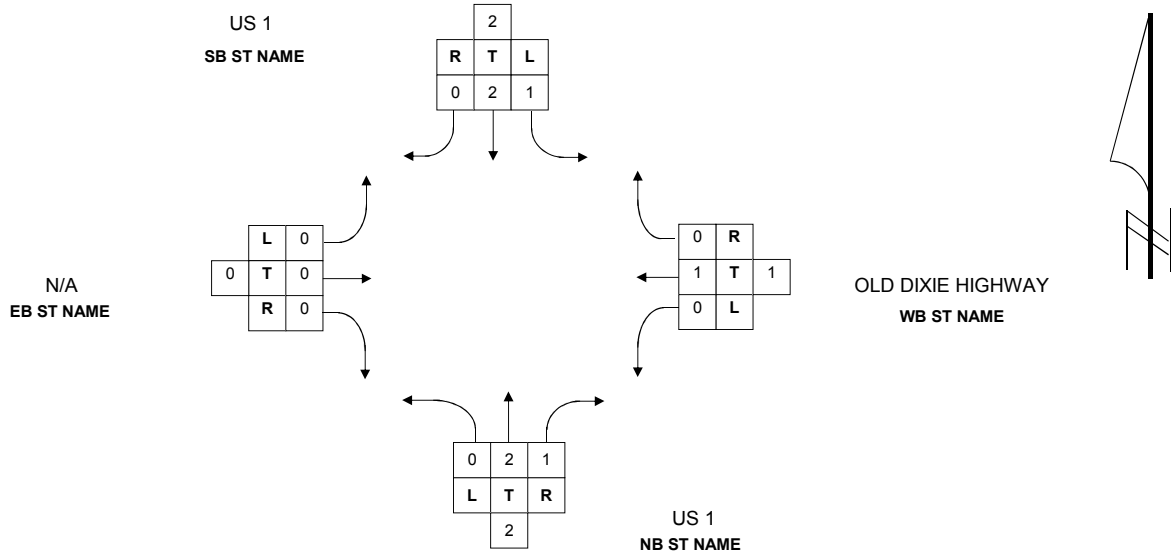
START TIME	NORTHBOUND					SOUTHBOUND					NS TOTAL	EASTBOUND					WESTBOUND					EW TOTAL	GRAND TOTAL
	LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		LEFT	THRU	RIGHT	U-TURN	TOTAL	LEFT	THRU	RIGHT	U-TURN	TOTAL		
7:00	0	45	1	0	46	24	154	0	0	178	224	0	0	0	0	6	0	7	0	13	13	237	
7:15	0	63	0	0	63	35	241	0	0	276	339	0	0	0	0	7	0	12	0	19	19	358	
7:30	0	76	5	0	81	30	229	0	0	259	340	0	0	0	0	2	0	15	0	17	17	357	
7:45	0	79	0	0	79	27	201	0	0	228	307	0	0	0	0	8	0	19	0	27	27	334	
<b>Total</b>	<b>0</b>	<b>263</b>	<b>6</b>	<b>0</b>	<b>269</b>	<b>116</b>	<b>825</b>	<b>0</b>	<b>0</b>	<b>941</b>	<b>1,210</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>76</b>	<b>76</b>	<b>1,286</b>	
8:00	0	71	2	0	73	23	177	0	0	200	273	0	0	0	0	1	0	13	0	14	14	287	
8:15	0	86	9	0	95	23	140	0	0	163	258	0	0	0	0	3	0	26	0	29	29	287	
8:30	0	61	3	0	64	22	155	0	0	177	241	0	0	0	0	5	0	18	0	23	23	264	
8:45	0	72	4	0	76	20	146	0	0	166	242	0	0	0	0	5	0	20	0	25	25	267	
<b>Total</b>	<b>0</b>	<b>290</b>	<b>18</b>	<b>0</b>	<b>308</b>	<b>88</b>	<b>618</b>	<b>0</b>	<b>0</b>	<b>706</b>	<b>1,014</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>91</b>	<b>91</b>	<b>1,105</b>	
11:00	0	74	2	0	76	15	89	0	0	104	180	0	0	0	0	7	0	9	0	16	16	196	
11:15	0	66	7	0	73	24	76	0	0	100	173	0	0	0	0	2	0	7	0	9	9	182	
11:30	0	82	6	0	88	22	73	0	1	96	184	0	0	0	0	3	0	14	0	17	17	201	
11:45	0	73	7	0	80	15	78	0	0	93	173	0	0	0	0	10	0	27	0	37	37	210	
<b>Total</b>	<b>0</b>	<b>295</b>	<b>22</b>	<b>0</b>	<b>317</b>	<b>76</b>	<b>316</b>	<b>0</b>	<b>1</b>	<b>393</b>	<b>710</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>79</b>	<b>79</b>	<b>789</b>	
12:00	0	58	6	0	64	10	74	0	1	85	149	0	0	0	0	2	0	25	0	27	27	176	
12:15	0	76	3	0	79	7	101	0	0	108	187	0	0	0	0	3	0	23	0	26	26	213	
12:30	0	78	2	0	80	13	89	0	0	102	182	0	0	0	0	3	0	13	0	16	16	198	
12:45	0	71	1	0	72	15	79	0	1	95	167	0	0	0	0	1	0	11	0	12	12	179	
<b>Total</b>	<b>0</b>	<b>283</b>	<b>12</b>	<b>0</b>	<b>295</b>	<b>45</b>	<b>343</b>	<b>0</b>	<b>2</b>	<b>390</b>	<b>685</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>81</b>	<b>81</b>	<b>766</b>	
14:00	0	88	6	0	94	13	74	0	0	87	181	0	0	0	0	1	0	17	0	18	18	199	
14:15	0	86	6	0	92	17	85	0	0	102	194	0	0	0	0	1	0	20	0	21	21	215	
14:30	0	100	4	0	104	15	97	0	0	112	216	0	0	0	0	4	0	20	0	24	24	240	
14:45	0	118	4	0	122	14	83	0	0	97	219	0	0	0	0	3	0	17	0	20	20	239	
<b>Total</b>	<b>0</b>	<b>392</b>	<b>20</b>	<b>0</b>	<b>412</b>	<b>59</b>	<b>339</b>	<b>0</b>	<b>0</b>	<b>398</b>	<b>810</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>83</b>	<b>83</b>	<b>893</b>	
15:00	0	129	4	0	133	21	92	0	0	113	246	0	0	0	0	3	0	35	0	38	38	284	
15:15	0	156	7	0	163	14	103	0	0	117	280	0	0	0	0	6	0	23	0	29	29	309	
15:30	0	133	2	0	135	19	104	0	1	124	259	0	0	0	0	4	0	26	0	30	30	289	
15:45	0	132	14	0	146	18	107	0	0	125	271	0	0	0	0	6	0	27	0	33	33	304	
<b>Total</b>	<b>0</b>	<b>550</b>	<b>27</b>	<b>0</b>	<b>577</b>	<b>72</b>	<b>406</b>	<b>0</b>	<b>1</b>	<b>479</b>	<b>1,056</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>111</b>	<b>0</b>	<b>130</b>	<b>130</b>	<b>1,186</b>	
16:00	0	139	3	0	142	22	90	0	0	112	254	0	0	0	0	7	0	25	0	32	32	286	
16:15	0	139	3	0	142	23	115	0	0	138	280	0	0	0	0	2	0	31	0	33	33	313	
16:30	0	168	7	0	175	16	98	0	0	114	289	0	0	0	0	2	0	38	0	40	40	329	
16:45	0	183	11	0	194	19	79	0	0	98	292	0	0	0	0	2	0	32	0	34	34	326	
<b>Total</b>	<b>0</b>	<b>629</b>	<b>24</b>	<b>0</b>	<b>653</b>	<b>80</b>	<b>382</b>	<b>0</b>	<b>0</b>	<b>462</b>	<b>1,115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>126</b>	<b>0</b>	<b>139</b>	<b>139</b>	<b>1,254</b>	
17:00	0	173	7	0	180	23	87	0	1	111	291	0	0	0	0	4	0	23	0	27	27	318	
17:15	0	199	4	0	203	10	114	0	0	124	327	0	0	0	0	3	0	22	0	25	25	352	
17:30	0	223	7	0	230	18	87	0	1	106	336	0	0	0	0	0	0	28	0	28	28	364	
17:45	0	148	5	0	153	26	75	0	0	101	254	0	0	0	0	3	0	32	0	35	35	289	
<b>Total</b>	<b>0</b>	<b>743</b>	<b>23</b>	<b>0</b>	<b>766</b>	<b>77</b>	<b>363</b>	<b>0</b>	<b>2</b>	<b>442</b>	<b>1,208</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>105</b>	<b>0</b>	<b>115</b>	<b>115</b>	<b>1,323</b>	

