

H. Plan Study Area Selection Information

Lauderhill TMP: **Suggested** Plan Study Area

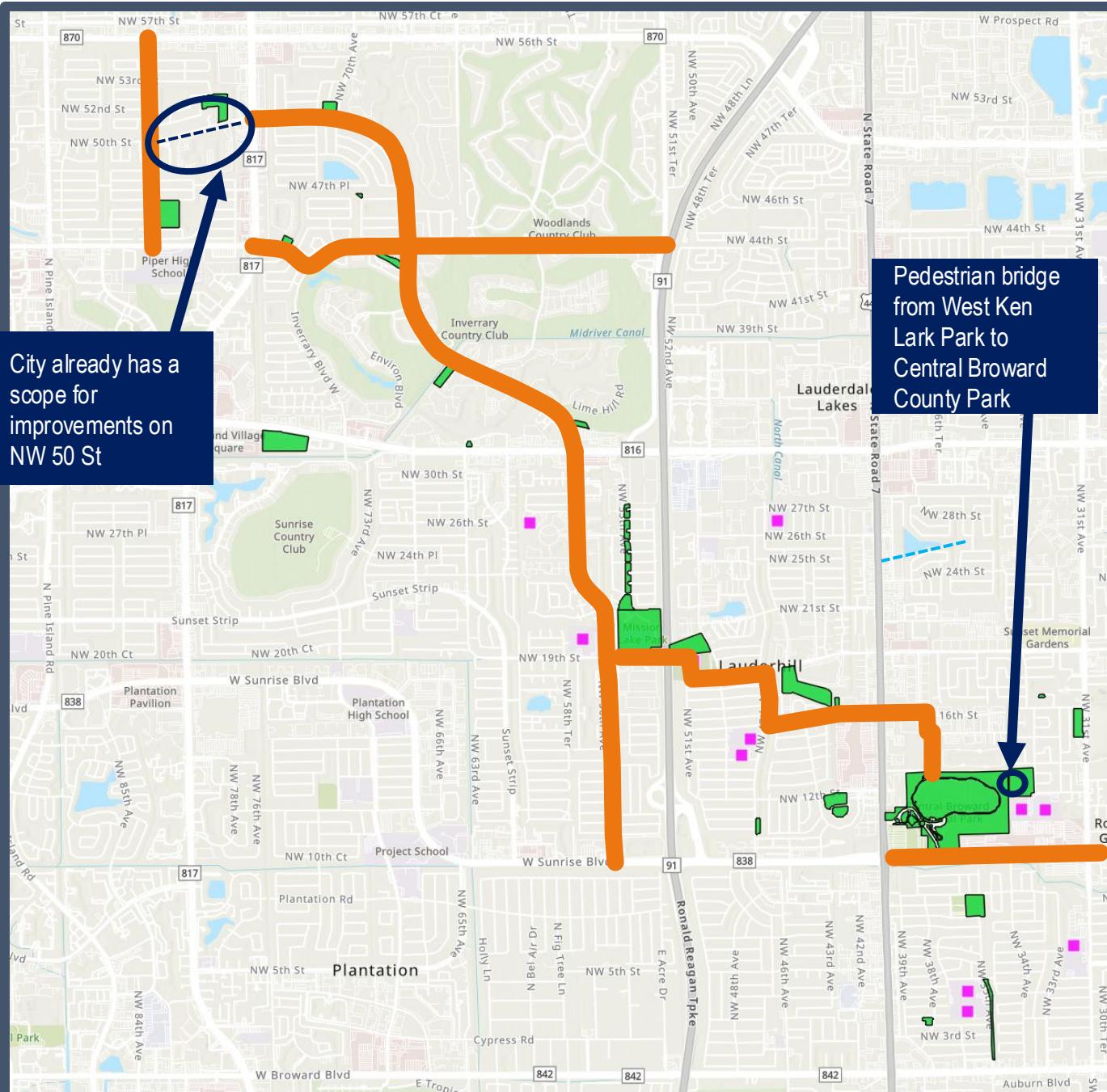
= Suggested Plan Study Area

The **Suggested** Plan Study Area is comprised of six roadways, primarily city-owned, that will improve roadway safety and citywide connectivity.

The **Suggested** Plan Study Area was identified based on data review and community engagement feedback, as well as the opportunity for improvements.

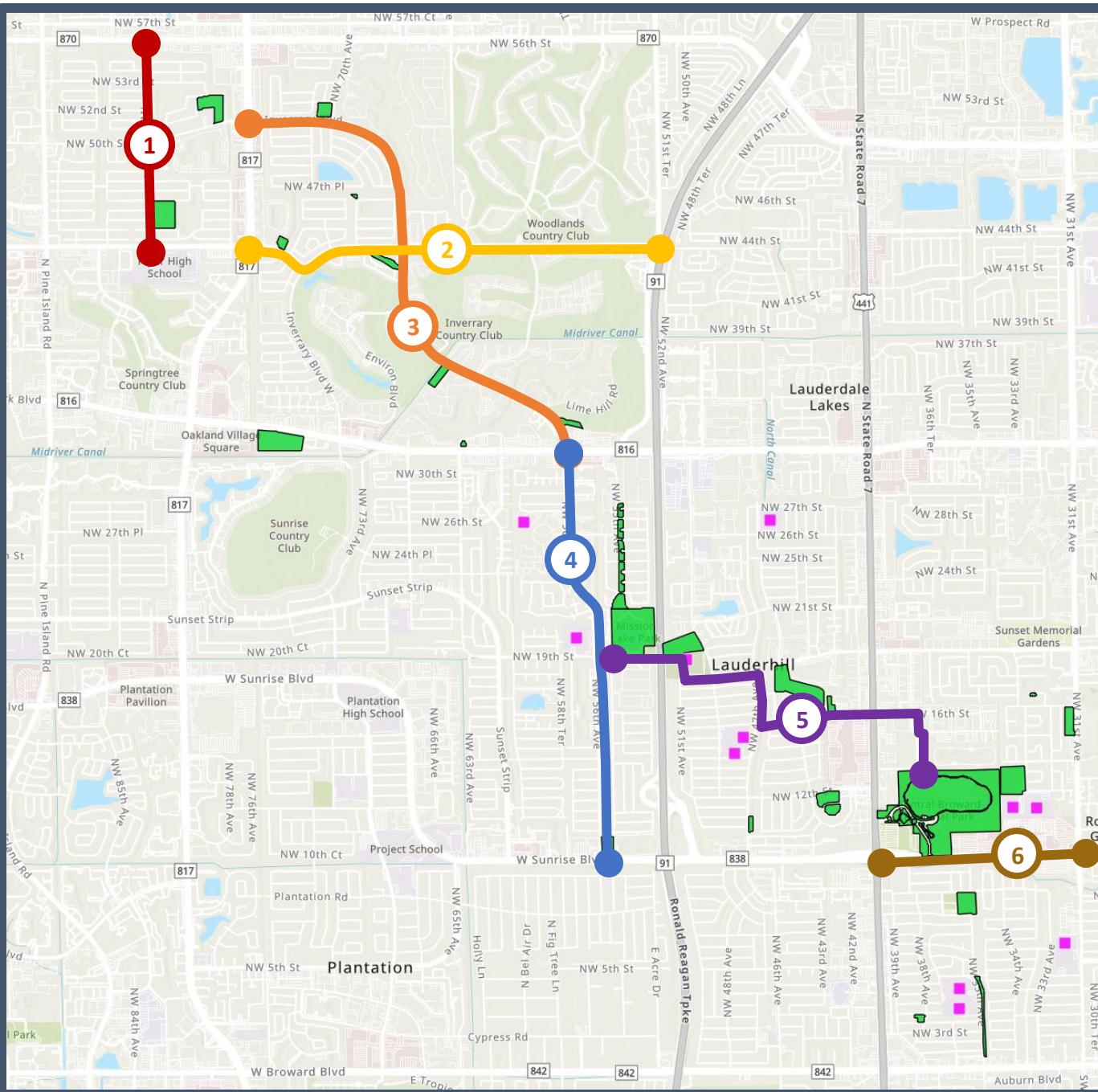
The **Suggested** Plan Study Area should not be considered “recommendations” as other roadways may be selected in consideration of city priorities or other conditions.

Destinations connected by the **Suggested** Plan Study Area :
Piper High School, Piper Field (City of Sunrise), Westwind Park, Veteran’s Park, Jackie Gleason Park, Waterford Park, Ruth Rothkopf Park, Botanical Gardens, City Hall, Endeavour Primary Learning Center, Royal Palm Elementary School, South Gateway Park, John E Mullin Park, STEM 6-12 School (& Field), Paul Turner Elementary School, Lauderhill Mall, Central Broward County Park, Lauderhill Performing Arts Center, Lauderhill Central Park Library, Swap Shop, West Ken Lark Park, Larkdale Elementary PLUS access to BCT Routes 55, 2, 81, 19, and 36 and all Community Shuttle Routes.



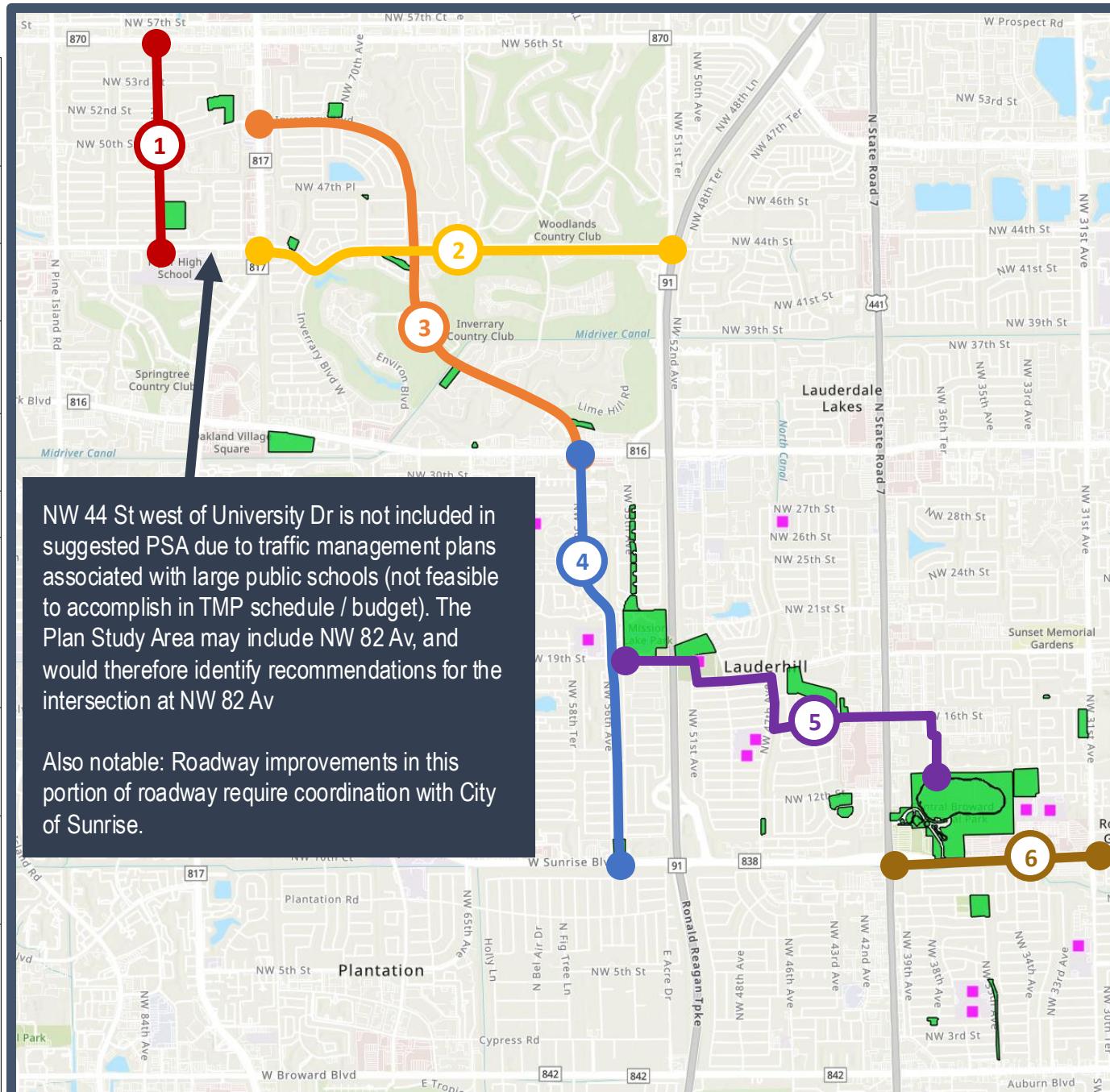
1 NW 82 Av: Commercial Blvd to NW 44 St

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|-----------------------------------|---|
| TMP Vision | Walk to School (Piper HS); Wide ROW (accommodate Shared Use Path); Access to Park; Reduce barriers to cross roadways; Improve neighborhood roadway safety |
| Safety | 3 KSI (1 on roadway, 2 at major intersections) Commercial Blvd & NW 44 St are both on BMPO's High Injury Network |
| Speeding | 45 MPH at both NW 44 St and Commercial Blvd; School Speed Study @ NW 44 St: 29.5% violation during AM School Zone & 57.7% during PM school zone |
| Programmed Improvements & Studies | None |
| McMahon | Shared Use Path + Roundabout at NW 50 St. Did not address major intersections (Commercial Blvd and NW 44 St), traffic calming, or street lighting |
| LTS | Bike 2 / Ped 1 |
| Notable Conditions | 4-way stops; Speed humps; Unsignalized full access at Commercial Blvd; 1,000'+ between controlled crossing opportunities |
| Survey Monkey | #1 Destination: Parks (direct access to Westwind Park, indirect access to City of Sunrise Piper Park) (For major roads to be improved for walkability: Commercial Blvd ranked #2) |
| Community Meeting Comments | Cut through from Commercial Blvd to NW 44 St; Dark / Better street lighting; Safety at intersections Commercial Blvd (want signal) and NW 44 St (want left turn signal); Cars not stopping at 4-way stops |
| Other | City-owned Roadway (State and County Owned intersections); Opportunity to identify standard improvements for a typical "neighborhood roadway"; identify ADA improvements |



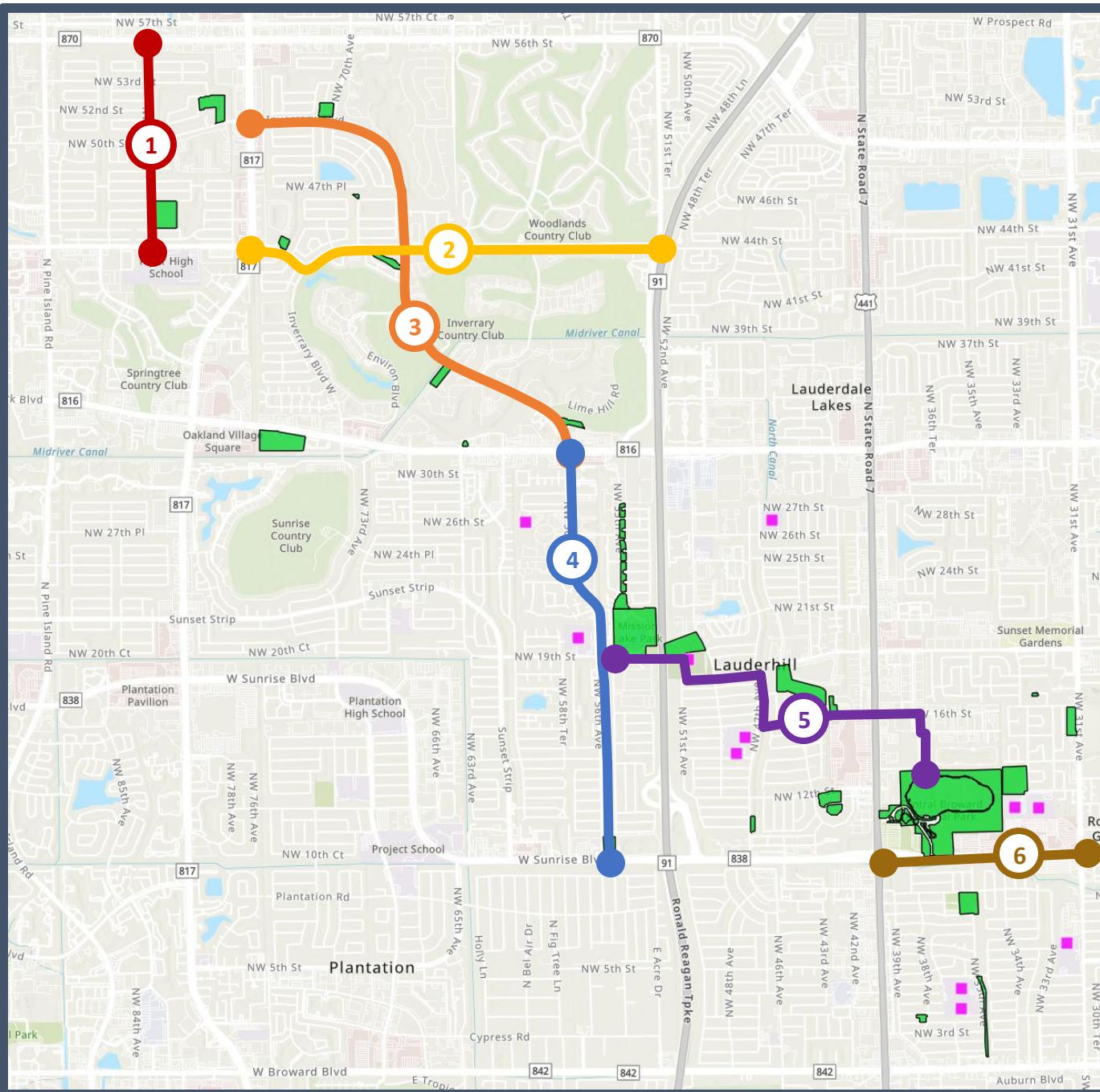
2 NW 44 St: University Dr to Rock Island Rd

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|-----------------------------------|--|
| TMP Vision | 55+ communities; Safety for all ages; Walk-to-school (observed BCPS Bus Stops); Recreational and Essential Destinations (2 Parks & Synagogues); Reduce barriers to cross roadways; BCT & Community Shuttle |
| Safety | KSI (including ped & bicyclists) on roadway and at signalized intersections (except Inv Blvd W) |
| Speeding | 35 MPH (40 / 45 MPH at Major Intersections); Drivers observed speeding or not stopping for people crossing on field visits |
| Programmed Improvements & Studies | None |
| McMahon | Convert painted median to raised median. Did not include new crossings, widening sidewalks or improved bike facilities, traffic calming, or street lighting |
| LTS | Bike 3 / Ped 4 (&1) |
| Notable Conditions | Painted bike lanes – Bike lanes drop at intersections; Cyclists frequently observed riding on sidewalks; Special Population – walking to synagogues; Painted center medians (except area west of Inv Blvd W); Frequent uncontrolled intersections allowing left turns in and out; Distances without marked crossings |
| Survey Monkey | Priority Roadway for Walkability #4 / 29% ranked #1 (For major roads: University Dr ranked #5) #1 Destination = Parks; #2 Destination = Synagogues or Church |
| Community Meeting Comments | Crossing roadway to access Synagogue (want crosswalks at NW 70 Av & NW 72 Av); Safety at intersection with Inverrary Blvd; Sidewalk gaps on north side east of Inverrary Blvd; Dark at night |
| Other | City-owned Roadway (State and County Owned intersections); Programmed Turnpike Interchange from Rock Island Rd may cause impacts to NW 44 St, due to direct connection to Rock Island Rd. Broward County's Low Stress Mobility Master Plan identified opportunity for this roadway to be developed as Low Stress bike / ped route |



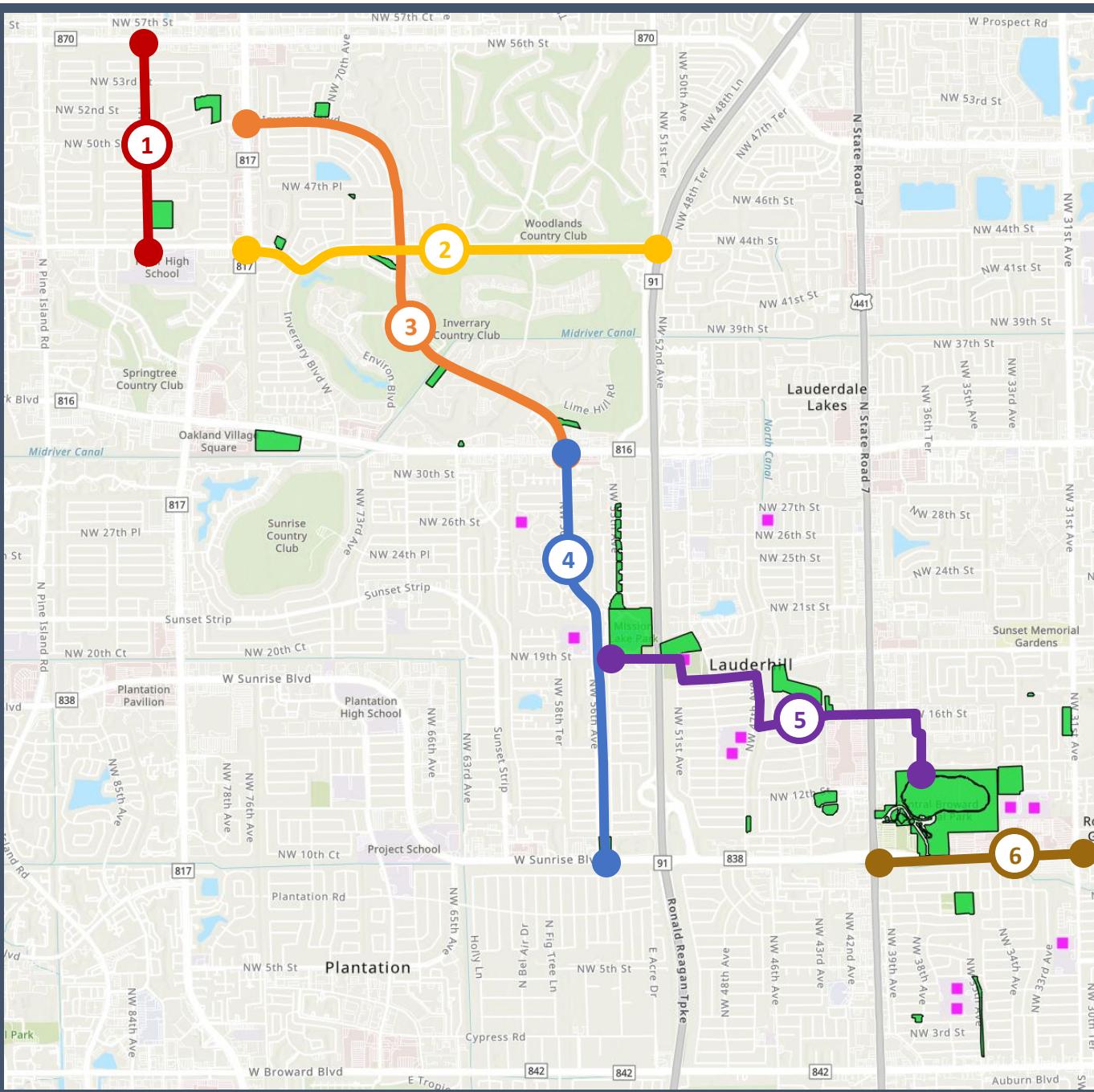
③ Inverrary Blvd: University Dr to Oakland Park Blvd

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| TMP Vision | 55+ communities; Safety for all ages; Walk-to-school (observed BCPS Bus Stops); Recreational and Essential Destinations (4 Parks, Synagogues, City Hall, & Grocery Stores); BCT & Community Shuttle; Links to multiple parks |
| Safety | KSI (including ped & bicyclists) on roadway and at signalized intersections (except University Dr) Roadway on BMPO High Injury Network and High Risk Network |
| Speeding | 30 MPH (45 MPH at Intersections for University Dr & Oakland Park Blvd) 1/2024 Speed Study @ 3200 Inverrary Blvd: 85% at 47 MPH and Max Speed 104 MPH |
| Programmed Improvements & Studies | Oakland Park Blvd: BCT – Bus Rapid Transit |
| McMahon | Improvements only identified for Major Intersections and Inverrary Dr. No corridor improvements including crossings, improved bike facilities, traffic calming, wayfinding, or street lighting |
| LTS | Bike 3 / Ped 4 (&1) |
| Notable Conditions | Painted bike lanes – Bike lanes drop at intersections / cyclists frequently observed riding on sidewalks; Sidewalk gaps; ½ mile distance between signalized crossings, Marked crossing with no signalization |
| Survey Monkey | Priority Roadway for Walkability #1 (For major roads: University Dr ranked #5; Oakland Park Blvd ranked #1) #1 Destination = Parks; #2 Destination = Synagogues or Church #1 Concern: Speeding (or dangerous driving) |
| Community Meeting Comments | Sidewalks are tight or obstructed; Missing sidewalks; Safety at intersection with NW 44 St; Crossing roadway to access synagogue; Left turn signal for NW 70 St; Speeding; |
| Other | City-owned Roadway (State Owned intersections); Anticipated redevelopment of golf courses; Significant sidewalk gaps south of Inverrary Dr; Mature shade trees |



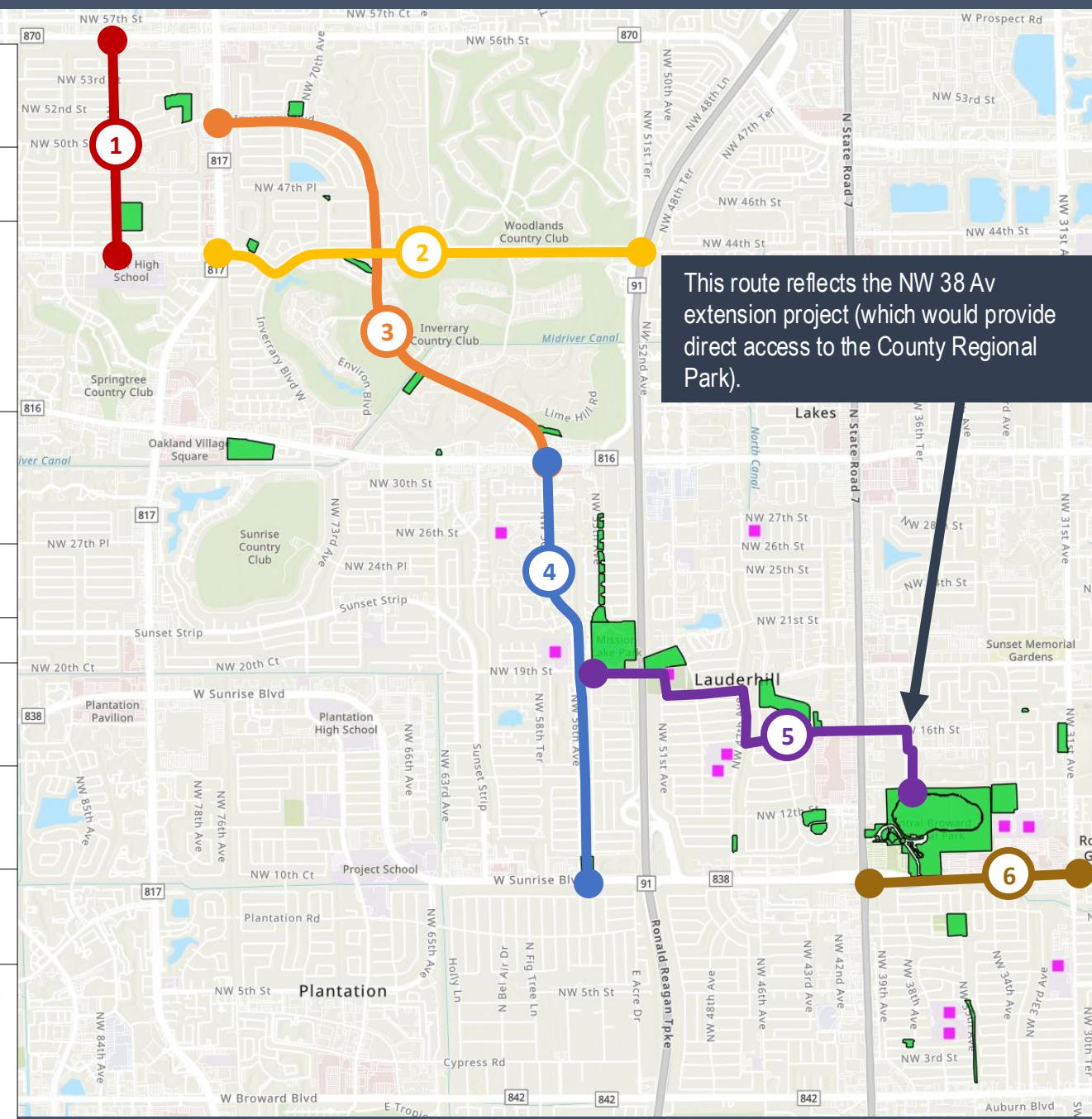
4 NW 56 Av: Oakland Park Blvd to Sunrise Blvd

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|-----------------------------------|--|
| TMP Vision | Walk to school; Essential Destinations along Oakland Park Blvd; Social, Recreational, and Essential Destinations (South Gateway Park, City Hall, and Grocery Stores); BCT & Community Shuttle; Neighborhood connections; Reduce barriers to cross roadways |
| Safety | KSI (including ped & bicyclists) throughout roadway Roadway on BMPO High Injury Network |
| Speeding | 30 MPH (45 MPH at Intersections for Oakland Park Blvd & Sunrise Blvd) 6/2024 School Speed Studies: (1) 1900 NW 56 Av: 60% of vehicles violated school speed zone (18% violation during school hours) (2) 2700 NW 56 Av: 28% of vehicles violated school speed zone (10% violation during school hours) |
| Programmed Improvements & Studies | Oakland Park Blvd: BCT – Bus Rapid Transit |
| McMahon | Improvements only identified for intersections at Oakland Park Blvd, NW 19 St, and Sunrise Blvd; No roadway improvements including speed management or mid-block crossings |
| LTS | Bike 3 / Ped 1 |
| Notable Conditions | Painted bike lanes – drop at intersections; Bike Lanes may not be comfortable for all ages and abilities; Marked crossing with no signalization; two school speed zones; Only full-city north/ south route through central Lauderhill; Long distances between controlled crossings. |
| Survey Monkey | #1 Destination: Parks #1 Concern: Speeding (or dangerous driving) Prioritized Major roads: Oakland Park Blvd ranked #1, Sunrise Blvd ranked #3 |
| Community Meeting Comments | Speeding; Dark / want more lighting; Intersection safety at Oakland Park Blvd and Sunrise Blvd |
| Other | City-owned Roadway (State Owned intersections); Southern continuation of Inverrary Blvd; Utilized as north / south cut through route |



5 NW 19 St to County Regional Park

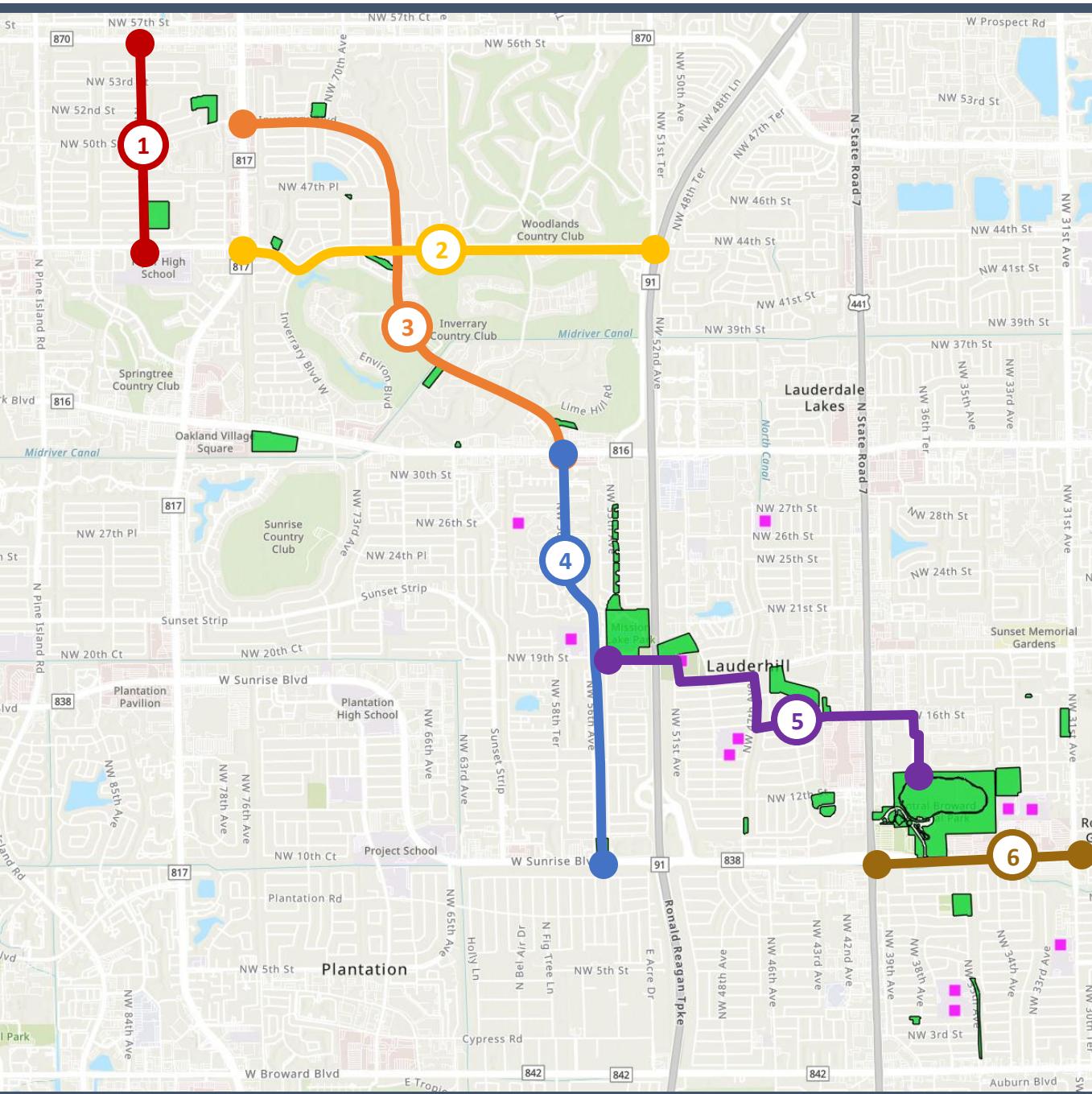
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| TMP Vision | 55+ communities; Walk to school; Social, Recreational, & Essential Destinations (City Parks, County Park, Library, Performing Arts Center, and Grocery Stores); BCT & Community Shuttle; Safer neighborhoods + benefits various neighborhoods; Links to multiple parks |
| Safety | KSI at intersections of NW 19 St @ NW 56 Av and NW 16 St @ US 441 US 441 on BMPO High Injury and High Risk Networks |
| Speeding | 25 MPH (40 MPH at Intersections for US 441) 5/2024 Speed Study @ 4300 – 4700 NW 16 St: 85% at 33 MPH 6/2024 School Speed Studies: (1) 1900 NW 56 Av: 60% of vehicles violated school speed zone (2) 1900 NW 49 Av: 50% of vehicles violated school speed zone (3) 4700 NW 16 St: 39% of vehicles violated school speed zone |
| Programmed Improvements & Studies | NW 16 St Bike / Ped Improvements – Construction 2024 NW 38 Av Roadway Extension – Design FY 2027 Turnpike Widening (replacement of pedestrian bridge) – Design FY 2029 NW 49 Av CSLIP Project – Design FY 2028 |
| McMahon | NW 19 St Extension – Convert Pedestrian Bridge to 2-lane roadway NW 19 St @ NW 47 Av - Convert to Roundabout |
| LTS | Bike 4 (&2) / Ped 1 (intersection of US 441 is 4) |
| Notable Conditions | Portion of route is located on Broward Schools property; Share the road bike facilities to be installed in 2025; several 4-way stop intersections; High stress crossing at US 441; Existing / planned bike facilities not comfortable for All Ages & Abilities in some places. |
| Survey Monkey | #1 Destination: Parks #1 Concern: Speeding (or dangerous driving) NW 16 St - Priority Roadway for Walkability #5 |
| Community Meeting Comments | More street lights / dark at night; Speeding on US 441; Bus improvements; Invest in safer roads; Sidewalk maintenance |
| Other | City-owned Roadway (State Owned intersection and Bridge; BCPS owned Shared Use Path); The route shown reflects NW 38 Av extension to County Regional Park. The Turnpike PD&E report includes replacing the pedestrian bridge. Potential to identify improved facilities to the pedestrian bridge. Broward County's Low Stress Mobility Master Plan identified pedestrian bridge as a low-stress ped/bike linkage. |



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Sunrise Blvd: US 441 to NW 31 Av

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| TMP Vision | Recreational and Essential Destinations (County Park, Library, Performing Arts Center); BCT; Reduce barriers to crossing roadways; Opportunity to improve roadway resilience and comfort |
| Safety | Significant KSI along roadway Roadway on BMPO High Injury and High Risk Networks |
| Speeding | 45 MPH |
| Programmed Improvements & Studies | Sunrise Blvd Canal Shared Use Path – Construction May 2025 Sunrise Blvd RRR – Construction 2027 |
| McMahon | Improvements identified for intersections at NW 56 Av and NW 47 Av; For intersection at NW 34 Av improvements focus on signal timing and congestion management; Conversion of raised intersection (441) to at-grade; Construct ped bridge adjacent to access to County Regional Park; Water taxi Service |
| LTS | Bike 4 / Ped 4 |
| Notable Conditions | No bike facilities; Pedestrian Bridge for Swap Shop; Bus stops not near signalized crossings; Roadway widens to 8 lanes at intersection with NW 34 Av; |
| Survey Monkey | #1 Concern: Speeding (or dangerous driving) Priority Roadway for Walkability #3 |
| Community Meeting Comments | Speeding near Swap Shop; People crossing roadway near Swap Shop; Hard to cross the roadway (Crosswalk at NW 34 Av feels unsafe) |
| Other | Stated-owned Roadway ; Opportunity to identify improvements for future redevelopment of Swap Shop; Opportunity for reducing design speed along Sunrise Blvd; State Roadway requires additional coordination; Opportunity to further refine pedestrian bridge concept; Opportunity to improve proposed Shared Use Path crossing at NW 34th Ave; MTP 2050 Cost Feasible Plan includes Feasibility Study for conversion of raised intersection (US 441) to at-grade. This TMP will not assess this concept. |



Lauderhill TMP: **Suggested** Plan Study Area + Survey Monkey Priority Roadways

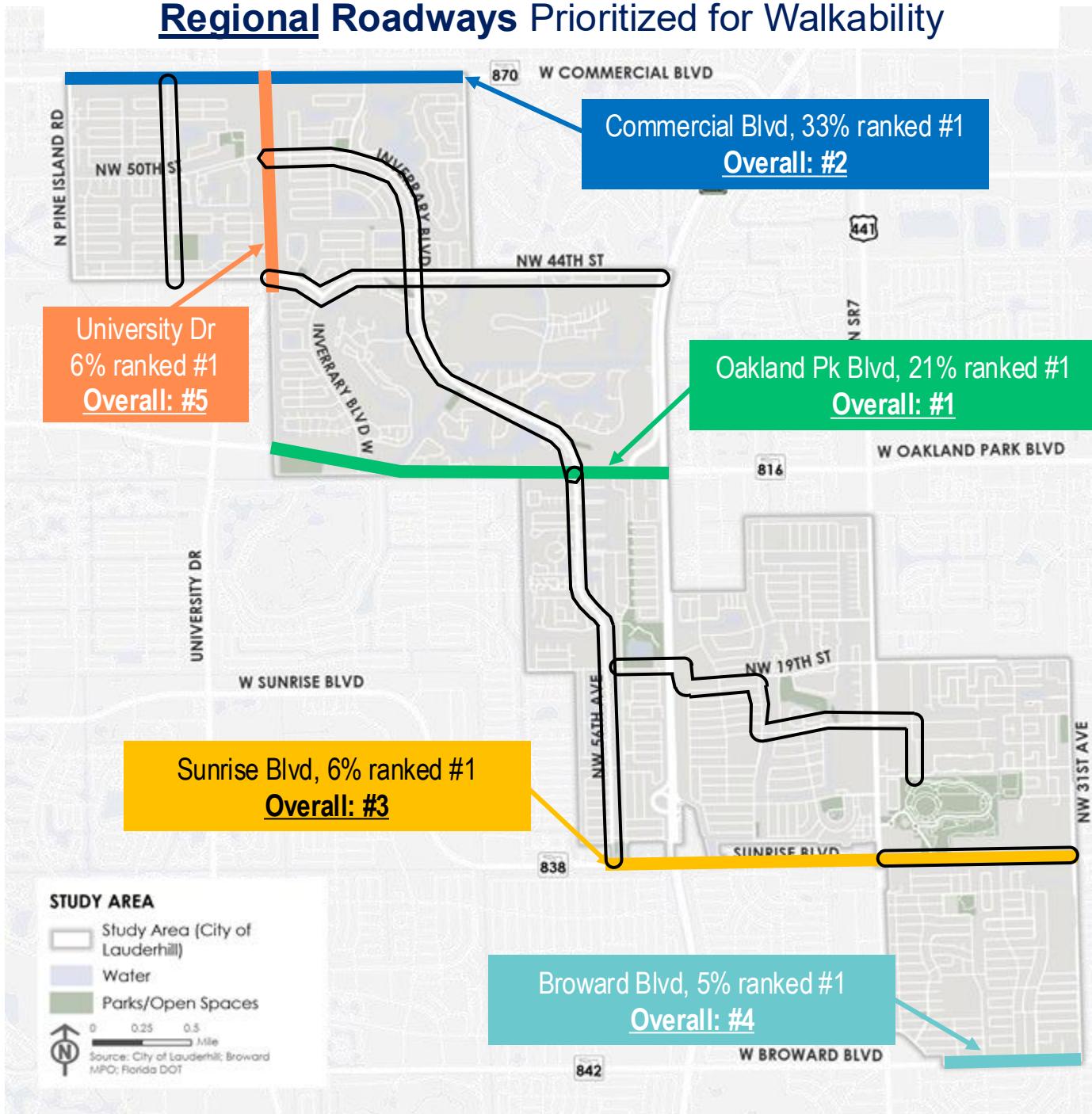
Intersections on Commercial Blvd, University Dr, and Oakland Park Blvd would be assessed as part of the **Suggested** Plan Study Area.

Feedback from the Survey Monkey and the Community Meetings suggests the concerns from the community are crossing these roadways. The **Suggested** Plan Study Area would identify the improvements needed to make crossings these roadways safer and more comfortable.

The **Suggested** Plan Study Area includes Sunrise Blvd plus the intersection at NW 56 Av.

See “Notes on roadways not included in Suggested Plan Study Area” for further information.

Regional Roadways Prioritized for Walkability

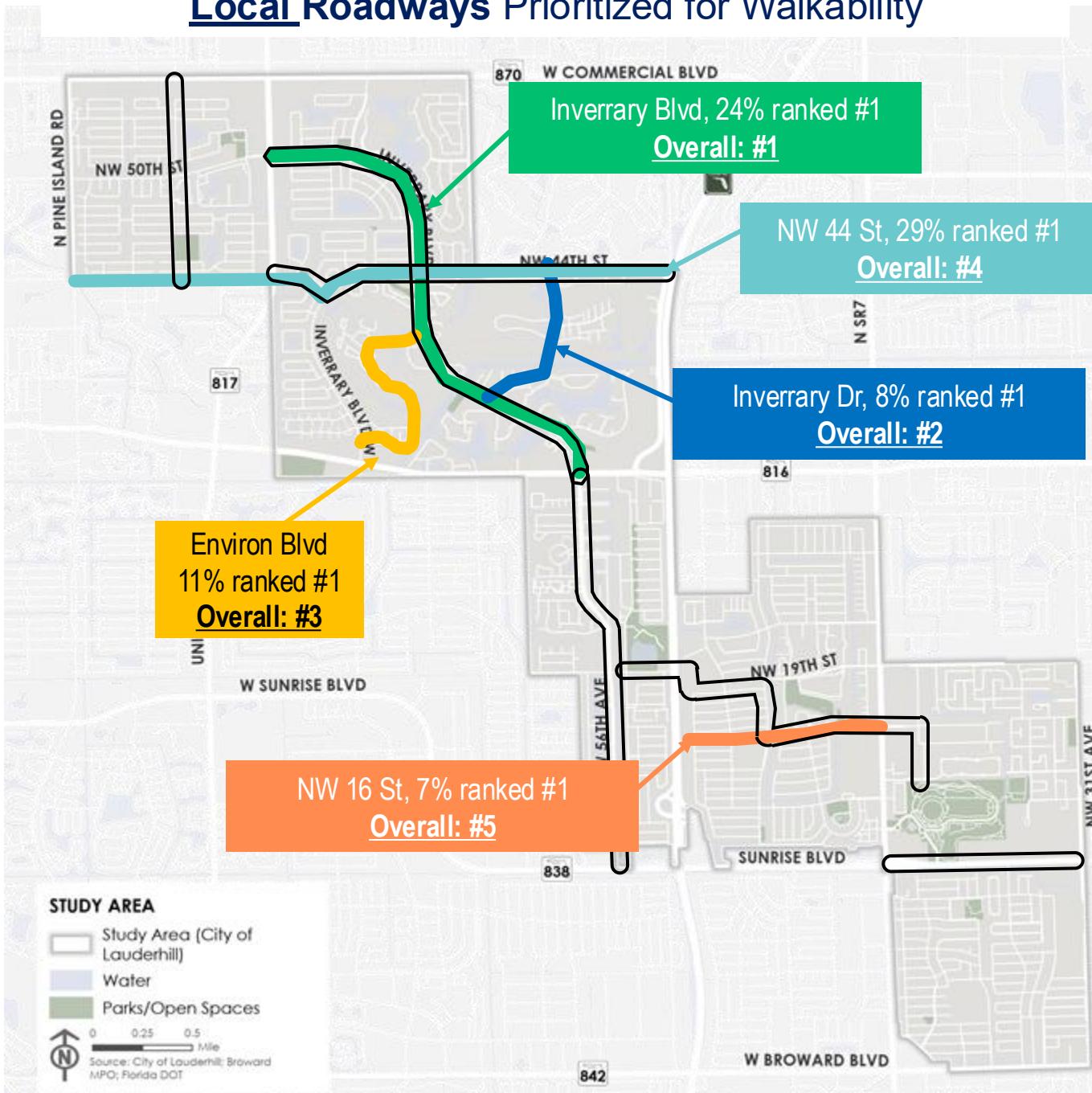


Local Roadways Prioritized for Walkability

Lauderhill TMP: **Suggested** Plan Study Area + Survey Monkey Priority Roadways

The **Suggested** Plan Study Area includes all or a portion of the three of the highest ranked local roadways. The **Suggested** Plan Study Area covers a larger area of the City, versus the Survey Monkey prioritized local roadways.