FLORIDA DEPARTMENT OF TRANSPORTATION

SUMMARY OF VEHICLE MOVEMENTS

SECTION 73010 CITY Bunnell COUNTY Flagler  
 STATE ROUTE US 1 INTERSECTING ROUTE Old Dixie Highway  
 OBSERVER DT DATE 6/2/2016 MILEPOST 4.764  
 WEATHER Fair ROAD CONDITION Good

REMARKS \_\_\_\_\_  
 \_\_\_\_\_  
 FORM COMPLETED BY BM DATE 07/07/16



TIME BEGIN/END	NORTHBOUND					SOUTHBOUND					TOTAL N/S	EASTBOUND					WESTBOUND					TOTAL E/W	
	L	T	R	U	TOT	L	T	R	U	TOT		L	T	R	U	TOT	L	T	R	U	TOT		
4 - 5																							
5 - 6																							
6 - 7																							
7 - 8	0	263	6	0	269	116	825	0	0	941	1,210	0	0	0	0	0	23	0	53	0	76	76	
8 - 9	0	290	18	0	308	88	618	0	0	706	1,014	0	0	0	0	0	14	0	77	0	91	91	
9 - 10																							
10 - 11																							
11 - 12	0	295	22	0	317	76	316	0	1	393	710	0	0	0	0	0	22	0	57	0	79	79	
12 - 1	0	283	12	0	295	45	343	0	2	390	685	0	0	0	0	0	9	0	72	0	81	81	
1 - 2																							
2 - 3	0	392	20	0	412	59	339	0	0	398	810	0	0	0	0	0	9	0	74	0	83	83	
3 - 4	0	550	27	0	577	72	406	0	1	479	1,056	0	0	0	0	0	19	0	111	0	130	130	
4 - 5	0	629	24	0	653	80	382	0	0	462	1,115	0	0	0	0	0	13	0	126	0	139	139	
5 - 6	0	743	23	0	766	77	363	0	2	442	1,208	0	0	0	0	0	10	0	105	0	115	115	
6 - 7																							
7 - 8																							
8 - 9																							
9 - 10																							
10 - 11																							
11 - 12																							
TOTAL	0	3,445	152	0	3,597	613	3,592	0	6	4,211	7,808	0	0	0	0	0	119	0	675	0	794	794	

Percentage	0%	96%	4%	0%	15%	85%	0%	0%	0%	0%	0%	0%	15%	0%	85%	0%
Maximum	0	743	27	0	116	825	0	2	0	0	0	0	23	0	126	0
Minimum	0	263	6	0	45	316	0	0	0	0	0	0	9	0	53	0