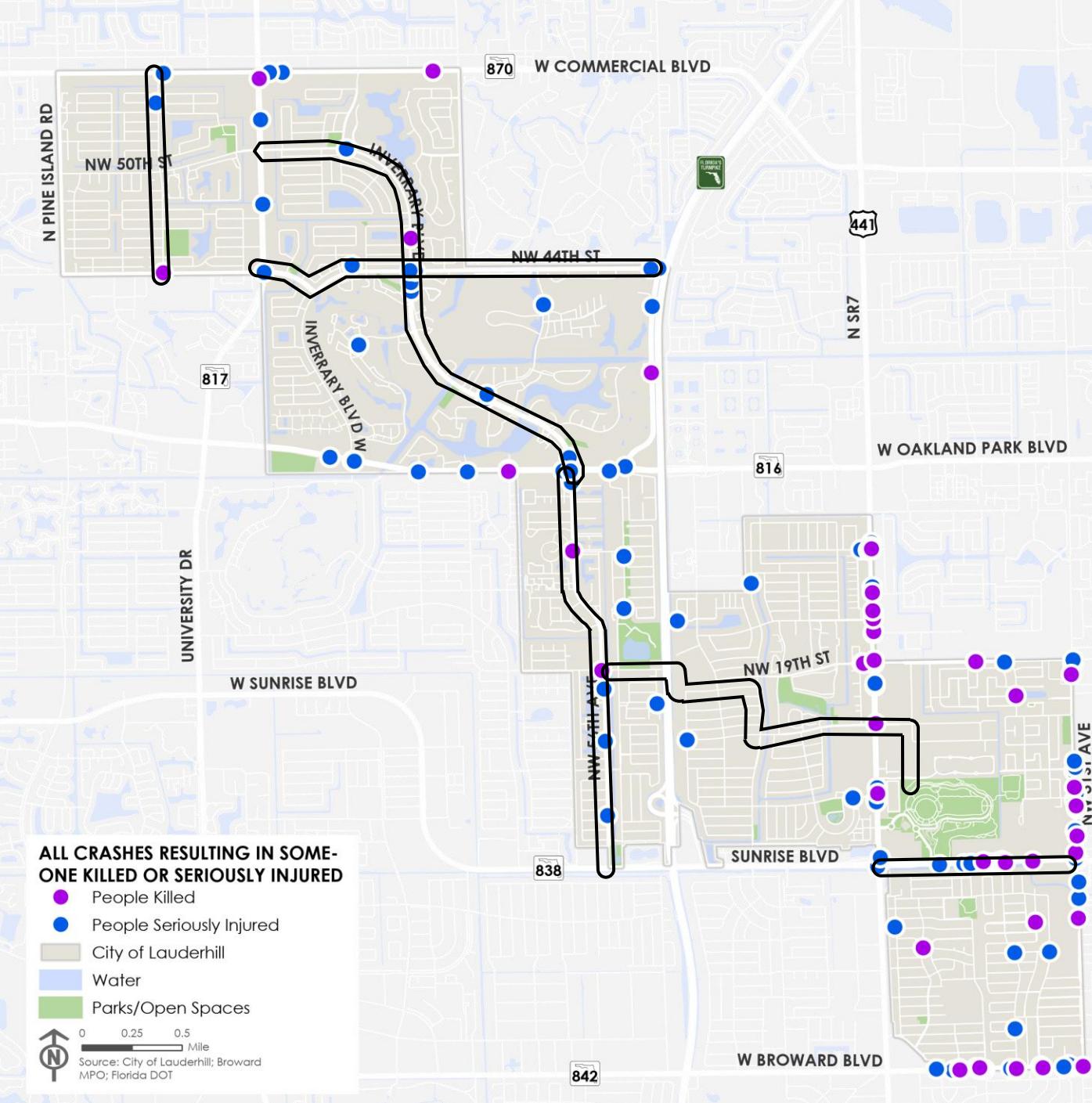
See “Notes on roadways not included in Suggested Plan Study Area” for further information on Environ Blvd and Inverrary Dr.



Lauderhill TMP: ***Suggested*** Plan Study Area + 5-Year KSI Locations

The ***Suggested*** Plan Study Area includes both roadways and intersections that have a recent history (2019-2023) of crashes resulting in fatality or serious injury. Several roads (Inverrary Blvd, NW 56 Av, Sunrise Blvd) are on the BMPO High Injury Network, plus others intersect with roadways on the High Injury Network.

Recommendations developed in for the TMP would address not only KSI crashes, but all crashes resulting in injuries. Additionally, the TMP will consider anticipated redevelopment and other conditions to identify locations with a high risk for injury crashes.



Notes on roadways not included in *Suggested Plan Study Area*

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| Pine Island Rd | County recently identified improvements for Pine Island Rd as part of Surtax – no improvements identified for this area | <p>STUDY AREA</p> <ul style="list-style-type: none"> Study Area (City of Lauderhill) Water Parks/Open Spaces <p>0 0.25 0.5 miles</p> <p>Source: City of Lauderhill, Broward MPO, Florida DOT</p> |
| Commercial Blvd | FDOT is starting construction on improvements to Commercial Blvd – minor signalization improvements for this area; Roadway improvements would require coordination with City of Tamarac. | |
| NW 50 St | City has a scope for NW 50 St (also scope included in McMahon Plan). | |
| Inverrary Blvd West | Bike lanes recently installed; However, roadway could benefit from speed management and improved crossings | |
| Environ Rd | McMahon plan includes scope and costs for sidewalk and bike lanes; However, roadway could benefit from speed management and improved crossings | |
| Inverrary Dr | McMahon plan includes scope and costs for sidewalk and bike lanes; However, roadway could benefit from speed management and improved crossings | |
| Oakland Park Blvd | Too many unknowns with Broward County's plan to develop Bus Rapid Transit on roadway. City should advocate for improved crossings and speed management during BRT design phase | |
| Rock Island Rd | Road is disconnected from Inverrary neighborhoods, parks, and schools. Roadway will be rebuilt as part of the Turnpike Widening project. Broward County has indicated they will request multimodal facilities during project design phase. | |
| NW 55 Av | BMPO will prepare a consolidated scope and cost estimates based on prior NW 55 Av Study. | |
| NW 49 Av | Roadway improvements programmed in CSLIP project. City may want to reconsider scope to add additional traffic calming at 4-way intersections and bike facilities | |
| NW 47 Av | Full roadway was considered for Plan Study Area to address speed management and intersection safety. Portion of roadway is intended to be included in the east / west park to park route. Cross streets currently being improved as part of ongoing FDOT-construction project. City might consider waiting for completion of project to determine if additional improvements are needed. | |
| NW 19 St | Improvements have been identified for roadway as part of the Broward Safety Action Plan | |
| NW 12 St | Roadway improvements programmed in CSLIP project. City may want to reconsider scope to add additional traffic calming at 4-way intersections and bike facilities | |
| US 441 / SR 7 | State-owned facility; FDOT is already in design phase for RRR. City might request FDOT implement the BSAP recommendations for this segment of US 441. | |
| NW 31 Av | Improvements have been identified for roadway as part of the Broward Safety Action Plan | |
| Broward Blvd | Limited segment of large arterial roadway. Portions of roadway east and west of this area are included in Broward Safety Action Plan. City could request FDOT to implement safety improvements for this segment. | |
| Ken Lark neighborhood road | Both NW 19 St and NW 31 Av are part of the Broward Safety Action Plan; Improving these roadways should have positive impacts on neighborhood. Feedback from Community Meetings indicate residents are concerned about large roadways outside of neighborhood. | |
| Broward Estates neighborhood road | US 441 and NW 31 Av are part of the Broward Safety Action Plan; Improving these roadways should have positive impacts on neighborhood; However, there are KSI on local roadways and additional speed management maybe beneficial on local roads. Feedback from Community Meetings indicate residents are mostly concerned about large roadways outside of neighborhood. | |

I. Plan Study Area 5-Year Injury Crashes

5-Year Injury Crashes (2020 – 2024): NW 82 Av

| Crash Report No. | Date | Day | Time | Road Surface Condition | Weather Condition | Day or Night | Lighting Condition | Intersection Type | Crash Type | Severity | Pedestrian Involved | Bicyclist Involved |
|------------------|------------|----------|----------|------------------------|-------------------|--------------|--------------------|-----------------------|----------------|----------------|---------------------|--------------------|
| 87989310 | 2/4/2020 | Tuesday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 89776344 | 3/8/2020 | Sunday | 1:30 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 89937013 | 3/24/2020 | Tuesday | 4:00 PM | Dry | Clear | DAY | Daylight | T-Intersection | Other | Injury | No | No |
| 89778365 | 4/30/2020 | Thursday | 8:11 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 89938516 | 11/12/2020 | Thursday | 3:39 PM | Dry | Cloudy | DAY | Daylight | T-Intersection | Angle | Injury | No | No |
| 89939061 | 2/2/2021 | Tuesday | 8:15 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24189063 | 2/13/2021 | Saturday | 8:55 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939286 | 3/4/2021 | Thursday | 6:22 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Left Turn | Fatality | No | No |
| 24202601 | 9/7/2021 | Tuesday | 3:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452419 | 12/16/2021 | Thursday | 6:09 PM | Dry | Clear | DAY | Dark - Lighted | T-Intersection | Bicycle | Injury | No | Yes |
| 24452819 | 2/7/2022 | Monday | 8:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Serious Injury | Yes | No |
| 24821656 | 3/27/2022 | Sunday | 2:13 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24453338 | 4/14/2022 | Thursday | 3:14 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Right Turn | Injury | No | No |
| 25343011 | 1/20/2023 | Friday | 5:39 PM | Dry | Clear | DAY | Dusk | T-Intersection | Left Turn | Injury | No | No |
| 26076639 | 8/18/2023 | Friday | 8:45 PM | Dry | Clear | NIGHT | Dark - Not Lighted | T-Intersection | Other | Serious Injury | No | No |
| 25999495 | 10/13/2023 | Friday | 10:09 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26077668 | 1/9/2024 | Tuesday | 9:46 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26077923 | 2/13/2024 | Tuesday | 11:34 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26166957 | 5/2/2024 | Thursday | 7:37 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26775769 | 9/19/2024 | Thursday | 5:05 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26168107 | 10/8/2024 | Tuesday | 7:05 AM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 27145791 | 12/3/2024 | Tuesday | 8:17 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |

| No. of Injury Crashes | Fatality | Serious Injury | Injury | Angle | Left Turn | Rear End | Right Turn | Lane Departure | Ped. Involved | Bikie Involved |
|-----------------------|----------|----------------|--------------------|----------------|---------------------|----------|------------|----------------|--------------------|----------------|
| 22 | 1 | 2 | 19 | 1 | 7 | 2 | 1 | 4 | 4 | 1 |
| % of Injury Crashes | 5% | 9% | 86% | 5% | 32% | 9% | 5% | 18% | 18% | 5% |
| | | | | | | | | | | |
| | Wet | Dry | 4-Way Intersection | T-Intersection | Not at Intersection | Day | Night | Dark-Lighted | Dark – Not Lighted | |
| | 2 | 20 | 5 | 7 | 10 | 15 | 7 | 7 | 1 | |
| | 9% | 91% | 23% | 32% | 45% | 68% | 32% | 32% | 5% | |

5-Year Injury Crashes (2020 – 2024): NW 44 St

| Crash Report No. | Date | Day | Time | Road Surface Condition | Weather Condition | Day or Night | Lighting Condition | Intersection Type | Crash Type | Severity | Pedestrian Involved | Bicyclist Involved |
|------------------|------------|-----------|----------|------------------------|-------------------|--------------|--------------------|-----------------------|----------------|----------------|---------------------|--------------------|
| 87989088 | 1/7/2020 | Tuesday | 11:05 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 87989093 | 1/8/2020 | Wednesday | 7:25 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 87989212 | 1/23/2020 | Thursday | 7:35 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 87989241 | 1/26/2020 | Sunday | 10:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 87989541 | 3/4/2020 | Wednesday | 4:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Serious Injury | 0 | 0 |
| 89936928 | 3/4/2020 | Wednesday | 6:50 PM | Dry | Clear | DAY | Dark - Lighted | Y-Intersection | Angle | Serious Injury | 0 | 0 |
| 89936903 | 3/11/2020 | Wednesday | 3:34 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 89936908 | 3/12/2020 | Thursday | 6:24 AM | Wet | Rain | NIGHT | Dusk | T-Intersection | Left Turn | Injury | 0 | 0 |
| 89936953 | 3/16/2020 | Monday | 8:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Serious Injury | 1 | 0 |
| 89937089 | 4/10/2020 | Friday | 11:12 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89937127 | 4/18/2020 | Saturday | 2:22 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89937330 | 5/24/2020 | Sunday | 8:40 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | 0 | 0 |
| 89937341 | 5/26/2020 | Tuesday | 1:44 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 89937357 | 5/29/2020 | Friday | 12:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89937520 | 6/28/2020 | Sunday | 11:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | 0 | 0 |
| 89937773 | 8/1/2020 | Saturday | 10:38 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | 0 | 0 |
| 89283981 | 8/6/2020 | Thursday | 10:43 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 89783072 | 8/10/2020 | Monday | 8:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89937926 | 8/23/2020 | Sunday | 10:14 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89937949 | 8/25/2020 | Tuesday | 7:35 PM | Dry | Clear | NIGHT | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 89784700 | 9/11/2020 | Friday | 9:30 PM | Wet | Rain | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | 0 | 0 |
| 21101721 | 9/23/2020 | Wednesday | 5:11 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Other | Injury | 0 | 0 |
| 89938193 | 9/28/2020 | Monday | 10:55 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | 0 | 0 |
| 89938272 | 10/9/2020 | Friday | 5:56 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89938512 | 11/12/2020 | Thursday | 8:59 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 24186554 | 12/28/2020 | Monday | 2:15 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | 0 | 0 |
| 89938844 | 12/29/2020 | Tuesday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89938874 | 1/4/2021 | Monday | 3:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | 0 | 0 |
| 89938907 | 1/10/2021 | Sunday | 2:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Other | Injury | 0 | 0 |
| 89938941 | 1/16/2021 | Saturday | 7:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 89938949 | 1/18/2021 | Monday | 1:19 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | 0 | 0 |
| 89939101 | 2/7/2021 | Sunday | 10:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 89939102 | 2/8/2021 | Monday | 12:25 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 89939361 | 3/16/2021 | Tuesday | 8:29 AM | Dry | Clear | DAY | Daylight | T-Intersection | Right Turn | Injury | 0 | 0 |
| 89939568 | 4/11/2021 | Sunday | 5:56 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Left Turn | Injury | 0 | 0 |
| 24102981 | 4/11/2021 | Sunday | 11:15 PM | Wet | Rain | NIGHT | Dark - Lighted | T-Intersection | Angle | Injury | 0 | 0 |
| 89939760 | 5/5/2021 | Wednesday | 2:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 89939787 | 5/9/2021 | Sunday | 4:35 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 24450976 | 6/17/2021 | Thursday | 5:37 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | 0 | 0 |
| 24197837 | 7/6/2021 | Tuesday | 1:07 AM | Wet | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 24451342 | 8/3/2021 | Tuesday | 8:40 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 24451378 | 8/8/2021 | Sunday | 6:00 AM | Wet | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 24104037 | 9/2/2021 | Thursday | 5:16 PM | Wet | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24451613 | 9/8/2021 | Wednesday | 7:40 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24451722 | 9/22/2021 | Wednesday | 10:06 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24451722 | 9/22/2021 | Wednesday | 10:06 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24451738 | 9/23/2021 | Thursday | 12:35 AM | Wet | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | 0 | 0 |
| 24451756 | 9/24/2021 | Friday | 5:50 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | 0 | 0 |

5-Year Injury Crashes (2020 – 2024): NW 44 St

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|--------|-------|----------------|-----------------------|----------------|--------|---|---|
| 24451918 | 10/15/2021 | Friday | 7:50 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 24452003 | 10/26/2021 | Tuesday | 6:15 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | 0 | 0 |
| 24452168 | 11/18/2021 | Thursday | 4:53 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 24661430 | 12/12/2021 | Sunday | 12:00 AM | Dry | Clear | NIGHT | Daylight | T-Intersection | Lane Departure | Injury | 0 | 0 |
| 24820920 | 12/14/2021 | Tuesday | 7:34 AM | Wet | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | 1 | 0 |
| 24452655 | 1/16/2022 | Sunday | 5:45 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 24452708 | 1/23/2022 | Sunday | 10:16 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 24452774 | 2/1/2022 | Tuesday | 8:55 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 24452788 | 2/3/2022 | Thursday | 5:43 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Bicycle | Injury | 0 | 1 |
| 24821300 | 2/3/2022 | Thursday | 10:36 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | 1 | 0 |
| 24452873 | 2/16/2022 | Wednesday | 12:15 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | 0 | 0 |
| 24453046 | 3/8/2022 | Tuesday | 5:15 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 24453166 | 3/24/2022 | Thursday | 12:11 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24453295 | 4/10/2022 | Sunday | 11:01 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 24453416 | 4/17/2022 | Sunday | 3:01 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24453399 | 4/22/2022 | Friday | 5:35 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 24453420 | 4/26/2022 | Tuesday | 9:05 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Right Turn | Injury | 0 | 0 |
| 24453454 | 4/30/2022 | Saturday | 1:55 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | 0 | 0 |
| 24453681 | 5/27/2022 | Friday | 3:28 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25341361 | 6/7/2022 | Tuesday | 3:25 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25341374 | 6/8/2022 | Wednesday | 5:59 PM | Wet | Rain | DAY | Other | T-Intersection | Left Turn | Injury | 0 | 0 |
| 25341650 | 7/16/2022 | Saturday | 1:31 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25341673 | 7/19/2022 | Tuesday | 11:16 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 25341672 | 7/19/2022 | Tuesday | 12:25 PM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Injury | 0 | 0 |
| 25341906 | 8/21/2022 | Sunday | 4:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Bicycle | Injury | 0 | 1 |
| 25341969 | 8/29/2022 | Monday | 10:56 AM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25341974 | 8/30/2022 | Tuesday | 7:15 AM | Wet | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | 0 | 1 |
| 25341976 | 8/30/2022 | Tuesday | 12:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25462898 | 9/23/2022 | Friday | 4:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25342391 | 10/26/2022 | Wednesday | 7:19 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25342467 | 11/4/2022 | Friday | 5:45 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Angle | Injury | 0 | 0 |
| 25342466 | 11/4/2022 | Friday | 5:05 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 25342569 | 11/20/2022 | Sunday | 11:27 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 24823451 | 11/28/2022 | Monday | 11:33 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25342760 | 12/15/2022 | Thursday | 1:12 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25718132 | 12/15/2022 | Thursday | 7:32 PM | Dry | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25342790 | 12/18/2022 | Sunday | 1:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25342820 | 12/22/2022 | Thursday | 6:11 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Bicycle | Injury | 0 | 1 |
| 25342888 | 1/2/2023 | Monday | 11:48 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25342927 | 1/7/2023 | Saturday | 2:37 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25342972 | 1/14/2023 | Saturday | 12:16 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25343018 | 1/21/2023 | Saturday | 1:46 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25343047 | 1/25/2023 | Wednesday | 6:56 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25343140 | 2/5/2023 | Sunday | 11:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25343174 | 2/11/2023 | Saturday | 8:32 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | 0 | 0 |
| 25343221 | 2/16/2023 | Thursday | 7:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25343245 | 2/19/2023 | Sunday | 4:44 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25343264 | 2/22/2023 | Wednesday | 7:32 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25343313 | 2/28/2023 | Tuesday | 1:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25343354 | 3/5/2023 | Sunday | 9:43 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |

5-Year Injury Crashes (2020 – 2024): NW 44 St

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|--------|---|---|
| 25718874 | 3/7/2023 | Tuesday | 8:23 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25343434 | 3/15/2023 | Wednesday | 4:58 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 25343520 | 3/29/2023 | Wednesday | 8:35 PM | Wet | Rain | NIGHT | Dark - Not Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25343552 | 4/2/2023 | Sunday | 7:24 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 25343578 | 4/5/2023 | Wednesday | 4:37 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 25475889 | 4/20/2023 | Thursday | 11:18 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25343747 | 4/27/2023 | Thursday | 4:07 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25343777 | 4/30/2023 | Sunday | 7:15 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25344159 | 6/19/2023 | Monday | 9:40 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25344258 | 7/3/2023 | Monday | 7:20 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25344283 | 7/6/2023 | Thursday | 9:01 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | 0 | 0 |
| 25344284 | 7/6/2023 | Thursday | 9:17 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | 0 | 0 |
| 25344286 | 7/7/2023 | Friday | 3:58 PM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 25344307 | 7/11/2023 | Tuesday | 10:28 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 26076456 | 7/25/2023 | Tuesday | 8:44 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26076514 | 8/1/2023 | Tuesday | 3:02 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26076550 | 8/7/2023 | Monday | 5:28 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26076572 | 8/10/2023 | Thursday | 2:51 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 26076688 | 8/23/2023 | Wednesday | 6:16 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26076710 | 8/26/2023 | Saturday | 5:22 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26076762 | 9/3/2023 | Sunday | 12:04 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | 0 | 0 |
| 26076775 | 9/4/2023 | Monday | 8:49 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | 0 | 0 |
| 26076938 | 9/26/2023 | Tuesday | 5:45 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | 0 | 0 |
| 26076958 | 9/29/2023 | Friday | 7:15 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26077055 | 10/10/2023 | Tuesday | 10:28 PM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | Other | Injury | 0 | 0 |
| 25720568 | 11/5/2023 | Sunday | 11:13 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26077225 | 11/5/2023 | Sunday | 11:15 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26077230 | 11/6/2023 | Monday | 7:40 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 25720720 | 11/24/2023 | Friday | 9:30 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Injury | 1 | 0 |
| 26077401 | 12/2/2023 | Saturday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | 0 | 0 |
| 26077412 | 12/4/2023 | Monday | 12:49 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26003823 | 12/25/2023 | Monday | 11:21 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 26077665 | 1/7/2024 | Sunday | 3:00 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 26004373 | 1/7/2024 | Sunday | 8:28 AM | Wet | Rain | DAY | Dawn | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 25721044 | 1/8/2024 | Monday | 12:25 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 26077675 | 1/10/2024 | Wednesday | 4:31 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 26077705 | 1/14/2024 | Sunday | 7:03 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26077716 | 1/16/2024 | Tuesday | 3:18 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Other | Injury | 0 | 0 |
| 26077742 | 1/20/2024 | Saturday | 2:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26077760 | 1/23/2024 | Tuesday | 2:29 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | 0 | 1 |
| 26077772 | 1/25/2024 | Thursday | 7:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26077839 | 2/2/2024 | Friday | 1:18 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26006999 | 2/22/2024 | Thursday | 5:04 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26078067 | 3/4/2024 | Monday | 8:00 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26078071 | 3/6/2024 | Wednesday | 12:40 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26078086 | 3/8/2024 | Friday | 6:02 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26078120 | 3/13/2024 | Wednesday | 5:26 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26078131 | 3/14/2024 | Thursday | 8:40 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Rear End | Injury | 0 | 0 |
| 26078167 | 3/20/2024 | Wednesday | 7:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 26078268 | 4/1/2024 | Monday | 10:08 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |

5-Year Injury Crashes (2020 – 2024): NW 44 St

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|--------|---|---|
| 26078281 | 4/3/2024 | Wednesday | 8:37 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26078293 | 4/4/2024 | Thursday | 8:11 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Bicycle | Injury | 0 | 1 |
| 26078340 | 4/11/2024 | Thursday | 9:58 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | 0 | 0 |
| 26078486 | 4/30/2024 | Tuesday | 6:09 PM | Dry | Cloudy | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 26078604 | 5/16/2024 | Thursday | 1:50 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26078610 | 5/17/2024 | Friday | 8:42 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26078864 | 6/18/2024 | Tuesday | 2:12 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Other | Injury | 0 | 0 |
| 26078979 | 7/9/2024 | Tuesday | 6:06 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26772529 | 7/23/2024 | Tuesday | 5:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26772529 | 7/23/2024 | Tuesday | 5:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26079195 | 8/14/2024 | Wednesday | 6:15 AM | Dry | Clear | NIGHT | Dawn | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 26079212 | 8/16/2024 | Friday | 8:26 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 26079218 | 8/17/2024 | Saturday | 3:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Bicycle | Injury | 0 | 0 |
| 26167762 | 8/21/2024 | Wednesday | 10:42 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Angle | Injury | 0 | 0 |
| 26079287 | 8/24/2024 | Saturday | 9:37 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 27145221 | 9/11/2024 | Wednesday | 3:14 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 27145224 | 9/11/2024 | Wednesday | 3:47 PM | Wet | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | 0 | 0 |
| 26775602 | 9/17/2024 | Tuesday | 10:03 AM | Dry | Cloudy | DAY | Daylight | T-Intersection | Angle | Injury | 0 | 0 |
| 26168200 | 10/20/2024 | Sunday | 3:08 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |
| 27145505 | 10/20/2024 | Sunday | 2:15 AM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | 0 | 0 |
| 27145608 | 11/4/2024 | Monday | 9:07 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | 0 | 0 |
| 27145656 | 11/12/2024 | Tuesday | 5:08 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 26778862 | 11/14/2024 | Thursday | 8:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | 0 | 0 |
| 27145681 | 11/15/2024 | Friday | 6:33 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |
| 27145805 | 12/5/2024 | Thursday | 6:18 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 27145810 | 12/6/2024 | Friday | 10:25 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | 0 | 0 |
| 27145830 | 12/9/2024 | Monday | 7:09 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | 0 | 0 |
| 27145855 | 12/12/2024 | Thursday | 10:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | 0 | 0 |
| 27145904 | 12/18/2024 | Wednesday | 11:27 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | 0 | 0 |
| 27145986 | 12/30/2024 | Monday | 7:18 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | 0 | 0 |

| No. of Injury Crashes | Fatality | Serious Injury | Injury | Angle | Left Turn | Rear End | Right Turn | Lane Departure | Ped. Involved | Bikie Involved |
|-----------------------|----------|----------------|--------|--------------------|----------------|---------------------|------------|----------------|---------------|--------------------|
| 178 | 0 | 3 | 175 | 26 | 48 | 57 | 2 | 29 | 4 | 7 |
| % of Injury Crashes | N/A | 2% | 98% | 15% | 27% | 32% | 1% | 16% | 2% | 4% |
| | | | | | | | | | | |
| | | Wet | Dry | 4-Way Intersection | T-Intersection | Not at Intersection | Day | Night | Dark-Lighted | Dark – Not Lighted |
| | | 22 | 156 | 61 | 27 | 89 | 122 | 56 | 50 | 5 |
| | | 12% | 88% | 34% | 15% | 50% | 69% | 31% | 28% | 3% |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

| Crash Report No. | Date | Day | Time | Road Surface Condition | Weather Condition | Day or Night | Lighting Condition | Intersection Type | Crash Type | Severity | Pedestrian Involved | Bicyclist Involved |
|------------------|------------|-----------|----------|------------------------|-------------------|--------------|--------------------|-----------------------|----------------|----------------|---------------------|--------------------|
| 87989063 | 1/4/2020 | Saturday | 10:40 AM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Injury | No | No |
| 87989070 | 1/4/2020 | Saturday | 8:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 87989211 | 1/23/2020 | Thursday | 6:46 PM | Wet | Rain | DAY | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 87989212 | 1/23/2020 | Thursday | 7:35 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 87989241 | 1/26/2020 | Sunday | 10:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 87989248 | 1/29/2020 | Wednesday | 8:36 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 87989473 | 2/26/2020 | Wednesday | 4:48 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 87989539 | 3/4/2020 | Wednesday | 2:28 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89936928 | 3/4/2020 | Wednesday | 6:50 PM | Dry | Clear | DAY | Dark - Lighted | Y-Intersection | Angle | Serious Injury | No | No |
| 87989545 | 3/5/2020 | Thursday | 2:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89936920 | 3/13/2020 | Friday | 11:25 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89936943 | 3/15/2020 | Sunday | 11:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89937052 | 4/1/2020 | Wednesday | 12:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937056 | 4/2/2020 | Thursday | 9:56 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 89937111 | 4/15/2020 | Wednesday | 5:45 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937127 | 4/18/2020 | Saturday | 2:22 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937200 | 5/3/2020 | Sunday | 3:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937223 | 5/7/2020 | Thursday | 9:24 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89937284 | 5/16/2020 | Saturday | 6:40 AM | Wet | Cloudy | NIGHT | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937297 | 5/18/2020 | Monday | 2:10 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937330 | 5/24/2020 | Sunday | 8:40 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89937357 | 5/29/2020 | Friday | 12:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937415 | 6/10/2020 | Wednesday | 2:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937516 | 6/28/2020 | Sunday | 6:44 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937534 | 6/30/2020 | Tuesday | 6:54 PM | Dry | Clear | DAY | Daylight | Other | OTHER | Serious Injury | No | No |
| 89937533 | 6/30/2020 | Tuesday | 3:16 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 89937612 | 7/10/2020 | Friday | 11:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937671 | 7/17/2020 | Friday | 4:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937766 | 7/25/2020 | Saturday | 12:45 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Serious Injury | Yes | No |
| 89937864 | 8/14/2020 | Friday | 2:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89937928 | 8/18/2020 | Tuesday | 12:13 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89938007 | 9/3/2020 | Thursday | 7:37 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938193 | 9/28/2020 | Monday | 10:55 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89938216 | 10/1/2020 | Thursday | 7:57 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938219 | 10/2/2020 | Friday | 2:40 AM | Wet | Rain | NIGHT | Dark - Lighted | T-Intersection | Angle | Injury | No | No |
| 89938272 | 10/9/2020 | Friday | 5:56 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938286 | 10/10/2020 | Saturday | 8:13 PM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938286 | 10/10/2020 | Saturday | 8:13 PM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938314 | 10/14/2020 | Wednesday | 5:13 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938356 | 10/20/2020 | Tuesday | 7:50 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938451 | 11/2/2020 | Monday | 3:11 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938556 | 11/19/2020 | Thursday | 10:17 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938602 | 11/25/2020 | Wednesday | 8:18 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89938605 | 11/26/2020 | Thursday | 6:30 PM | Dry | Clear | DAY | Dark - Lighted | T-Intersection | Lane Departure | Injury | No | No |
| 89938676 | 12/8/2020 | Tuesday | 6:30 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Right Turn | Injury | No | No |
| 89938702 | 12/10/2020 | Thursday | 9:40 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Angle | Injury | No | No |
| 89938727 | 12/14/2020 | Monday | 8:47 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

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|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|----------------|-----|-----|
| 89938762 | 12/19/2020 | Saturday | 6:00 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938803 | 12/24/2020 | Thursday | 5:09 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89938844 | 12/29/2020 | Tuesday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938874 | 1/4/2021 | Monday | 3:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89938893 | 1/8/2021 | Friday | 7:35 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89938907 | 1/10/2021 | Sunday | 2:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 89938925 | 1/14/2021 | Thursday | 8:24 AM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 89938941 | 1/16/2021 | Saturday | 7:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89939082 | 2/5/2021 | Friday | 7:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89939102 | 2/8/2021 | Monday | 12:25 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 89939134 | 2/12/2021 | Friday | 12:37 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89939180 | 2/17/2021 | Wednesday | 4:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89939179 | 2/17/2021 | Wednesday | 2:21 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939231 | 2/25/2021 | Thursday | 7:17 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89939238 | 2/25/2021 | Thursday | 2:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939301 | 3/7/2021 | Sunday | 11:45 AM | Dry | Cloudy | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 89939313 | 3/9/2021 | Tuesday | 8:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89939328 | 3/11/2021 | Thursday | 3:25 PM | Dry | Clear | DAY | Daylight | T-Intersection | OTHER | Injury | No | No |
| 89939604 | 4/16/2021 | Friday | 11:21 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89939607 | 4/16/2021 | Friday | 4:18 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939612 | 4/16/2021 | Friday | 6:40 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Fatality | No | No |
| 89939660 | 4/22/2021 | Thursday | 6:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89939773 | 5/6/2021 | Thursday | 6:31 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939787 | 5/9/2021 | Sunday | 4:35 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24450768 | 5/24/2021 | Monday | 11:29 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24450809 | 5/28/2021 | Friday | 3:21 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 24450828 | 5/30/2021 | Sunday | 9:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 24450850 | 6/2/2021 | Wednesday | 12:09 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 24450870 | 6/4/2021 | Friday | 1:29 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24450974 | 6/17/2021 | Thursday | 12:21 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24451096 | 7/3/2021 | Saturday | 4:57 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24451099 | 7/4/2021 | Sunday | 5:00 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24451149 | 7/10/2021 | Saturday | 4:39 PM | Wet | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451290 | 7/22/2021 | Thursday | 7:04 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 24451358 | 8/5/2021 | Thursday | 2:38 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 24451359 | 8/5/2021 | Thursday | 2:54 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 24451378 | 8/8/2021 | Sunday | 6:00 AM | Wet | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24451463 | 8/20/2021 | Friday | 4:20 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24451486 | 8/22/2021 | Sunday | 5:41 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24451491 | 8/23/2021 | Monday | 9:35 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451507 | 8/25/2021 | Wednesday | 3:12 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24451570 | 9/2/2021 | Thursday | 3:09 PM | Wet | Rain | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 24451623 | 9/10/2021 | Friday | 2:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24451711 | 9/20/2021 | Monday | 12:04 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24451820 | 10/2/2021 | Saturday | 11:42 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24451837 | 10/4/2021 | Monday | 3:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 24451847 | 10/5/2021 | Tuesday | 6:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24452077 | 11/4/2021 | Thursday | 6:47 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 24452144 | 11/14/2021 | Sunday | 6:51 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24452168 | 11/18/2021 | Thursday | 4:53 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

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|----------|------------|-----------|----------|-----|--------|-------|----------------|-----------------------|----------------|----------------|-----|----|
| 24452196 | 11/21/2021 | Sunday | 3:05 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24452237 | 11/25/2021 | Thursday | 11:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 24452265 | 11/29/2021 | Monday | 10:09 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Serious Injury | Yes | No |
| 24452312 | 12/4/2021 | Saturday | 7:23 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 24452388 | 12/14/2021 | Tuesday | 8:30 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 24452461 | 12/22/2021 | Wednesday | 1:28 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452502 | 12/26/2021 | Sunday | 12:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452583 | 1/6/2022 | Thursday | 6:30 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | OTHER | Injury | No | No |
| 24452599 | 1/8/2022 | Saturday | 5:13 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Angle | Injury | No | No |
| 24452602 | 1/9/2022 | Sunday | 4:45 AM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24452631 | 1/12/2022 | Wednesday | 8:55 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 24452655 | 1/16/2022 | Sunday | 5:45 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24452724 | 1/25/2022 | Tuesday | 11:46 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24452783 | 1/28/2022 | Friday | 10:48 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24452763 | 1/31/2022 | Monday | 4:46 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452787 | 2/3/2022 | Thursday | 2:38 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452828 | 2/9/2022 | Wednesday | 1:45 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452907 | 2/21/2022 | Monday | 1:15 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24452919 | 2/23/2022 | Wednesday | 8:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452938 | 2/25/2022 | Friday | 3:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453038 | 3/7/2022 | Monday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453044 | 3/8/2022 | Tuesday | 4:19 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24453076 | 3/14/2022 | Monday | 1:20 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 24453080 | 3/14/2022 | Monday | 8:39 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453121 | 3/18/2022 | Friday | 5:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 24453224 | 3/31/2022 | Thursday | 9:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 24453228 | 4/1/2022 | Friday | 1:19 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24453295 | 4/10/2022 | Sunday | 11:01 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24453340 | 4/14/2022 | Thursday | 5:23 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24453416 | 4/17/2022 | Sunday | 3:01 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24453370 | 4/19/2022 | Tuesday | 8:15 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24453382 | 4/20/2022 | Wednesday | 11:56 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24453389 | 4/21/2022 | Thursday | 8:51 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453383 | 4/21/2022 | Thursday | 12:58 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24453399 | 4/22/2022 | Friday | 5:35 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453420 | 4/26/2022 | Tuesday | 9:05 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Right Turn | Injury | No | No |
| 24453454 | 4/30/2022 | Saturday | 1:55 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 24453525 | 5/10/2022 | Tuesday | 5:07 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24453531 | 5/11/2022 | Wednesday | 12:41 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24453582 | 5/16/2022 | Monday | 5:59 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24453582 | 5/16/2022 | Monday | 5:59 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25341350 | 6/4/2022 | Saturday | 1:15 PM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25341365 | 6/8/2022 | Wednesday | 8:31 AM | Dry | Clear | DAY | Daylight | T-Intersection | Pedestrian | Injury | Yes | No |
| 25341645 | 7/15/2022 | Friday | 8:00 AM | Dry | Clear | DAY | Daylight | T-Intersection | Pedestrian | Injury | Yes | No |
| 25341673 | 7/19/2022 | Tuesday | 11:16 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25341672 | 7/19/2022 | Tuesday | 12:25 PM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Injury | No | No |
| 25341680 | 7/20/2022 | Wednesday | 8:57 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341696 | 7/22/2022 | Friday | 8:46 AM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341806 | 8/6/2022 | Saturday | 7:37 PM | Dry | Clear | NIGHT | Dawn | Not at Intersection | Rear End | Injury | No | No |
| 25341923 | 8/24/2022 | Wednesday | 7:05 AM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

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|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|----------------|-----|-----|
| 25341962 | 8/28/2022 | Sunday | 4:00 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 25341969 | 8/29/2022 | Monday | 10:56 AM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25341974 | 8/30/2022 | Tuesday | 7:15 AM | Wet | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 25342155 | 9/23/2022 | Friday | 4:41 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342211 | 9/30/2022 | Friday | 12:30 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25342251 | 10/7/2022 | Friday | 6:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25342260 | 10/9/2022 | Sunday | 2:50 AM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25342363 | 10/22/2022 | Saturday | 6:39 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Lane Departure | Injury | No | No |
| 25342357 | 10/22/2022 | Saturday | 7:35 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342382 | 10/24/2022 | Monday | 10:33 AM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 25342391 | 10/26/2022 | Wednesday | 7:19 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342569 | 11/20/2022 | Sunday | 11:27 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342730 | 12/10/2022 | Saturday | 6:48 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342899 | 12/20/2022 | Tuesday | 10:45 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25342820 | 12/22/2022 | Thursday | 6:11 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Bicycle | Injury | No | Yes |
| 25342856 | 12/27/2022 | Tuesday | 3:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342925 | 1/7/2023 | Saturday | 10:13 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342927 | 1/7/2023 | Saturday | 2:37 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342930 | 1/8/2023 | Sunday | 1:56 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25342965 | 1/13/2023 | Friday | 2:43 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 25343018 | 1/21/2023 | Saturday | 1:46 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343039 | 1/24/2023 | Tuesday | 8:18 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25343099 | 2/2/2023 | Thursday | 8:51 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25343111 | 2/3/2023 | Friday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25343164 | 2/10/2023 | Friday | 7:05 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343188 | 2/12/2023 | Sunday | 4:52 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 25343202 | 2/14/2023 | Tuesday | 11:04 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343221 | 2/16/2023 | Thursday | 7:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343240 | 2/19/2023 | Sunday | 11:40 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343292 | 2/26/2023 | Sunday | 3:49 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343313 | 2/28/2023 | Tuesday | 1:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343359 | 3/5/2023 | Sunday | 7:18 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 25343362 | 3/6/2023 | Monday | 11:55 AM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | No | No |
| 25343552 | 4/2/2023 | Sunday | 7:24 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343578 | 4/5/2023 | Wednesday | 4:37 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25343580 | 4/6/2023 | Thursday | 1:29 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25343579 | 4/6/2023 | Thursday | 1:25 AM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | No | No |
| 25343599 | 4/8/2023 | Saturday | 11:33 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343700 | 4/20/2023 | Thursday | 5:39 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25343727 | 4/25/2023 | Tuesday | 6:37 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25343777 | 4/30/2023 | Sunday | 7:15 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25343787 | 5/1/2023 | Monday | 4:15 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343885 | 5/13/2023 | Saturday | 3:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 25343904 | 5/15/2023 | Monday | 9:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343942 | 5/19/2023 | Friday | 11:54 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25343970 | 5/22/2023 | Monday | 3:01 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25343971 | 5/22/2023 | Monday | 4:46 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25343982 | 5/24/2023 | Wednesday | 7:29 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344158 | 6/18/2023 | Sunday | 4:00 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | OTHER | Injury | No | No |
| 25344159 | 6/19/2023 | Monday | 9:40 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|--------|-------|----------------|-----------------------|----------------|--------|-----|-----|
| 25344199 | 6/25/2023 | Sunday | 2:33 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344223 | 6/28/2023 | Wednesday | 12:03 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25344224 | 6/28/2023 | Wednesday | 5:19 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344227 | 6/28/2023 | Wednesday | 10:01 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25344237 | 6/30/2023 | Friday | 10:41 AM | Dry | Clear | DAY | Daylight | T-Intersection | Bicycle | Injury | No | Yes |
| 25344286 | 7/7/2023 | Friday | 3:58 PM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25344292 | 7/9/2023 | Sunday | 11:15 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25344293 | 7/9/2023 | Sunday | 11:30 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344302 | 7/10/2023 | Monday | 5:55 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26076671 | 7/15/2023 | Saturday | 10:56 PM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | Angle | Injury | No | No |
| 26076472 | 7/25/2023 | Tuesday | 6:50 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26076458 | 7/25/2023 | Tuesday | 1:07 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076506 | 7/31/2023 | Monday | 3:40 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076533 | 8/4/2023 | Friday | 11:16 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076550 | 8/7/2023 | Monday | 5:28 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076549 | 8/7/2023 | Monday | 10:12 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076603 | 8/13/2023 | Sunday | 7:00 PM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26076689 | 8/24/2023 | Thursday | 12:40 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26076716 | 8/27/2023 | Sunday | 1:28 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26076739 | 8/30/2023 | Wednesday | 6:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26076746 | 8/31/2023 | Thursday | 5:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26076742 | 8/31/2023 | Thursday | 6:30 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 26076766 | 9/3/2023 | Sunday | 6:32 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Right Turn | Injury | No | No |
| 26076804 | 9/8/2023 | Friday | 11:22 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076822 | 9/10/2023 | Sunday | 9:31 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076847 | 9/13/2023 | Wednesday | 9:59 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 26076852 | 9/14/2023 | Thursday | 11:36 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26076850 | 9/14/2023 | Thursday | 1:38 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26076905 | 9/22/2023 | Friday | 5:25 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 26076912 | 9/23/2023 | Saturday | 2:00 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076938 | 9/26/2023 | Tuesday | 5:45 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | No | No |
| 26076971 | 9/30/2023 | Saturday | 4:58 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26077055 | 10/10/2023 | Tuesday | 10:28 PM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | OTHER | Injury | No | No |
| 26077059 | 10/11/2023 | Wednesday | 7:00 PM | Dry | Clear | NIGHT | Dawn | Not at Intersection | OTHER | Injury | No | No |
| 26077063 | 10/12/2023 | Thursday | 9:56 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26077066 | 10/12/2023 | Thursday | 3:07 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077118 | 10/20/2023 | Friday | 10:35 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26077121 | 10/20/2023 | Friday | 5:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 26077191 | 11/1/2023 | Wednesday | 10:37 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26077195 | 11/1/2023 | Wednesday | 6:18 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Rear End | Injury | No | No |
| 26077218 | 11/4/2023 | Saturday | 11:50 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26077215 | 11/4/2023 | Saturday | 10:57 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077242 | 11/7/2023 | Tuesday | 5:59 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 26077274 | 11/13/2023 | Monday | 9:13 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077284 | 11/14/2023 | Tuesday | 12:09 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077331 | 11/21/2023 | Tuesday | 1:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077367 | 11/27/2023 | Monday | 8:10 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077385 | 11/30/2023 | Thursday | 10:31 AM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26077426 | 12/5/2023 | Tuesday | 6:45 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 26077436 | 12/6/2023 | Wednesday | 12:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

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|----------|------------|-----------|----------|-----|--------|-------|----------------|-----------------------|----------------|----------------|-----|-----|
| 26077456 | 12/9/2023 | Saturday | 8:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077505 | 12/15/2023 | Friday | 8:46 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077514 | 12/17/2023 | Sunday | 6:04 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26077515 | 12/17/2023 | Sunday | 7:53 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 26077533 | 12/19/2023 | Tuesday | 4:49 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 26077550 | 12/21/2023 | Thursday | 9:37 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077642 | 1/4/2024 | Thursday | 1:06 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 26077679 | 1/11/2024 | Thursday | 7:51 AM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077705 | 1/14/2024 | Sunday | 7:03 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077759 | 1/23/2024 | Tuesday | 3:56 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077919 | 1/30/2024 | Tuesday | 8:51 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26077821 | 1/31/2024 | Wednesday | 2:26 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077838 | 2/2/2024 | Friday | 9:51 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26077836 | 2/2/2024 | Friday | 3:14 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26077866 | 2/5/2024 | Monday | 7:54 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26077899 | 2/10/2024 | Saturday | 10:26 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077913 | 2/12/2024 | Monday | 8:28 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077928 | 2/13/2024 | Tuesday | 4:44 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 26077942 | 2/15/2024 | Thursday | 11:25 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26077962 | 2/18/2024 | Sunday | 9:45 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 26077974 | 2/21/2024 | Wednesday | 5:19 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26077982 | 2/23/2024 | Friday | 10:21 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26078060 | 3/4/2024 | Monday | 3:41 PM | Dry | Clear | DAY | Daylight | T-Intersection | Lane Departure | Injury | No | No |
| 26078071 | 3/6/2024 | Wednesday | 12:40 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078073 | 3/6/2024 | Wednesday | 5:12 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078086 | 3/8/2024 | Friday | 6:02 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 26078105 | 3/11/2024 | Monday | 8:07 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078163 | 3/19/2024 | Tuesday | 1:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078167 | 3/20/2024 | Wednesday | 7:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26078199 | 3/25/2024 | Monday | 5:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078221 | 3/29/2024 | Friday | 9:21 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078258 | 4/1/2024 | Monday | 10:43 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078290 | 4/4/2024 | Thursday | 2:55 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078293 | 4/4/2024 | Thursday | 8:11 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26078340 | 4/11/2024 | Thursday | 9:58 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26078357 | 4/14/2024 | Sunday | 3:36 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078409 | 4/21/2024 | Sunday | 10:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078433 | 4/24/2024 | Wednesday | 8:09 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078484 | 4/30/2024 | Tuesday | 5:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078516 | 5/3/2024 | Friday | 7:59 PM | Dry | Clear | NIGHT | Dusk | T-Intersection | Lane Departure | Injury | No | No |
| 26078604 | 5/16/2024 | Thursday | 1:50 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078617 | 5/18/2024 | Saturday | 9:20 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 26078673 | 5/24/2024 | Friday | 10:15 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078661 | 5/24/2024 | Friday | 3:12 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Serious Injury | Yes | No |
| 26078694 | 5/27/2024 | Monday | 8:17 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078761 | 6/5/2024 | Wednesday | 6:20 AM | Dry | Clear | NIGHT | Dawn | Four-Way Intersection | Lane Departure | Injury | No | No |
| 26078769 | 6/5/2024 | Wednesday | 9:27 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 26078784 | 6/7/2024 | Friday | 2:33 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26078825 | 6/12/2024 | Wednesday | 4:31 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078839 | 6/14/2024 | Friday | 10:42 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

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|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|----------------|-----|----|
| 26078844 | 6/15/2024 | Saturday | 4:31 AM | Wet | Cloudy | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Serious Injury | Yes | No |
| 26079008 | 7/13/2024 | Saturday | 11:08 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26079027 | 7/17/2024 | Wednesday | 3:03 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079060 | 7/22/2024 | Monday | 2:00 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26079065 | 7/23/2024 | Tuesday | 8:20 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26079080 | 7/25/2024 | Thursday | 6:04 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26079092 | 7/27/2024 | Saturday | 12:25 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26079131 | 8/2/2024 | Friday | 4:24 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26079132 | 8/2/2024 | Friday | 6:20 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079153 | 8/7/2024 | Wednesday | 1:08 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26079195 | 8/14/2024 | Wednesday | 6:15 AM | Dry | Clear | NIGHT | Dawn | Four-Way Intersection | Angle | Injury | No | No |
| 26079201 | 8/15/2024 | Thursday | 7:20 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26079218 | 8/17/2024 | Saturday | 3:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Bicycle | Injury | No | No |
| 26079287 | 8/24/2024 | Saturday | 9:37 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079322 | 8/29/2024 | Thursday | 4:09 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26079344 | 9/1/2024 | Sunday | 5:47 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26079342 | 9/1/2024 | Sunday | 2:30 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079355 | 9/4/2024 | Wednesday | 2:45 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145198 | 9/7/2024 | Saturday | 11:12 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 27145244 | 9/14/2024 | Saturday | 12:57 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145259 | 9/16/2024 | Monday | 6:56 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145260 | 9/16/2024 | Monday | 9:04 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145388 | 10/4/2024 | Friday | 12:02 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145401 | 10/5/2024 | Saturday | 6:27 PM | Wet | Cloudy | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145408 | 10/6/2024 | Sunday | 10:35 AM | Dry | Cloudy | DAY | Daylight | T-Intersection | Angle | Injury | No | No |
| 27145419 | 10/7/2024 | Monday | 8:53 AM | Wet | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145456 | 10/12/2024 | Saturday | 8:00 PM | Wet | Rain | NIGHT | Dark - Lighted | T-Intersection | Rear End | Injury | No | No |
| 27145580 | 10/31/2024 | Thursday | 3:21 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145583 | 10/31/2024 | Thursday | 8:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145614 | 11/5/2024 | Tuesday | 6:21 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145638 | 11/8/2024 | Friday | 6:38 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 27145656 | 11/12/2024 | Tuesday | 5:08 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145660 | 11/12/2024 | Tuesday | 8:01 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 27145669 | 11/14/2024 | Thursday | 4:03 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 27145700 | 11/17/2024 | Sunday | 6:16 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 27145694 | 11/17/2024 | Sunday | 4:08 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145714 | 11/20/2024 | Wednesday | 9:08 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 27145723 | 11/22/2024 | Friday | 11:27 AM | Dry | Clear | DAY | Daylight | T-Intersection | OTHER | Injury | No | No |
| 27145730 | 11/23/2024 | Saturday | 6:45 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 27145745 | 11/25/2024 | Monday | 3:52 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145747 | 11/25/2024 | Monday | 7:47 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 27145768 | 11/28/2024 | Thursday | 7:25 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 27145805 | 12/5/2024 | Thursday | 6:18 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 27145808 | 12/6/2024 | Friday | 10:00 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 27145904 | 12/18/2024 | Wednesday | 11:27 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145945 | 12/25/2024 | Wednesday | 1:45 AM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | No | No |
| 27145978 | 12/29/2024 | Sunday | 12:10 AM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145986 | 12/30/2024 | Monday | 7:18 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Inverrary Blvd

| No. of Injury Crashes | Fatality | Serious Injury | Injury | Angle | Left Turn | Rear End | Right Turn | Lane Departure | Ped. Involved | Bikie Involved |
|-----------------------|----------|----------------|--------------------|----------------|---------------------|----------|------------|----------------|--------------------|----------------|
| 345 | 1 | 11 | 333 | 54 | 77 | 106 | 7 | 54 | 17 | 13 |
| % of Injury Crashes | 1% | 3% | 96% | 16% | 22% | 31% | 2% | 16% | 5% | 4% |
| | | | | | | | | | | |
| | Wet | Dry | 4-Way Intersection | T-Intersection | Not at Intersection | Day | Night | Dark-Lighted | Dark – Not Lighted | |
| | 49 | 296 | 165 | 27 | 151 | 232 | 113 | 106 | 4 | |
| | 14% | 86% | 48% | 8% | 44% | 67% | 33% | 31% | 1% | |

5-Year Injury Crashes (2020 – 2024): NW 56 Av

| Crash Report No. | Date | Day | Time | Road Surface Condition | Weather Condition | Day or Night | Lighting Condition | Intersection Type | Crash Type | Severity | Pedestrian Involved | Bicyclist Involved |
|------------------|-----------|-----------|----------|------------------------|-------------------|--------------|--------------------|-----------------------|----------------|----------------|---------------------|--------------------|
| 87989070 | 1/4/2020 | Saturday | 8:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 87989140 | 1/15/2020 | Wednesday | 2:33 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 87989147 | 1/16/2020 | Thursday | 7:44 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 87989211 | 1/23/2020 | Thursday | 6:46 PM | Wet | Rain | DAY | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 87989204 | 1/23/2020 | Thursday | 6:55 AM | Wet | Cloudy | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 88791071 | 1/30/2020 | Thursday | 4:16 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 87989386 | 2/15/2020 | Saturday | 10:31 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 87989408 | 2/19/2020 | Wednesday | 2:13 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 87989539 | 3/4/2020 | Wednesday | 2:28 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 87989545 | 3/5/2020 | Thursday | 2:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 88791477 | 3/7/2020 | Saturday | 10:49 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89936909 | 3/12/2020 | Thursday | 6:17 AM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 89936930 | 3/13/2020 | Friday | 10:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 89936943 | 3/15/2020 | Sunday | 11:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89936984 | 3/20/2020 | Friday | 8:00 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Rear End | Injury | No | No |
| 89937056 | 4/2/2020 | Thursday | 9:56 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 89937111 | 4/15/2020 | Wednesday | 5:45 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937105 | 4/15/2020 | Wednesday | 1:49 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 89937134 | 4/20/2020 | Monday | 1:29 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 89937155 | 4/24/2020 | Friday | 2:28 AM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | No | No |
| 24002667 | 4/28/2020 | Tuesday | 8:17 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937200 | 5/3/2020 | Sunday | 3:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937223 | 5/7/2020 | Thursday | 9:24 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89937284 | 5/16/2020 | Saturday | 6:40 AM | Wet | Cloudy | NIGHT | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937315 | 5/20/2020 | Wednesday | 6:00 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89937415 | 6/10/2020 | Wednesday | 2:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937511 | 6/27/2020 | Saturday | 12:38 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937523 | 6/29/2020 | Monday | 11:48 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937537 | 7/1/2020 | Wednesday | 9:47 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24003047 | 7/3/2020 | Friday | 11:47 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937550 | 7/3/2020 | Friday | 5:27 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937555 | 7/3/2020 | Friday | 10:20 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | No | No |
| 24003102 | 7/7/2020 | Tuesday | 3:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89937612 | 7/10/2020 | Friday | 11:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89937671 | 7/17/2020 | Friday | 4:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937673 | 7/18/2020 | Saturday | 7:55 AM | Wet | Rain | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 89937766 | 7/25/2020 | Saturday | 12:45 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Serious Injury | Yes | No |
| 89937738 | 7/27/2020 | Monday | 2:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24003237 | 7/28/2020 | Tuesday | 9:26 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 24003238 | 8/2/2020 | Sunday | 10:34 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Lane Departure | Injury | No | No |
| 24003273 | 8/7/2020 | Friday | 10:17 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937857 | 8/13/2020 | Thursday | 4:40 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24003344 | 8/14/2020 | Friday | 4:15 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 24003347 | 8/14/2020 | Friday | 6:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 89937936 | 8/24/2020 | Monday | 5:49 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89938007 | 9/3/2020 | Thursday | 7:37 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24003479 | 9/5/2020 | Saturday | 6:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Bicycle | Injury | No | Yes |

5-Year Injury Crashes (2020 – 2024): NW 56 Av

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| 89938127 | 9/17/2020 | Thursday | 10:29 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89938216 | 10/1/2020 | Thursday | 7:57 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938286 | 10/10/2020 | Saturday | 8:13 PM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938314 | 10/14/2020 | Wednesday | 5:13 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938356 | 10/20/2020 | Tuesday | 7:50 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938357 | 10/20/2020 | Tuesday | 7:44 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938429 | 10/31/2020 | Saturday | 4:45 AM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938470 | 11/5/2020 | Thursday | 9:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89938500 | 11/10/2020 | Tuesday | 3:03 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938494 | 11/10/2020 | Tuesday | 6:58 AM | Wet | Clear | NIGHT | Dusk | Four-Way Intersection | Rear End | Injury | No | No |
| 24003995 | 11/18/2020 | Wednesday | 7:40 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89938556 | 11/19/2020 | Thursday | 10:17 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24004033 | 11/24/2020 | Tuesday | 10:15 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | No | No |
| 89938685 | 12/9/2020 | Wednesday | 7:34 AM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Injury | No | No |
| 89938749 | 12/17/2020 | Thursday | 2:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89938762 | 12/19/2020 | Saturday | 6:00 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938771 | 12/20/2020 | Sunday | 4:52 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89938803 | 12/24/2020 | Thursday | 5:09 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24004273 | 12/26/2020 | Saturday | 3:32 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24004321 | 1/3/2021 | Sunday | 10:06 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 89938925 | 1/14/2021 | Thursday | 8:24 AM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 89938975 | 1/22/2021 | Friday | 11:00 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24004557 | 2/4/2021 | Thursday | 10:15 AM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 89939134 | 2/12/2021 | Friday | 12:37 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89939144 | 2/13/2021 | Saturday | 1:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89939161 | 2/14/2021 | Sunday | 10:49 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89939180 | 2/17/2021 | Wednesday | 4:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89939179 | 2/17/2021 | Wednesday | 2:21 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939231 | 2/25/2021 | Thursday | 7:17 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89939313 | 3/9/2021 | Tuesday | 8:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89939403 | 3/23/2021 | Tuesday | 7:40 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24005046 | 4/16/2021 | Friday | 5:45 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939706 | 4/28/2021 | Wednesday | 4:52 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939702 | 4/28/2021 | Wednesday | 6:35 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89939773 | 5/6/2021 | Thursday | 6:31 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24450762 | 5/23/2021 | Sunday | 2:35 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | No | No |
| 24450845 | 6/1/2021 | Tuesday | 7:45 PM | Wet | Rain | NIGHT | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 24450905 | 6/7/2021 | Monday | 7:32 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24450913 | 6/8/2021 | Tuesday | 11:39 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24450927 | 6/10/2021 | Thursday | 5:11 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24005500 | 6/13/2021 | Sunday | 8:58 PM | Dry | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24005572 | 6/22/2021 | Tuesday | 8:20 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24451195 | 7/16/2021 | Friday | 7:52 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24451290 | 7/22/2021 | Thursday | 7:04 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 24451328 | 8/1/2021 | Sunday | 1:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 24451338 | 8/3/2021 | Tuesday | 12:49 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24451359 | 8/5/2021 | Thursday | 2:54 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 24616475 | 8/7/2021 | Saturday | 9:14 AM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24451455 | 8/19/2021 | Thursday | 7:33 PM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24451486 | 8/22/2021 | Sunday | 5:41 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): NW 56 Av

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| 24451491 | 8/23/2021 | Monday | 9:35 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451529 | 8/28/2021 | Saturday | 12:14 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451589 | 9/5/2021 | Sunday | 12:34 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 24451607 | 9/7/2021 | Tuesday | 3:01 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 24451623 | 9/10/2021 | Friday | 2:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24451636 | 9/12/2021 | Sunday | 10:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 24616765 | 9/13/2021 | Monday | 10:02 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 24451748 | 9/23/2021 | Thursday | 8:30 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451837 | 10/4/2021 | Monday | 3:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 24451847 | 10/5/2021 | Tuesday | 6:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24617113 | 10/19/2021 | Tuesday | 11:43 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24452024 | 10/29/2021 | Friday | 1:25 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24617249 | 10/31/2021 | Sunday | 2:33 AM | Dry | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Right Turn | Injury | No | No |
| 24452045 | 11/1/2021 | Monday | 7:20 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24452155 | 11/2/2021 | Tuesday | 12:14 AM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 24452072 | 11/3/2021 | Wednesday | 8:30 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24452083 | 11/4/2021 | Thursday | 4:48 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452104 | 11/7/2021 | Sunday | 6:32 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452106 | 11/8/2021 | Monday | 12:49 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24617554 | 11/26/2021 | Friday | 5:32 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 24452265 | 11/29/2021 | Monday | 10:09 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Serious Injury | Yes | No |
| 24452303 | 12/4/2021 | Saturday | 7:30 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | OTHER | Injury | No | No |
| 24452301 | 12/4/2021 | Saturday | 4:05 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24452361 | 12/11/2021 | Saturday | 1:04 PM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Serious Injury | No | No |
| 24452439 | 12/18/2021 | Saturday | 6:26 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24452452 | 12/20/2021 | Monday | 5:56 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24617747 | 12/20/2021 | Monday | 6:18 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24452502 | 12/26/2021 | Sunday | 12:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452565 | 1/4/2022 | Tuesday | 5:18 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452583 | 1/6/2022 | Thursday | 6:30 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | OTHER | Injury | No | No |
| 24452613 | 1/10/2022 | Monday | 8:22 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24452631 | 1/12/2022 | Wednesday | 8:55 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 24452783 | 1/28/2022 | Friday | 10:48 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24452792 | 2/4/2022 | Friday | 6:40 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24618219 | 2/10/2022 | Thursday | 10:20 AM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Injury | No | No |
| 24618255 | 2/13/2022 | Sunday | 12:30 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 24452864 | 2/15/2022 | Tuesday | 6:12 AM | Dry | Clear | NIGHT | Dark - Lighted | Other | Angle | Injury | No | No |
| 24452907 | 2/21/2022 | Monday | 1:15 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24452919 | 2/23/2022 | Wednesday | 8:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452938 | 2/25/2022 | Friday | 3:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453038 | 3/7/2022 | Monday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453044 | 3/8/2022 | Tuesday | 4:19 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24453076 | 3/14/2022 | Monday | 1:20 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 24453080 | 3/14/2022 | Monday | 8:39 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453203 | 3/29/2022 | Tuesday | 2:01 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 24453224 | 3/31/2022 | Thursday | 9:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 24453225 | 4/1/2022 | Friday | 6:47 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24618742 | 4/2/2022 | Saturday | 11:00 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24618794 | 4/12/2022 | Tuesday | 12:22 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Serious Injury | No | No |
| 24453382 | 4/20/2022 | Wednesday | 11:56 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |

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| 24453389 | 4/21/2022 | Thursday | 8:51 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453383 | 4/21/2022 | Thursday | 12:58 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24453513 | 5/9/2022 | Monday | 3:38 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24453525 | 5/10/2022 | Tuesday | 5:07 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24453531 | 5/11/2022 | Wednesday | 12:41 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24453582 | 5/16/2022 | Monday | 5:59 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24619186 | 5/22/2022 | Sunday | 11:06 AM | Dry | Clear | DAY | Daylight | T-Intersection | Lane Departure | Injury | No | No |
| 25338410 | 6/22/2022 | Wednesday | 10:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25341496 | 6/26/2022 | Sunday | 11:45 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Injury | YES | No |
| 25341522 | 6/30/2022 | Thursday | 4:00 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 25341611 | 7/11/2022 | Monday | 7:11 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341696 | 7/22/2022 | Friday | 8:46 AM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25338760 | 7/30/2022 | Saturday | 9:23 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25341788 | 8/3/2022 | Wednesday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Right Turn | Injury | No | No |
| 25338783 | 8/5/2022 | Friday | 2:46 PM | Dry | Clear | DAY | Daylight | T-Intersection | Lane Departure | Injury | No | No |
| 25341806 | 8/6/2022 | Saturday | 7:37 PM | Dry | Clear | NIGHT | Dawn | Not at Intersection | Rear End | Injury | No | No |
| 25341919 | 8/23/2022 | Tuesday | 2:29 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341940 | 8/26/2022 | Friday | 7:54 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25341991 | 9/1/2022 | Thursday | 2:53 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | OTHER | Injury | No | No |
| 25342082 | 9/14/2022 | Wednesday | 6:42 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342172 | 9/24/2022 | Saturday | 7:55 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Serious Injury | Yes | No |
| 25342178 | 9/25/2022 | Sunday | 9:15 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342190 | 9/26/2022 | Monday | 9:05 PM | Wet | Cloudy | NIGHT | Dark - Lighted | T-Intersection | Angle | Injury | No | No |
| 25342251 | 10/7/2022 | Friday | 6:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25342260 | 10/9/2022 | Sunday | 2:50 AM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25339462 | 10/12/2022 | Wednesday | 11:10 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Serious Injury | No | No |
| 25342354 | 10/22/2022 | Saturday | 9:32 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25342357 | 10/22/2022 | Saturday | 7:35 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25339591 | 10/28/2022 | Friday | 7:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25342450 | 11/2/2022 | Wednesday | 4:00 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25342462 | 11/4/2022 | Friday | 6:40 AM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342476 | 11/5/2022 | Saturday | 4:25 PM | Dry | Clear | DAY | Daylight | T-Intersection | Lane Departure | Injury | No | No |
| 25342534 | 11/15/2022 | Tuesday | 8:42 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342681 | 12/4/2022 | Sunday | 1:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342687 | 12/5/2022 | Monday | 12:52 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342708 | 12/8/2022 | Thursday | 6:38 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25342730 | 12/10/2022 | Saturday | 6:48 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25340053 | 12/19/2022 | Monday | 3:31 PM | Dry | Clear | DAY | Daylight | T-Intersection | Angle | Serious Injury | No | No |
| 25342899 | 12/20/2022 | Tuesday | 10:45 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25342814 | 12/21/2022 | Wednesday | 8:21 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 25342825 | 12/23/2022 | Friday | 1:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25342837 | 12/24/2022 | Saturday | 6:07 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342856 | 12/27/2022 | Tuesday | 3:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342921 | 1/6/2023 | Friday | 6:30 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25340226 | 1/7/2023 | Saturday | 5:47 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25342958 | 1/12/2023 | Thursday | 11:23 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Left Turn | Injury | No | No |
| 25340291 | 1/13/2023 | Friday | 8:19 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25340340 | 1/13/2023 | Friday | 8:14 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Rear End | Serious Injury | No | No |
| 25343039 | 1/24/2023 | Tuesday | 8:18 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25340403 | 1/25/2023 | Wednesday | 12:50 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Serious Injury | No | No |

5-Year Injury Crashes (2020 – 2024): NW 56 Av

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| 25343091 | 2/2/2023 | Thursday | 12:35 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25343108 | 2/3/2023 | Friday | 5:22 PM | Dry | Clear | DAY | Dusk | T-Intersection | Rear End | Injury | No | No |
| 25343111 | 2/3/2023 | Friday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25343188 | 2/12/2023 | Sunday | 4:52 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 25340809 | 3/14/2023 | Tuesday | 7:00 AM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Left Turn | Serious Injury | No | No |
| 25343550 | 4/2/2023 | Sunday | 2:00 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25341094 | 4/5/2023 | Wednesday | 8:21 PM | Dry | Clear | NIGHT | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 25343599 | 4/8/2023 | Saturday | 11:33 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343678 | 4/17/2023 | Monday | 11:29 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343700 | 4/20/2023 | Thursday | 5:39 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 25343767 | 4/29/2023 | Saturday | 2:17 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343798 | 5/3/2023 | Wednesday | 7:47 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25343876 | 5/13/2023 | Saturday | 10:04 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 25343899 | 5/15/2023 | Monday | 9:30 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 25343904 | 5/15/2023 | Monday | 9:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25910983 | 5/19/2023 | Friday | 7:34 PM | Dry | Clear | NIGHT | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 25343970 | 5/22/2023 | Monday | 3:01 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25343982 | 5/24/2023 | Wednesday | 7:29 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344035 | 6/1/2023 | Thursday | 5:16 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 25911102 | 6/3/2023 | Saturday | 6:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25911102 | 6/3/2023 | Saturday | 6:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344063 | 6/6/2023 | Tuesday | 5:32 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344123 | 6/14/2023 | Wednesday | 2:31 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25344138 | 6/15/2023 | Thursday | 6:08 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25911236 | 6/16/2023 | Friday | 12:27 AM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Rear End | Injury | No | No |
| 25344199 | 6/25/2023 | Sunday | 2:33 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25911340 | 6/27/2023 | Tuesday | 4:20 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25344227 | 6/28/2023 | Wednesday | 10:01 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25344250 | 7/2/2023 | Sunday | 2:04 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Serious Injury | No | No |
| 25911414 | 7/7/2023 | Friday | 2:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344293 | 7/9/2023 | Sunday | 11:30 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076671 | 7/15/2023 | Saturday | 10:56 PM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | Angle | Injury | No | No |
| 26076445 | 7/23/2023 | Sunday | 9:44 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076507 | 7/31/2023 | Monday | 5:08 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076518 | 8/1/2023 | Tuesday | 10:43 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 26076533 | 8/4/2023 | Friday | 11:16 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076548 | 8/6/2023 | Sunday | 8:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26076549 | 8/7/2023 | Monday | 10:12 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076597 | 8/13/2023 | Sunday | 12:24 PM | Dry | Clear | DAY | Daylight | Other | Left Turn | Injury | No | No |
| 26076618 | 8/16/2023 | Wednesday | 3:48 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25911762 | 8/17/2023 | Thursday | 11:29 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Right Turn | Injury | No | No |
| 26076647 | 8/19/2023 | Saturday | 9:05 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 25911797 | 8/20/2023 | Sunday | 1:56 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 26076697 | 8/21/2023 | Monday | 6:38 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26076684 | 8/23/2023 | Wednesday | 11:09 AM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26076746 | 8/31/2023 | Thursday | 5:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26076742 | 8/31/2023 | Thursday | 6:30 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 26076766 | 9/3/2023 | Sunday | 6:32 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Right Turn | Injury | No | No |
| 25911947 | 9/4/2023 | Monday | 8:24 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26076781 | 9/5/2023 | Tuesday | 3:59 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |

5-Year Injury Crashes (2020 – 2024): NW 56 Av

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| 26076804 | 9/8/2023 | Friday | 11:22 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076822 | 9/10/2023 | Sunday | 9:31 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076847 | 9/13/2023 | Wednesday | 9:59 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 26076880 | 9/18/2023 | Monday | 6:55 PM | Wet | Rain | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 26076898 | 9/21/2023 | Thursday | 3:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076905 | 9/22/2023 | Friday | 5:25 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 26076922 | 9/23/2023 | Saturday | 8:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 26076912 | 9/23/2023 | Saturday | 2:00 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076944 | 9/27/2023 | Wednesday | 7:20 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 26076996 | 10/4/2023 | Wednesday | 9:59 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077059 | 10/11/2023 | Wednesday | 7:00 PM | Dry | Clear | NIGHT | Dawn | Not at Intersection | OTHER | Injury | No | No |
| 26077063 | 10/12/2023 | Thursday | 9:56 AM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26077077 | 10/13/2023 | Friday | 5:26 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077118 | 10/20/2023 | Friday | 10:35 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26077121 | 10/20/2023 | Friday | 5:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 25912396 | 10/27/2023 | Friday | 11:41 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25912410 | 10/30/2023 | Monday | 7:25 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077191 | 11/1/2023 | Wednesday | 10:37 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26077195 | 11/1/2023 | Wednesday | 6:18 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Rear End | Injury | No | No |
| 26077218 | 11/4/2023 | Saturday | 11:50 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26077215 | 11/4/2023 | Saturday | 10:57 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25912523 | 11/6/2023 | Monday | 4:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 26077274 | 11/13/2023 | Monday | 9:13 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077284 | 11/14/2023 | Tuesday | 12:09 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25912573 | 11/17/2023 | Friday | 11:45 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 26077331 | 11/21/2023 | Tuesday | 1:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077346 | 11/23/2023 | Thursday | 4:01 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26077367 | 11/27/2023 | Monday | 8:10 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077385 | 11/30/2023 | Thursday | 10:31 AM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26077390 | 11/30/2023 | Thursday | 7:05 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | OTHER | Injury | No | No |
| 26077397 | 12/2/2023 | Saturday | 1:50 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26077409 | 12/3/2023 | Sunday | 11:22 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26077456 | 12/9/2023 | Saturday | 8:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25912758 | 12/13/2023 | Wednesday | 3:44 PM | Wet | Cloudy | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26077532 | 12/19/2023 | Tuesday | 5:21 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 26077533 | 12/19/2023 | Tuesday | 4:49 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 26077581 | 12/25/2023 | Monday | 6:00 PM | Wet | Rain | DAY | Dark - Not Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 25913066 | 1/1/2024 | Monday | 11:06 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26077679 | 1/11/2024 | Thursday | 7:51 AM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25913043 | 1/13/2024 | Saturday | 12:05 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26077790 | 1/26/2024 | Friday | 11:23 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | YES | No |
| 26077821 | 1/31/2024 | Wednesday | 2:26 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077836 | 2/2/2024 | Friday | 3:14 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26077866 | 2/5/2024 | Monday | 7:54 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26077899 | 2/10/2024 | Saturday | 10:26 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077913 | 2/12/2024 | Monday | 8:28 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077942 | 2/15/2024 | Thursday | 11:25 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25913314 | 2/15/2024 | Thursday | 5:18 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077962 | 2/18/2024 | Sunday | 9:45 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 26077974 | 2/21/2024 | Wednesday | 5:19 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | OTHER | Injury | No | No |

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| 26078105 | 3/11/2024 | Monday | 8:07 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078163 | 3/19/2024 | Tuesday | 1:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25913611 | 3/21/2024 | Thursday | 12:08 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078183 | 3/22/2024 | Friday | 9:48 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 26078199 | 3/25/2024 | Monday | 5:58 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078258 | 4/1/2024 | Monday | 10:43 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078357 | 4/14/2024 | Sunday | 3:36 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25913812 | 4/15/2024 | Monday | 6:14 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26078392 | 4/18/2024 | Thursday | 8:29 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078434 | 4/24/2024 | Wednesday | 10:16 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 26078433 | 4/24/2024 | Wednesday | 8:09 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26677226 | 4/27/2024 | Saturday | 5:55 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078484 | 4/30/2024 | Tuesday | 5:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26677402 | 5/9/2024 | Thursday | 10:43 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 26078617 | 5/18/2024 | Saturday | 9:20 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 26078694 | 5/27/2024 | Monday | 8:17 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26677605 | 6/4/2024 | Tuesday | 10:00 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Pedestrian | Injury | Yes | No |
| 26078761 | 6/5/2024 | Wednesday | 6:20 AM | Dry | Clear | NIGHT | Dawn | Four-Way Intersection | Lane Departure | Injury | No | No |
| 26078769 | 6/5/2024 | Wednesday | 9:27 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 26078784 | 6/7/2024 | Friday | 2:33 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26078839 | 6/14/2024 | Friday | 10:42 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078870 | 6/19/2024 | Wednesday | 4:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078909 | 6/26/2024 | Wednesday | 8:16 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078911 | 6/26/2024 | Wednesday | 6:17 PM | Dry | Clear | DAY | Daylight | T-Intersection | Rear End | Injury | No | No |
| 26079008 | 7/13/2024 | Saturday | 11:08 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26079028 | 7/17/2024 | Wednesday | 5:31 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26079060 | 7/22/2024 | Monday | 2:00 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26079121 | 8/1/2024 | Thursday | 2:08 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26079131 | 8/2/2024 | Friday | 4:24 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26079132 | 8/2/2024 | Friday | 6:20 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26678071 | 8/2/2024 | Friday | 5:52 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26678076 | 8/3/2024 | Saturday | 2:27 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26079153 | 8/7/2024 | Wednesday | 1:08 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26079201 | 8/15/2024 | Thursday | 7:20 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26079322 | 8/29/2024 | Thursday | 4:09 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26678303 | 8/29/2024 | Thursday | 7:58 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26678318 | 8/31/2024 | Saturday | 3:30 PM | Wet | Rain | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26079342 | 9/1/2024 | Sunday | 2:30 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079348 | 9/3/2024 | Tuesday | 7:55 AM | Wet | Rain | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26079355 | 9/4/2024 | Wednesday | 2:45 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145198 | 9/7/2024 | Saturday | 11:12 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 27145244 | 9/14/2024 | Saturday | 12:57 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26678504 | 9/16/2024 | Monday | 4:28 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145259 | 9/16/2024 | Monday | 6:56 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145259 | 9/16/2024 | Monday | 6:56 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145260 | 9/16/2024 | Monday | 9:04 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145261 | 9/17/2024 | Tuesday | 7:21 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145401 | 10/5/2024 | Saturday | 6:27 PM | Wet | Cloudy | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145414 | 10/6/2024 | Sunday | 6:40 PM | Wet | Clear | DAY | Dark - Unknown Lighting | Not at Intersection | Bicycle | Injury | No | Yes |
| 26678661 | 10/12/2024 | Saturday | 6:41 PM | Wet | Rain | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): NW 56 Av

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|-------|-------|--------------------|-----------------------|----------------|--------|-----|----|
| 27145476 | 10/15/2024 | Tuesday | 10:42 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145502 | 10/19/2024 | Saturday | 4:19 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | OTHER | Injury | No | No |
| 27145605 | 11/3/2024 | Sunday | 4:44 PM | Wet | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145614 | 11/5/2024 | Tuesday | 6:21 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145638 | 11/8/2024 | Friday | 6:38 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26678900 | 11/11/2024 | Monday | 7:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 27145660 | 11/12/2024 | Tuesday | 8:01 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 27145677 | 11/15/2024 | Friday | 1:27 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 27145700 | 11/17/2024 | Sunday | 6:16 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | OTHER | Injury | No | No |
| 27145694 | 11/17/2024 | Sunday | 4:08 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145747 | 11/25/2024 | Monday | 7:47 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26679022 | 11/27/2024 | Wednesday | 4:41 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 27145801 | 12/5/2024 | Thursday | 10:22 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |

| No. of Injury Crashes | Fatality | Serious Injury | Injury | Angle | Left Turn | Rear End | Right Turn | Lane Departure | Ped. Involved | Bikie Involved |
|-----------------------|----------|----------------|--------|--------------------|----------------|---------------------|------------|----------------|---------------|--------------------|
| 360 | 0 | 13 | 347 | 30 | 80 | 137 | 10 | 46 | 20 | 7 |
| % of Injury Crashes | N/A | 4% | 96% | 8% | 22% | 38% | 3% | 13% | 6% | 2% |
| | | Wet | Dry | 4-Way Intersection | T-Intersection | Not at Intersection | Day | Night | Dark-Lighted | Dark – Not Lighted |
| | | 57 | 303 | 133 | 36 | 189 | 224 | 136 | 124 | 8 |
| | | 16% | 84% | 37% | 10% | 53% | 62% | 38% | 34% | 2% |

5-Year Injury Crashes (2020 – 2024): NW 19 St to County Regional Park

| Crash Report No. | Date | Day | Time | Road Surface Condition | Weather Condition | Day or Night | Lighting Condition | Intersection Type | Crash Type | Severity | Pedestrian Involved | Bicyclist Involved |
|------------------|------------|-----------|----------|------------------------|-------------------|--------------|--------------------|-----------------------|----------------|----------------|---------------------|--------------------|
| 87989141 | 1/15/2020 | Wednesday | 4:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 87989152 | 1/17/2020 | Friday | 9:00 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 87989322 | 2/6/2020 | Thursday | 5:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 87989376 | 2/14/2020 | Friday | 9:04 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 87989384 | 2/15/2020 | Saturday | 9:23 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 89936876 | 3/9/2020 | Monday | 6:05 PM | Wet | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 89937511 | 6/27/2020 | Saturday | 12:38 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937580 | 7/6/2020 | Monday | 2:40 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89937629 | 7/12/2020 | Sunday | 5:56 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89937677 | 7/18/2020 | Saturday | 1:50 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937729 | 7/25/2020 | Saturday | 10:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89937826 | 8/8/2020 | Saturday | 3:10 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937930 | 8/24/2020 | Monday | 10:40 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 89938175 | 9/24/2020 | Thursday | 7:40 PM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938195 | 9/28/2020 | Monday | 10:46 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Fatality | No | No |
| 89938246 | 10/5/2020 | Monday | 1:59 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89938316 | 10/14/2020 | Wednesday | 3:05 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 89938419 | 10/29/2020 | Thursday | 8:21 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938432 | 10/31/2020 | Saturday | 2:29 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89938430 | 10/31/2020 | Saturday | 6:47 AM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938479 | 11/7/2020 | Saturday | 1:51 PM | Wet | Rain | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89938814 | 12/26/2020 | Saturday | 12:27 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938833 | 12/28/2020 | Monday | 1:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938829 | 12/28/2020 | Monday | 1:37 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Fatality | No | No |
| 89938963 | 1/20/2021 | Wednesday | 7:04 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 89939002 | 1/27/2021 | Wednesday | 11:13 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939144 | 2/13/2021 | Saturday | 1:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89939242 | 2/25/2021 | Thursday | 7:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89939347 | 3/14/2021 | Sunday | 3:04 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89939358 | 3/15/2021 | Monday | 7:05 PM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89939360 | 3/15/2021 | Monday | 9:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 89939403 | 3/23/2021 | Tuesday | 7:40 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89939702 | 4/28/2021 | Wednesday | 6:35 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24450845 | 6/1/2021 | Tuesday | 7:45 PM | Wet | Rain | NIGHT | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 24450891 | 6/6/2021 | Sunday | 11:19 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24451026 | 6/24/2021 | Thursday | 10:54 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24451135 | 7/8/2021 | Thursday | 7:03 PM | Wet | Rain | NIGHT | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 24451252 | 7/24/2021 | Saturday | 1:50 PM | Wet | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451275 | 7/26/2021 | Monday | 1:39 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24451279 | 7/27/2021 | Tuesday | 9:08 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452155 | 11/2/2021 | Tuesday | 12:14 AM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 24452092 | 11/6/2021 | Saturday | 7:58 AM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24452254 | 11/28/2021 | Sunday | 1:18 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 24452516 | 12/27/2021 | Monday | 10:21 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 24452532 | 12/30/2021 | Thursday | 6:43 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24452565 | 1/4/2022 | Tuesday | 5:18 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452594 | 1/8/2022 | Saturday | 12:19 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Right Turn | Injury | No | No |
| 24452744 | 1/28/2022 | Friday | 3:37 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): NW 19 St to County Regional Park

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|--------|-------|-------------------------|-----------------------|----------------|--------|-----|-----|
| 24452874 | 2/16/2022 | Wednesday | 4:30 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24453020 | 3/6/2022 | Sunday | 12:46 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 24453331 | 4/13/2022 | Wednesday | 11:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24453461 | 5/1/2022 | Sunday | 2:25 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 24453542 | 5/12/2022 | Thursday | 3:04 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | OTHER | Injury | No | No |
| 24453576 | 5/16/2022 | Monday | 8:16 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341533 | 7/1/2022 | Friday | 11:46 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25341643 | 7/15/2022 | Friday | 6:20 AM | Dry | Clear | NIGHT | Dawn | Four-Way Intersection | Angle | Injury | No | No |
| 25341660 | 7/18/2022 | Monday | 2:06 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 25341677 | 7/19/2022 | Tuesday | 7:40 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25341785 | 8/3/2022 | Wednesday | 3:06 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 25341788 | 8/3/2022 | Wednesday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Right Turn | Injury | No | No |
| 25341834 | 8/10/2022 | Wednesday | 10:15 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25341892 | 8/19/2022 | Friday | 5:18 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341919 | 8/23/2022 | Tuesday | 2:29 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25341940 | 8/26/2022 | Friday | 7:54 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25342193 | 9/27/2022 | Tuesday | 3:11 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342282 | 10/12/2022 | Wednesday | 2:38 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25342354 | 10/22/2022 | Saturday | 9:32 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25342472 | 11/4/2022 | Friday | 10:48 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25342462 | 11/4/2022 | Friday | 6:40 AM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342648 | 12/1/2022 | Thursday | 12:27 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25342708 | 12/8/2022 | Thursday | 6:38 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25342796 | 12/19/2022 | Monday | 11:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 25342810 | 12/21/2022 | Wednesday | 6:11 AM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25342837 | 12/24/2022 | Saturday | 6:07 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342891 | 1/2/2023 | Monday | 6:03 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 25342921 | 1/6/2023 | Friday | 6:30 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342968 | 1/13/2023 | Friday | 5:05 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25343218 | 2/16/2023 | Thursday | 12:18 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25343371 | 3/7/2023 | Tuesday | 8:58 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25343459 | 3/19/2023 | Sunday | 8:01 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25343513 | 3/29/2023 | Wednesday | 10:40 AM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 25343563 | 4/3/2023 | Monday | 7:04 PM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343596 | 4/7/2023 | Friday | 11:21 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 25343791 | 5/2/2023 | Tuesday | 8:41 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25343798 | 5/3/2023 | Wednesday | 7:47 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25343980 | 5/23/2023 | Tuesday | 5:25 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 25344138 | 6/15/2023 | Thursday | 6:08 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 25344242 | 7/1/2023 | Saturday | 3:25 AM | Dry | Clear | NIGHT | Dark - Unknown Lighting | Four-Way Intersection | Rear End | Injury | No | No |
| 26076647 | 8/19/2023 | Saturday | 9:05 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 26076700 | 8/25/2023 | Friday | 4:17 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076743 | 8/31/2023 | Thursday | 7:25 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26076781 | 9/5/2023 | Tuesday | 3:59 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26076810 | 9/9/2023 | Saturday | 1:06 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077077 | 10/13/2023 | Friday | 5:26 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077124 | 10/21/2023 | Saturday | 11:14 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 26077251 | 11/9/2023 | Thursday | 11:00 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077434 | 12/6/2023 | Wednesday | 11:12 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26077574 | 12/24/2023 | Sunday | 2:32 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): NW 19 St to County Regional Park

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|-------|-------|----------------|-----------------------|----------------|--------|----|-----|
| 26077701 | 1/14/2024 | Sunday | 10:12 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077709 | 1/15/2024 | Monday | 7:45 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26077789 | 1/26/2024 | Friday | 5:58 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Bicycle | Injury | No | Yes |
| 26077792 | 1/27/2024 | Saturday | 8:13 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26077980 | 2/22/2024 | Thursday | 4:55 PM | Dry | Clear | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 26078004 | 2/26/2024 | Monday | 7:57 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078098 | 3/10/2024 | Sunday | 9:17 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | OTHER | Injury | No | No |
| 26078184 | 3/23/2024 | Saturday | 5:50 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078246 | 3/31/2024 | Sunday | 2:28 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26078271 | 4/2/2024 | Tuesday | 6:10 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078360 | 4/15/2024 | Monday | 7:35 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26078394 | 4/19/2024 | Friday | 5:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26078422 | 4/23/2024 | Tuesday | 8:05 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Bicycle | Injury | No | Yes |
| 26078646 | 5/21/2024 | Tuesday | 6:38 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26078807 | 6/10/2024 | Monday | 4:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | OTHER | Injury | No | No |
| 26078855 | 6/16/2024 | Sunday | 11:55 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26078956 | 7/5/2024 | Friday | 9:56 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26079093 | 7/27/2024 | Saturday | 5:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 26079177 | 8/11/2024 | Sunday | 7:29 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26079361 | 9/5/2024 | Thursday | 11:20 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145341 | 9/28/2024 | Saturday | 11:02 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145635 | 11/8/2024 | Friday | 1:09 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145719 | 11/21/2024 | Thursday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 27145859 | 12/11/2024 | Wednesday | 5:55 PM | Dry | Clear | DAY | Dark - Lighted | Not at Intersection | Bicycle | Injury | No | Yes |
| 27145854 | 12/12/2024 | Thursday | 5:58 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 27145965 | 12/27/2024 | Friday | 5:24 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |

| No. of Injury Crashes | Fatality | Serious Injury | Injury | Angle | Left Turn | Rear End | Right Turn | Lane Departure | Ped. Involved | Bikie Involved |
|-----------------------|----------|----------------|--------|-------|--------------------|----------------|---------------------|----------------|---------------|----------------|
| 124 | 2 | 1 | 121 | 25 | 25 | 37 | 3 | 19 | 6 | 4 |
| % of Injury Crashes | 2% | 1% | 97% | 20% | 20% | 30% | 2% | 15% | 5% | 3% |
| | | | | | | | | | | |
| | | | Wet | Dry | 4-Way Intersection | T-Intersection | Not at Intersection | Day | Night | Dark-Lighted |
| | | | 21 | 103 | 63 | 4 | 57 | 77 | 47 | 40 |
| | | | 17% | 83% | 51% | 3% | 46% | 62% | 38% | 32% |
| | | | | | | | | | | N/A |

5-Year Injury Crashes (2020 – 2024): Sunrise Blvd

| Crash Report No. | Date | Day | Time | Road Surface Condition | Weather Condition | Day or Night | Lighting Condition | Intersection Type | Crash Type | Severity | Pedestrian Involved | Bicyclist Involved |
|------------------|------------|-----------|----------|------------------------|-------------------|--------------|--------------------|-----------------------|----------------|----------------|---------------------|--------------------|
| v | 1/5/2020 | Sunday | 7:19 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 87989082 | 1/6/2020 | Monday | 8:40 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 87989226 | 1/25/2020 | Saturday | 5:00 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Serious Injury | No | No |
| 88791127 | 2/3/2020 | Monday | 7:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 87989331 | 2/9/2020 | Sunday | 7:31 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 87989365 | 2/14/2020 | Friday | 8:30 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89936856 | 3/6/2020 | Friday | 1:15 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89936855 | 3/6/2020 | Friday | 1:30 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89936871 | 3/8/2020 | Sunday | 9:31 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89936910 | 3/12/2020 | Thursday | 7:30 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89936938 | 3/14/2020 | Saturday | 9:12 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 88791624 | 3/19/2020 | Thursday | 1:30 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 89936989 | 3/21/2020 | Saturday | 4:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89937007 | 3/23/2020 | Monday | 12:40 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937010 | 3/23/2020 | Monday | 10:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89937040 | 3/29/2020 | Sunday | 12:51 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 88791673 | 4/4/2020 | Saturday | 9:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89937096 | 4/13/2020 | Monday | 5:25 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937116 | 4/16/2020 | Thursday | 6:45 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937130 | 4/18/2020 | Saturday | 9:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Y-Intersection | Lane Departure | Injury | No | No |
| 89937143 | 4/22/2020 | Wednesday | 3:34 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937272 | 5/13/2020 | Wednesday | 2:48 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89937312 | 5/20/2020 | Wednesday | 6:13 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937387 | 6/2/2020 | Tuesday | 9:55 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 89937444 | 6/16/2020 | Tuesday | 7:23 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89937518 | 6/28/2020 | Sunday | 10:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89937582 | 7/6/2020 | Monday | 10:05 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 89937585 | 7/7/2020 | Tuesday | 11:31 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937596 | 7/9/2020 | Thursday | 1:25 AM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89937715 | 7/23/2020 | Thursday | 8:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Bicycle | Injury | No | Yes |
| 89937731 | 7/26/2020 | Sunday | 6:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 24003296 | 8/4/2020 | Tuesday | 5:11 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937841 | 8/11/2020 | Tuesday | 7:55 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937914 | 8/22/2020 | Saturday | 6:39 PM | Dry | Clear | DAY | Daylight | T-Intersection | Other | Injury | No | No |
| 89937917 | 8/22/2020 | Saturday | 8:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 24003423 | 8/27/2020 | Thursday | 1:44 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89937971 | 8/29/2020 | Saturday | 4:42 PM | Wet | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89937979 | 8/31/2020 | Monday | 6:54 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 89938042 | 9/9/2020 | Wednesday | 8:10 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89938053 | 9/10/2020 | Thursday | 8:55 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89938138 | 9/19/2020 | Saturday | 2:06 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938190 | 9/28/2020 | Monday | 5:29 AM | Dry | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89938285 | 10/10/2020 | Saturday | 3:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938295 | 10/11/2020 | Sunday | 11:04 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938324 | 10/16/2020 | Friday | 11:14 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938336 | 10/18/2020 | Sunday | 3:11 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 24003755 | 10/19/2020 | Monday | 8:40 AM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938347 | 10/20/2020 | Tuesday | 7:17 AM | Wet | Rain | DAY | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Sunrise Blvd

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|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|----------------|----|-----|
| 89938382 | 10/24/2020 | Saturday | 1:34 PM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 24003858 | 11/1/2020 | Sunday | 8:49 PM | Dry | Clear | NIGHT | Dusk | Four-Way Intersection | Angle | Injury | No | No |
| 89938445 | 11/1/2020 | Sunday | 7:00 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938450 | 11/2/2020 | Monday | 2:44 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 24003944 | 11/11/2020 | Wednesday | 1:11 PM | Dry | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938600 | 11/25/2020 | Wednesday | 10:18 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 89938669 | 12/5/2020 | Saturday | 11:33 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89938668 | 12/5/2020 | Saturday | 3:55 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Other | Injury | No | No |
| 89938728 | 12/12/2020 | Saturday | 12:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89938719 | 12/13/2020 | Sunday | 4:40 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Rear End | Injury | No | No |
| 89938825 | 12/27/2020 | Sunday | 7:44 PM | Wet | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89938870 | 1/3/2021 | Sunday | 1:48 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24004373 | 1/6/2021 | Wednesday | 5:03 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 89938899 | 1/9/2021 | Saturday | 6:43 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89938959 | 1/19/2021 | Tuesday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 89939030 | 1/30/2021 | Saturday | 2:50 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 89939039 | 1/31/2021 | Sunday | 12:10 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 89939043 | 1/31/2021 | Sunday | 7:40 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939104 | 2/7/2021 | Sunday | 11:33 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939154 | 2/14/2021 | Sunday | 10:20 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939224 | 2/23/2021 | Tuesday | 11:19 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939227 | 2/24/2021 | Wednesday | 1:00 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 89939248 | 2/26/2021 | Friday | 6:04 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Right Turn | Injury | No | No |
| 89939252 | 2/27/2021 | Saturday | 6:35 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 89939299 | 3/6/2021 | Saturday | 11:10 PM | Wet | Rain | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89939331 | 3/11/2021 | Thursday | 4:42 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Bicycle | Injury | No | Yes |
| 89939343 | 3/13/2021 | Saturday | 12:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939491 | 4/1/2021 | Thursday | 1:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939610 | 4/17/2021 | Saturday | 1:52 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 89939671 | 4/24/2021 | Saturday | 10:17 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 89939791 | 5/9/2021 | Sunday | 8:12 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 89939812 | 5/12/2021 | Wednesday | 1:30 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 24450832 | 5/31/2021 | Monday | 9:55 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24005436 | 6/4/2021 | Friday | 9:45 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24450888 | 6/5/2021 | Saturday | 3:15 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24450909 | 6/8/2021 | Tuesday | 2:40 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24450912 | 6/8/2021 | Tuesday | 11:13 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24450936 | 6/11/2021 | Friday | 4:45 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451086 | 7/2/2021 | Friday | 2:18 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 24451130 | 7/8/2021 | Thursday | 9:45 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24451211 | 7/18/2021 | Sunday | 6:12 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24451210 | 7/18/2021 | Sunday | 10:42 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 24451223 | 7/20/2021 | Tuesday | 12:35 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 24451266 | 7/25/2021 | Sunday | 1:24 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24201358 | 8/18/2021 | Wednesday | 9:11 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24616535 | 8/18/2021 | Wednesday | 10:25 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 24451523 | 8/27/2021 | Friday | 1:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 24451625 | 9/11/2021 | Saturday | 11:31 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24451826 | 10/2/2021 | Saturday | 7:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 24451833 | 10/3/2021 | Sunday | 4:55 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Sunrise Blvd

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|----------|------------|-----------|----------|-----|------------------|-------|----------------|-----------------------|----------------|----------------|-----|-----|
| 24451886 | 10/10/2021 | Sunday | 10:04 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24451909 | 10/13/2021 | Wednesday | 9:57 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24272396 | 10/19/2021 | Tuesday | 12:54 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Angle | Injury | No | No |
| 24452032 | 10/30/2021 | Saturday | 12:53 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452038 | 10/31/2021 | Sunday | 1:33 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452043 | 11/1/2021 | Monday | 1:55 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452156 | 11/16/2021 | Tuesday | 6:45 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452164 | 11/17/2021 | Wednesday | 11:43 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452188 | 11/20/2021 | Saturday | 9:38 AM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 24452204 | 11/22/2021 | Monday | 3:05 AM | Wet | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452221 | 11/23/2021 | Tuesday | 7:23 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24452314 | 12/5/2021 | Sunday | 10:52 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 24452346 | 12/9/2021 | Thursday | 5:11 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24452411 | 12/15/2021 | Wednesday | 5:55 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 24452466 | 12/22/2021 | Wednesday | 8:33 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24452497 | 12/25/2021 | Saturday | 10:55 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 24617802 | 12/27/2021 | Monday | 11:55 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452694 | 1/22/2022 | Saturday | 1:20 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24452707 | 1/22/2022 | Saturday | 9:14 PM | Dry | Clear | NIGHT | Dark - Lighted | Other | Angle | Serious Injury | No | No |
| 24618117 | 1/30/2022 | Sunday | 5:17 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Lane Departure | Injury | No | No |
| 24452810 | 2/6/2022 | Sunday | 12:00 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452812 | 2/7/2022 | Monday | 6:45 AM | Dry | Fog, Smog, Smoke | NIGHT | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 24452834 | 2/10/2022 | Thursday | 3:18 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 24452922 | 2/24/2022 | Thursday | 9:00 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24452982 | 3/2/2022 | Wednesday | 7:19 PM | Wet | Cloudy | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 24453136 | 3/20/2022 | Sunday | 4:30 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 24453211 | 3/31/2022 | Thursday | 6:45 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Other | Injury | No | No |
| 24667232 | 4/24/2022 | Sunday | 11:24 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24453438 | 4/28/2022 | Thursday | 5:10 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 24453451 | 4/29/2022 | Friday | 9:30 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24453509 | 5/8/2022 | Sunday | 10:50 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 24453544 | 5/12/2022 | Thursday | 5:45 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Fatality | No | No |
| 24453613 | 5/20/2022 | Friday | 7:40 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 24669092 | 5/23/2022 | Monday | 4:47 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 24453660 | 5/26/2022 | Thursday | 12:04 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25341555 | 7/4/2022 | Monday | 9:38 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25341558 | 7/4/2022 | Monday | 2:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Fatality | No | No |
| 25341648 | 7/15/2022 | Friday | 2:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25341726 | 7/26/2022 | Tuesday | 10:08 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 24673016 | 7/30/2022 | Saturday | 10:59 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 24674134 | 8/17/2022 | Wednesday | 6:16 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25341948 | 8/27/2022 | Saturday | 11:05 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25341963 | 8/28/2022 | Sunday | 4:43 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 25341978 | 8/30/2022 | Tuesday | 6:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 25341989 | 9/1/2022 | Thursday | 10:02 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342084 | 9/14/2022 | Wednesday | 11:44 AM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 25342238 | 10/5/2022 | Wednesday | 7:10 PM | Dry | Clear | NIGHT | Dark - Lighted | T-Intersection | Right Turn | Serious Injury | No | No |
| 25548888 | 10/10/2022 | Monday | 1:45 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25342290 | 10/13/2022 | Thursday | 11:19 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342449 | 11/2/2022 | Wednesday | 3:50 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Sunrise Blvd

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| 25342504 | 11/9/2022 | Wednesday | 1:30 PM | Wet | Rain | DAY | Daylight | T-Intersection | Left Turn | Injury | No | No |
| 25339728 | 11/11/2022 | Friday | 7:03 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342519 | 11/12/2022 | Saturday | 3:15 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25342614 | 11/26/2022 | Saturday | 5:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25339872 | 11/29/2022 | Tuesday | 3:05 AM | Dry | Clear | NIGHT | Dark - Lighted | Other | Lane Departure | Injury | No | No |
| 25342641 | 11/30/2022 | Wednesday | 5:30 PM | Dry | Clear | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 25342670 | 12/3/2022 | Saturday | 8:20 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342750 | 12/13/2022 | Tuesday | 11:09 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 25342898 | 12/19/2022 | Monday | 6:07 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25342804 | 12/20/2022 | Tuesday | 5:51 PM | Wet | Rain | DAY | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 25340199 | 12/31/2022 | Saturday | 7:15 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25342912 | 1/5/2023 | Thursday | 2:32 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25340213 | 1/7/2023 | Saturday | 7:37 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25343088 | 2/1/2023 | Wednesday | 2:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343190 | 2/12/2023 | Sunday | 10:52 PM | Dry | Clear | NIGHT | Dusk | Not at Intersection | Rear End | Injury | No | No |
| 25343191 | 2/12/2023 | Sunday | 11:20 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 25343213 | 2/15/2023 | Wednesday | 2:49 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25340843 | 3/14/2023 | Tuesday | 1:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343452 | 3/18/2023 | Saturday | 3:30 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343462 | 3/20/2023 | Monday | 2:05 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25343488 | 3/25/2023 | Saturday | 11:58 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343725 | 4/24/2023 | Monday | 5:46 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343751 | 4/28/2023 | Friday | 2:15 AM | Dry | Clear | NIGHT | Dark - Unknown Lighting | Not at Intersection | Lane Departure | Injury | No | No |
| 25343817 | 5/5/2023 | Friday | 3:17 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25476899 | 5/7/2023 | Sunday | 9:32 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343865 | 5/12/2023 | Friday | 5:32 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 25343872 | 5/13/2023 | Saturday | 3:04 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343898 | 5/15/2023 | Monday | 8:45 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343902 | 5/15/2023 | Monday | 5:50 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25343943 | 5/19/2023 | Friday | 11:19 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 25343962 | 5/21/2023 | Sunday | 5:20 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 25478105 | 5/26/2023 | Friday | 12:55 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344066 | 6/7/2023 | Wednesday | 1:51 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 25344147 | 6/17/2023 | Saturday | 8:26 PM | Wet | Cloudy | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 25344202 | 6/25/2023 | Sunday | 11:34 PM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25344207 | 6/26/2023 | Monday | 12:55 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 25344228 | 6/29/2023 | Thursday | 10:42 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 25344244 | 7/1/2023 | Saturday | 12:40 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 25344253 | 7/2/2023 | Sunday | 1:21 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 25344296 | 7/9/2023 | Sunday | 3:04 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26076416 | 7/18/2023 | Tuesday | 12:47 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Other | Injury | No | No |
| 25911695 | 8/7/2023 | Monday | 9:47 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26076626 | 8/17/2023 | Thursday | 4:16 PM | Wet | Rain | DAY | Daylight | Not at Intersection | Left Turn | Injury | No | No |
| 26076859 | 9/16/2023 | Saturday | 6:52 AM | Dry | Clear | NIGHT | Daylight | Not at Intersection | Rear End | Serious Injury | No | No |
| 25912122 | 9/25/2023 | Monday | 7:47 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 26076968 | 9/30/2023 | Saturday | 2:29 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Right Turn | Injury | No | No |
| 26076989 | 10/3/2023 | Tuesday | 5:15 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 25998909 | 10/4/2023 | Wednesday | 5:06 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26077073 | 10/13/2023 | Friday | 8:30 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077089 | 10/15/2023 | Sunday | 10:44 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Sunrise Blvd

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|--------|-------|--------------------|-----------------------|----------------|----------------|-----|-----|
| 26077102 | 10/17/2023 | Tuesday | 10:53 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077125 | 10/22/2023 | Sunday | 7:00 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Serious Injury | No | No |
| 26077141 | 10/25/2023 | Wednesday | 2:26 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26077163 | 10/28/2023 | Saturday | 7:37 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077167 | 10/29/2023 | Sunday | 7:20 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26077204 | 11/3/2023 | Friday | 9:27 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077237 | 11/7/2023 | Tuesday | 5:41 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Left Turn | Injury | No | No |
| 26077360 | 11/26/2023 | Sunday | 4:15 PM | Wet | Cloudy | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26077391 | 11/30/2023 | Thursday | 8:59 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26077392 | 12/1/2023 | Friday | 12:21 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Angle | Injury | No | No |
| 26077457 | 12/10/2023 | Sunday | 5:08 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26004209 | 1/3/2024 | Wednesday | 12:07 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26077644 | 1/4/2024 | Thursday | 12:04 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26077748 | 1/21/2024 | Sunday | 3:52 PM | Dry | Cloudy | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26077746 | 1/21/2024 | Sunday | 2:53 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Rear End | Injury | No | No |
| 26077767 | 1/24/2024 | Wednesday | 1:24 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Lane Departure | Injury | No | No |
| 26077778 | 1/26/2024 | Friday | 6:00 AM | Dry | Clear | NIGHT | Dusk | Not at Intersection | Pedestrian | Injury | Yes | No |
| 26077895 | 2/9/2024 | Friday | 9:13 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Other | Injury | No | No |
| 26077898 | 2/10/2024 | Saturday | 5:45 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Injury | Yes | No |
| 25913287 | 2/12/2024 | Monday | 11:12 PM | Dry | Clear | NIGHT | Dark - Not Lighted | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 25913306 | 2/14/2024 | Wednesday | 6:31 PM | Dry | Clear | DAY | Dark - Not Lighted | Four-Way Intersection | Bicycle | Injury | No | Yes |
| 26077998 | 2/25/2024 | Sunday | 8:01 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078078 | 3/7/2024 | Thursday | 5:43 PM | Dry | Clear | DAY | Dusk | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078253 | 3/31/2024 | Sunday | 9:43 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26078336 | 4/10/2024 | Wednesday | 12:50 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Rear End | Injury | No | No |
| 26078461 | 4/27/2024 | Saturday | 6:24 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26078543 | 5/8/2024 | Wednesday | 2:14 AM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Lane Departure | Injury | No | No |
| 26677360 | 5/11/2024 | Saturday | 12:12 AM | Dry | Clear | NIGHT | Dark - Not Lighted | Not at Intersection | Pedestrian | Fatality | Yes | No |
| 26677484 | 5/22/2024 | Wednesday | 4:02 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26677609 | 6/4/2024 | Tuesday | 3:34 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26677610 | 6/5/2024 | Wednesday | 6:30 AM | Dry | Clear | NIGHT | Daylight | Four-Way Intersection | Angle | Injury | No | No |
| 26078833 | 6/14/2024 | Friday | 12:13 AM | Wet | Clear | NIGHT | Dark - Lighted | Not at Intersection | Rear End | Injury | No | No |
| 26677847 | 7/1/2024 | Monday | 9:15 AM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 26078944 | 7/3/2024 | Wednesday | 10:24 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26078949 | 7/3/2024 | Wednesday | 6:30 PM | Dry | Clear | DAY | Daylight | Other | Pedestrian | Injury | Yes | No |
| 26079004 | 7/13/2024 | Saturday | 8:51 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079071 | 7/24/2024 | Wednesday | 11:18 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26678228 | 8/15/2024 | Thursday | 10:58 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26079225 | 8/17/2024 | Saturday | 10:09 PM | Dry | Clear | NIGHT | Dusk | Not at Intersection | Angle | Injury | No | No |
| 26678302 | 8/25/2024 | Sunday | 5:45 AM | Dry | Rain | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 26079298 | 8/26/2024 | Monday | 12:58 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26678333 | 9/3/2024 | Tuesday | 10:02 AM | Wet | Rain | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |
| 26079365 | 9/5/2024 | Thursday | 1:48 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145203 | 9/9/2024 | Monday | 10:37 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Pedestrian | Injury | Yes | No |
| 27145241 | 9/13/2024 | Friday | 4:50 PM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145248 | 9/15/2024 | Sunday | 2:13 PM | Wet | Cloudy | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145258 | 9/16/2024 | Monday | 5:08 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145270 | 9/18/2024 | Wednesday | 12:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Serious Injury | No | No |
| 27145288 | 9/20/2024 | Friday | 10:46 PM | Dry | Clear | NIGHT | Dark - Lighted | Not at Intersection | Bicycle | Injury | No | Yes |
| 27145298 | 9/22/2024 | Sunday | 5:33 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |

5-Year Injury Crashes (2020 – 2024): Sunrise Blvd

| | | | | | | | | | | | | |
|----------|------------|-----------|----------|-----|-------|-------|----------------|-----------------------|----------------|----------------|-----|----|
| 26678502 | 9/23/2024 | Monday | 9:51 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Serious Injury | No | No |
| 27145335 | 9/26/2024 | Thursday | 3:30 PM | Wet | Clear | DAY | Daylight | T-Intersection | Lane Departure | Injury | No | No |
| 26678557 | 10/1/2024 | Tuesday | 10:26 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26777080 | 10/13/2024 | Sunday | 10:59 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Lane Departure | Injury | No | No |
| 27145475 | 10/15/2024 | Tuesday | 7:25 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 26678773 | 10/23/2024 | Wednesday | 11:21 AM | Dry | Clear | DAY | Daylight | Not at Intersection | Angle | Injury | No | No |
| 26678751 | 10/24/2024 | Thursday | 10:27 PM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145566 | 10/30/2024 | Wednesday | 4:44 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 26678838 | 11/3/2024 | Sunday | 11:28 AM | Dry | Clear | DAY | Daylight | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145717 | 11/21/2024 | Thursday | 3:06 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145731 | 11/23/2024 | Saturday | 12:26 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Rear End | Injury | No | No |
| 27145766 | 11/28/2024 | Thursday | 3:55 PM | Dry | Clear | DAY | Dark - Lighted | Four-Way Intersection | Other | Injury | No | No |
| 26779997 | 12/6/2024 | Friday | 1:20 AM | Dry | Clear | NIGHT | Dark - Lighted | Four-Way Intersection | Left Turn | Injury | No | No |
| 27145826 | 12/8/2024 | Sunday | 3:00 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Pedestrian | Injury | Yes | No |
| 27145957 | 12/26/2024 | Thursday | 2:35 PM | Dry | Clear | DAY | Daylight | Not at Intersection | Lane Departure | Injury | No | No |

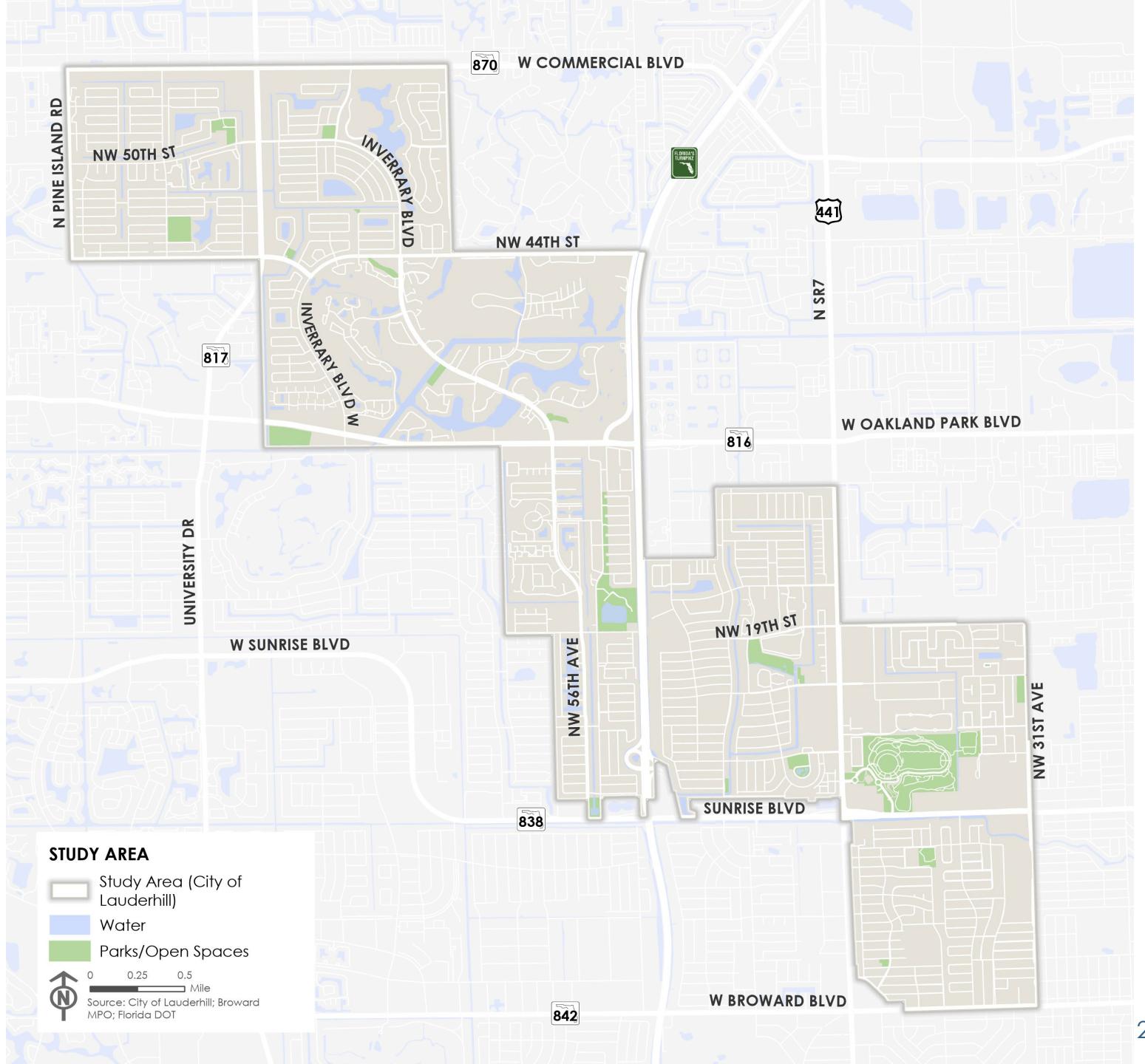
| No. of Injury Crashes | Fatality | Serious Injury | Injury | Angle | Left Turn | Rear End | Right Turn | Lane Departure | Ped. Involved | Bikie Involved |
|-----------------------|----------|----------------|--------------------|----------------|---------------------|----------|------------|----------------|--------------------|----------------|
| 263 | 3 | 14 | 246 | 25 | 67 | 89 | 3 | 48 | 11 | 8 |
| % of Injury Crashes | 1% | 5% | 94% | 10% | 25% | 34% | 1% | 18% | 4% | 3% |
| | Wet | Dry | 4-Way Intersection | T-Intersection | Not at Intersection | Day | Night | Dark-Lighted | Dark – Not Lighted | |
| | 27 | 236 | 102 | 4 | 153 | 168 | 95 | 77 | 8 | |
| | 10% | 90% | 39% | 2% | 58% | 64% | 36% | 30% | 3% | |

J. Citywide Existing Conditions Report

Lauderhill Transportation Master Plan

EXISTING CONDITIONS REPORT

Study Area





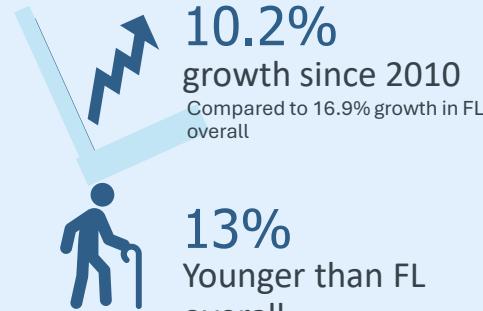
UNDERSTANDING LAUDERHILL

We Are Lauderhill

Overview



73,987
total population



37
median age

Race and Ethnicity

79% Black

9% Hispanic or
Latino

8% White

↑426%

More people of
color than FL
overall

*Housing burden refers to households that spend over 45% of their income on housing and transportation.

Economics and Transportation

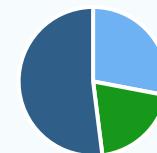


\$45,454
median income



33% Lower than FL overall

Median Household Budget



28% Spent on Housing

20% Spent on Transportation

54

8,590

Households are housing and transportation
burdened*

Total Jobs in Lauderhill People
Need to Reach

2010 and 2022 Census ACS 5-year Estimates for Lauderhill and Florida.
LEHD 2021 Work Area Profile for Lauderhill.
2021 H+% Index.

Special Planning Populations

May need additional amenities:



11%

Live with a disability

More dependent on non-car modes:



8%

Households do not have access to a vehicle

More likely to take trips for services:



10%

Have no internet access

May have challenges with wayfinding in English:



6%

Of households do not speak English

Ages less likely to drive and more sensitive to traffic:

26%

Are under 18 years of age

15%

Are over the age of 65

May be more burdened by the cost of transportation and/or owning a vehicle:



19%

Live below the federal poverty level

A City Like No Other

Lauderhill is home to several unique populations, each with distinct transportation needs...

Hasidic Population

- Lauderhill is home to a community of Hasidic Jewish residents
- There are two Synagogues at the intersection of Inverrary Blvd & NW 44th St
- The use of electrical items is prohibited during the Sabbath, meaning:



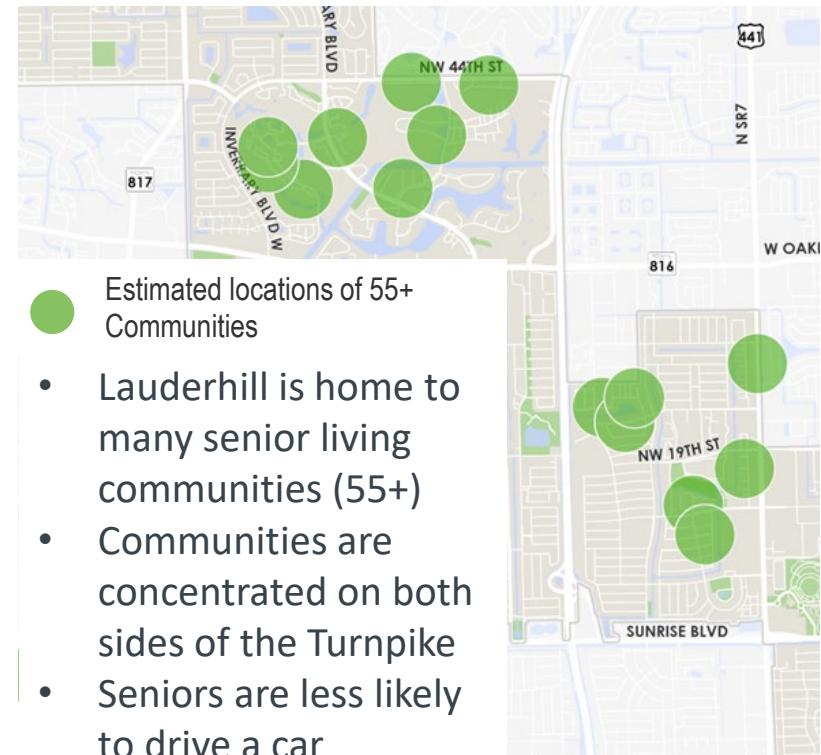
- This community walks to the Synagogue, and
- They are unable to push buttons to cross the street

Student Population

- Lauderhill is home to 7 Elementary, 2 Middle, & 1 High Schools
- Lauderhill falls within 12 Elementary, 5 middle, and 4 High School Boundaries
- Students require safe, comfortable routes to schools



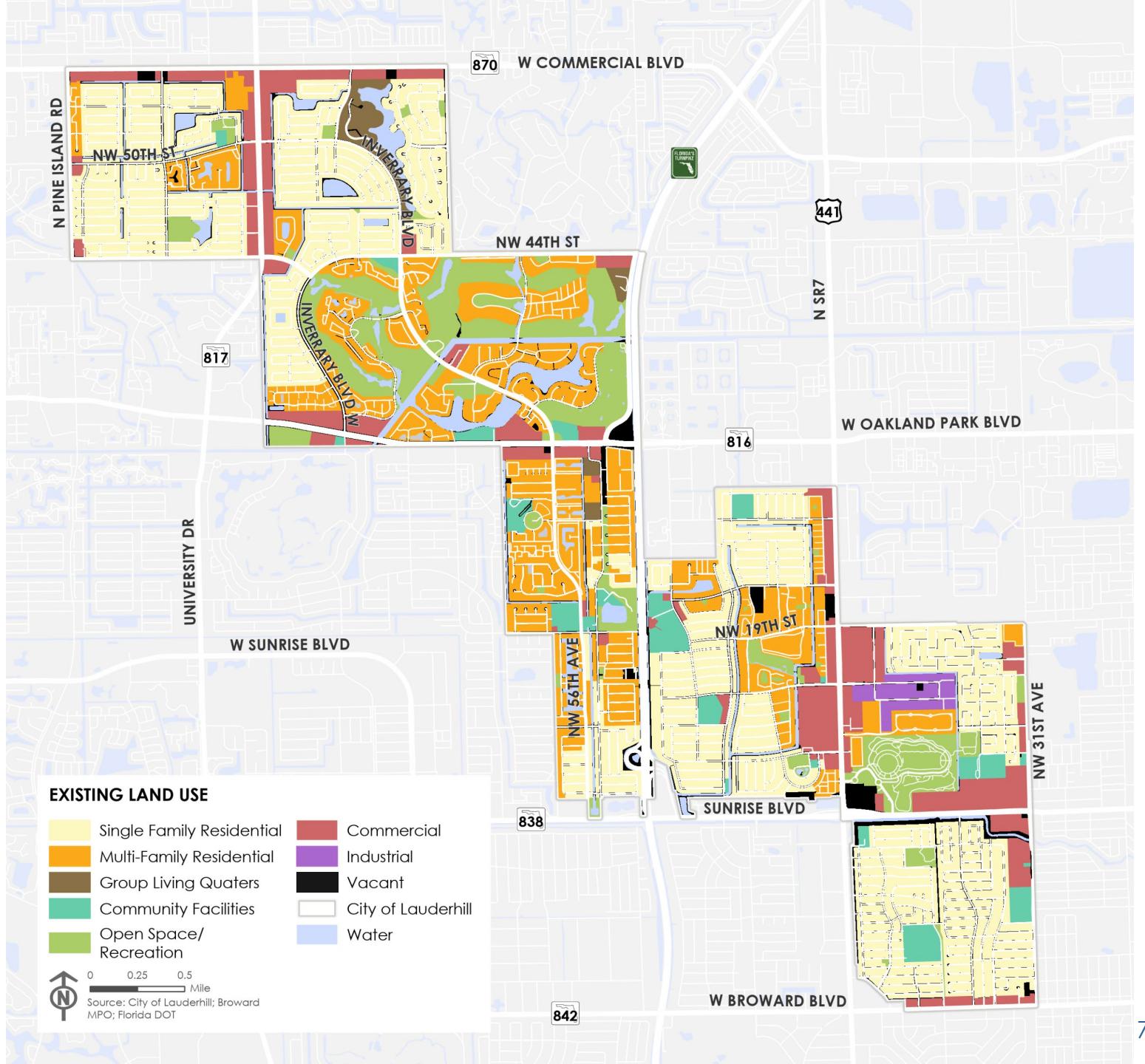
55+ Communities



Points were generated using January 2025 realtor.com "55+ community" filter. Points represent estimate location clusters of 55+ and may not be inclusive of all communities.

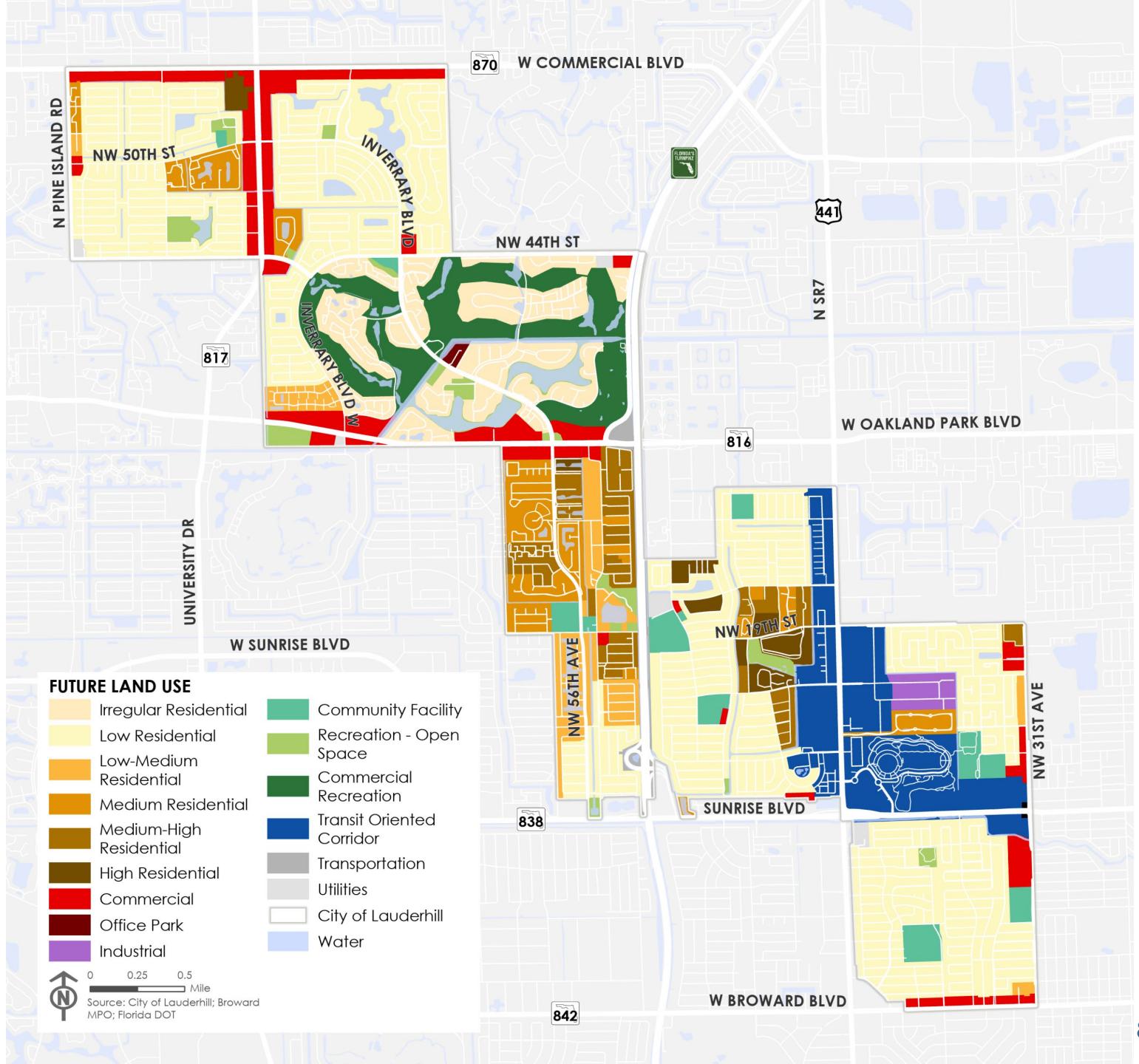
Existing Land Use

- Development is largely residential in the northwest and southeast portions of the city
- The central portion of the City houses significant multi-family development
- Commercial development is generally present along major roads like Commercial Blvd, University Drive, Oakland Park Blvd, Sunrise Blvd, and SR 7 / 441



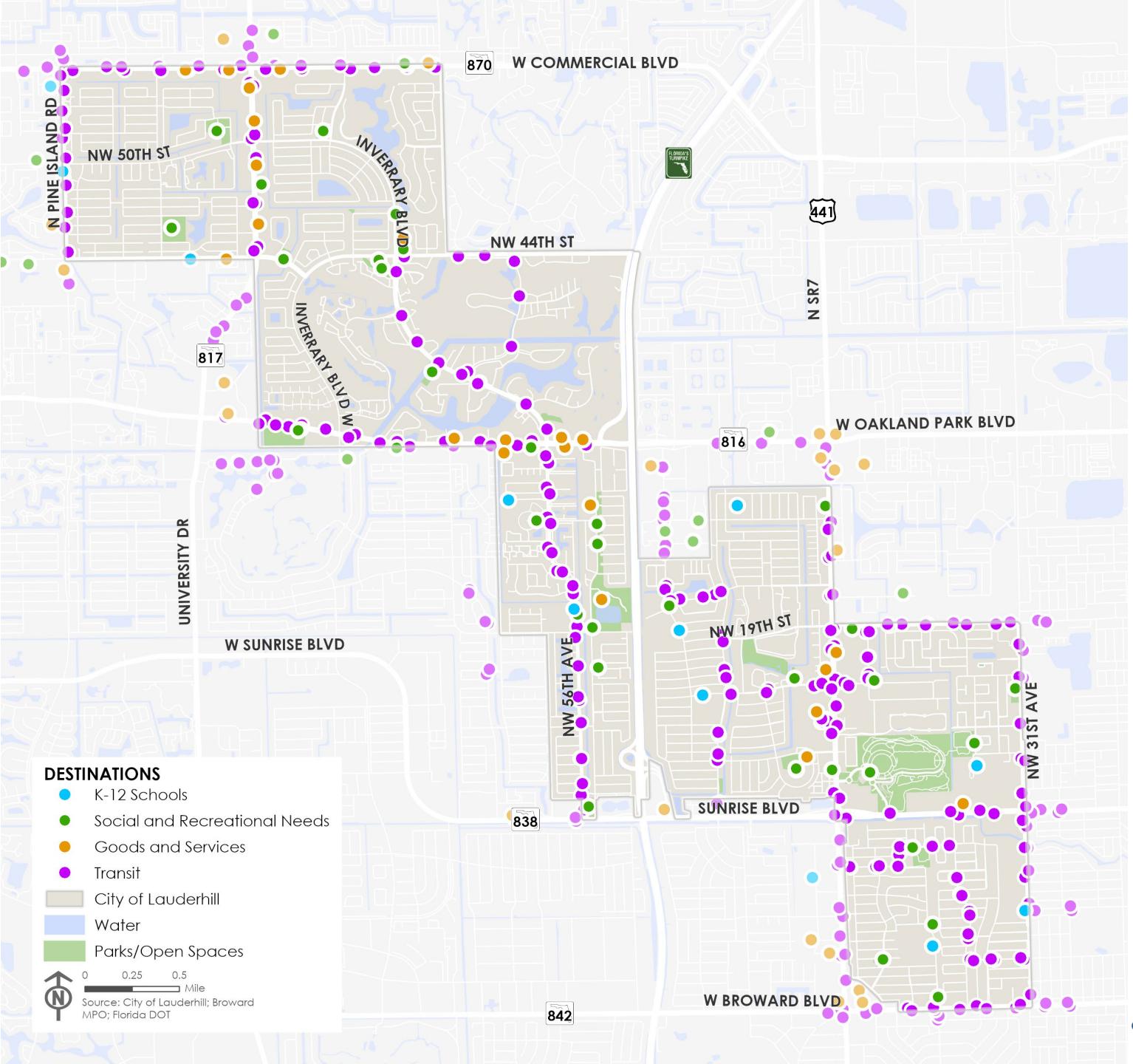
Future Land Use

- The area along SR 7 / 441 and Sunrise Boulevard is identified as a Transit Oriented Corridor; this area is expected to see future development related to and in support of premium transit investments
- The golf course in central Lauderhill are non-operational and will likely redevelop to another use in the future
- Outside of these areas, Lauderhill is largely built out and land uses are generally expected to stay the same in the future

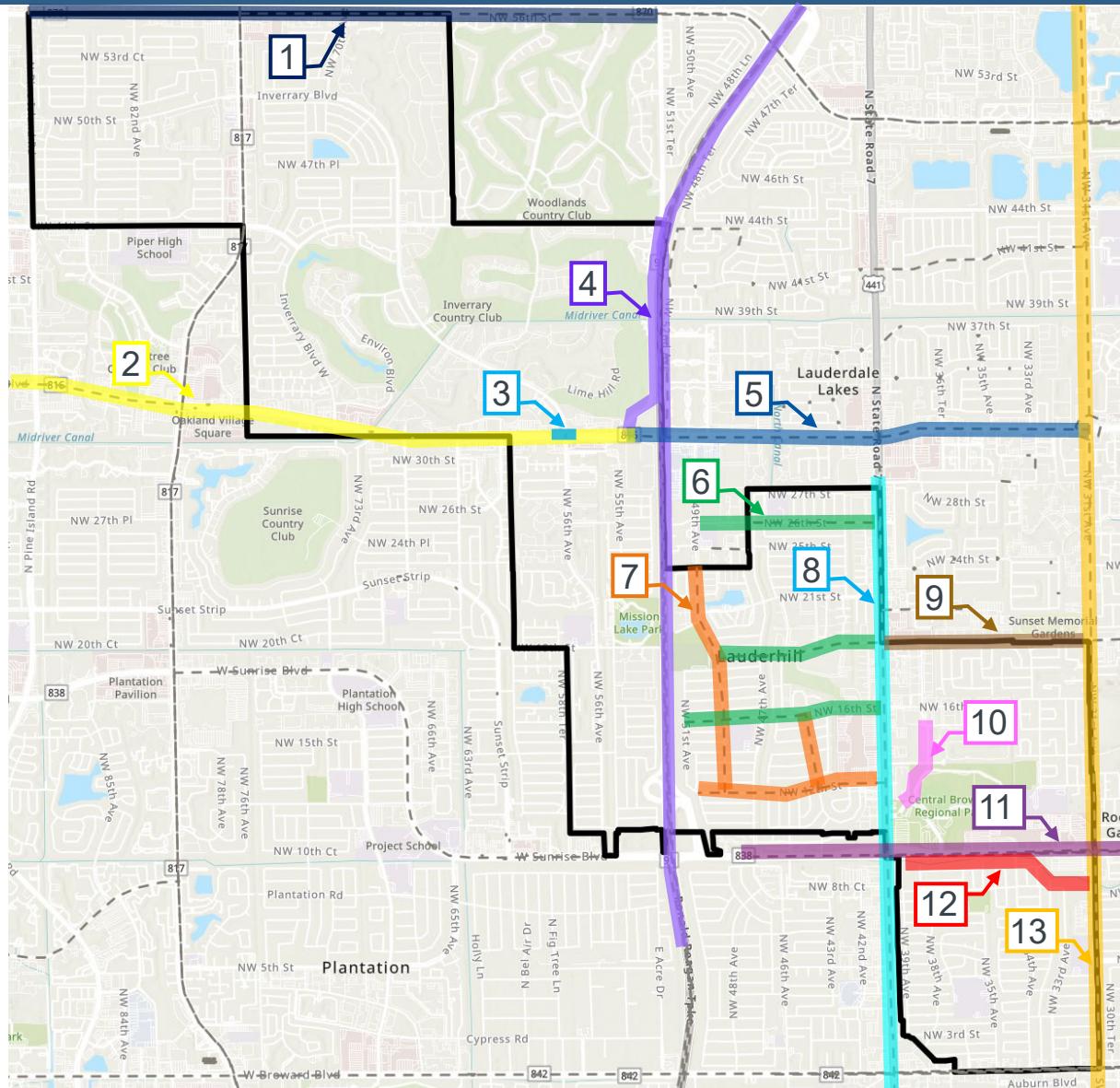


Destinations

- **Goods and Services**
 - Commercial Clusters (locations with 10+ businesses, malls, or big box stores)
 - Grocery Stores
 - Libraries
 - Other Government Services
 - Hospitals and Clinics
- **Social and Recreational Needs**
 - Parks
 - Gyms
 - Religious Buildings
 - Civic Centers
- **K-12 Schools**
- **Bus Stops**



Ongoing Mobility Projects / Studies



| Roadway | Ownership | Improvement / Study | Status |
|-------------------------------------|---------------|---|---|
| 1 Commercial Blvd | FDOT | 441944-1 Traffic Signal Improvements | Const – Jan 2025 |
| 2 OP Blvd | County & FDOT | PREEMO (BRT) | PD&E / Design Delayed |
| 3 OP Blvd @ NW 56 Av | FDOT | Signalization improvements | Design – FY 2025 Const – FY 2028 |
| 4 Rock Island Rd & Turnpike | County & FDOT | Rock Island Rd realignment; New Turnpike interchange @ OP Blvd; Turnpike Widening | Design – FY 2029 |
| 5 OP Blvd (Rock Island Rd eastward) | FDOT | 447675-1 RRR | Design until 4/2026 Const – Fall 2026 |
| 6 NW 16 St, NW 19 St, & NW 26 St | County & City | 429576-7 Bike / Ped Improvements | Const – Sept 2024 |
| 7 NW 49 Av, NW 12 St, NW 43 Te | City | Bike / Ped Improvements (CSLIP Project) | Design – FY 2028 |
| 8 SR 7 /US 441 | FDOT | 448410-1 RRR; BSAP Study; PREEMO BRT | Design on hold; Const – 2030 BSAP Concepts - Spring 2025 BRT - Planning |
| 9 NW 19 St (441 to NW 31 Av) | County | BSAP Study | Concepts - Spring 2025 |
| 10 NW 38 Av | City | Access to Central Regional Park (Broward MAP / Surtax) | Design – FY 2027 |
| 11 Sunrise Blvd (NW 49 Av eastward) | FDOT | 449821-1 RRR | Design until 2027 Const - 2027 |
| 12 Sunrise Blvd Canal | SFWMD | 429576 Shared Use Path | Const – May 2025 |
| 13 NW 31 Av | County | Traffic calming / Ped improvements; BSAP Study | Design – 2025; BSAP Concepts - Feb 2025 |

Replica Data

- Replica is a software that uses a variety of sources to create a simulation of an area's travel patterns
- Replica Sources:
 - US Census Bureau
 - Mobile location data
 - Land use
 - Economic activity
 - and others



Getting to Work

All trips that end at a person's workplace (including commute trips and things like a trip back from lunch).



Travel for Daily Needs

All social trips and trips to places where people shop, dine, and run errands.



Getting to School

All trips to a person's school or college.



Getting Outside

All trips to recreational destinations like parks and trailheads (this does not include trips without a destination, like walking the dog or jogging).

How We Travel

- Most trips are taken by a personal vehicle—but this number is especially high for getting to school and work.
- People walk and bike the most for daily needs and getting outside.
- Getting to school and getting outside are the shortest trips
- Transit is most used for getting to work

Weekdays

| | Drive | Transit | Bike | Walk | Other | Avg Travel Time [minutes] | Avg Travel Distance [miles] |
|------------------------|-------|---------|------|-------|-------|---------------------------|-----------------------------|
| Getting to Work | 91.4% | 6.3% | 0.3% | 1.4% | 0.6% | 12.1 | 21.3 |
| Getting to School | 92.2% | 0.3% | 0.4% | 6.9% | 0.2% | 4.3 | 10.5 |
| Travel for Daily Needs | 83.7% | 0.8% | 0.9% | 12.6% | 2.0% | 7.8 | 12.9 |
| Getting Outside | 87.2% | 0.6% | 0.7% | 8.8% | 2.7% | 7.5 | 12.7 |

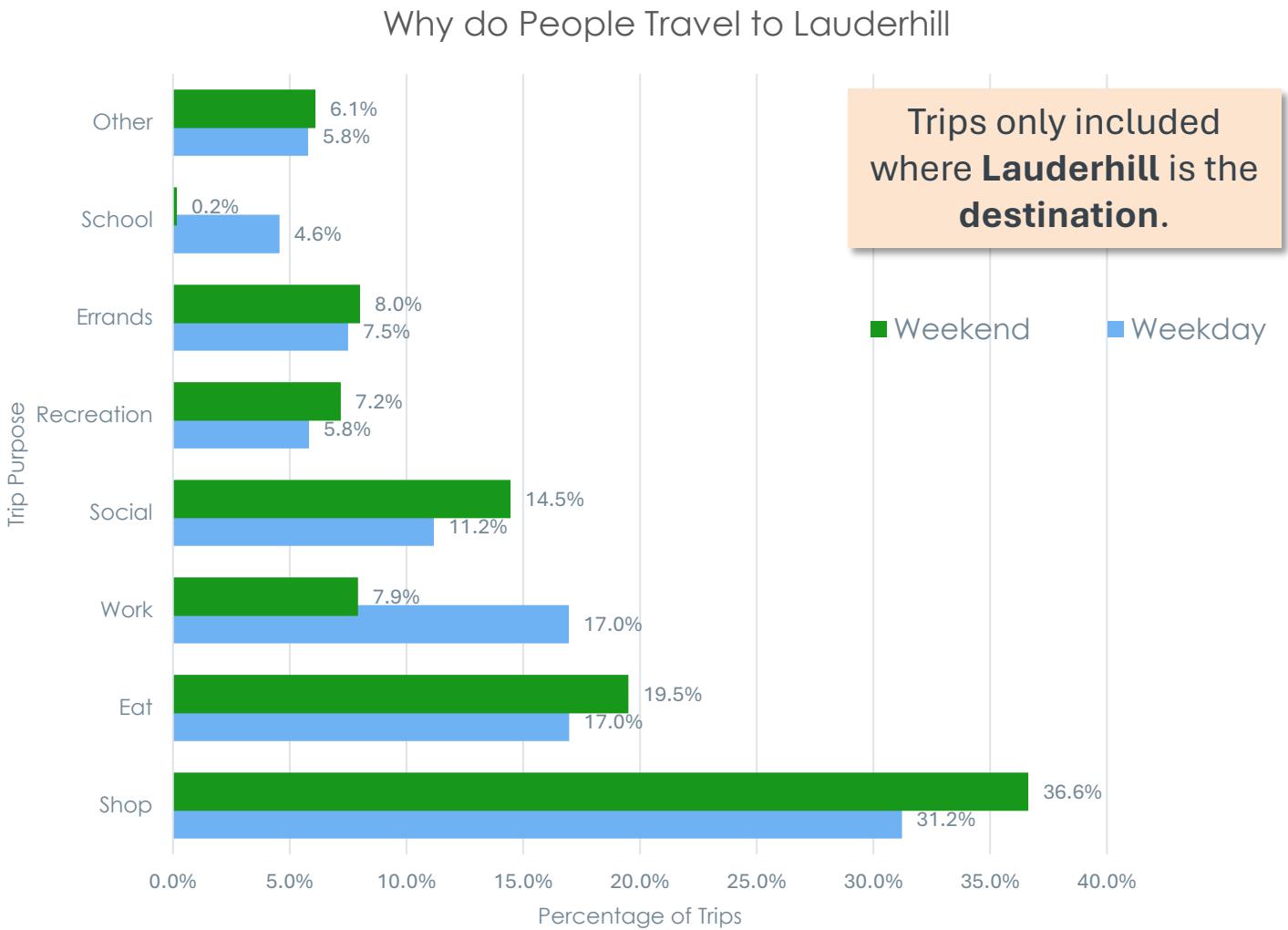
Weekends

| | Drive | Transit | Bike | Walk | Other | Avg Travel Time [minutes] | Avg Travel Distance [miles] |
|------------------------|-------|---------|------|-------|-------|---------------------------|-----------------------------|
| Getting to Work | 91.8% | 6.5% | 0.2% | 1.2% | 0.3% | 9.6 | 17.2 |
| Getting to School | 98.1% | 0.7% | 0.1% | 0.7% | 0.3% | 8 | 13.9 |
| Travel for Daily Needs | 85.7% | 0.8% | 0.7% | 11.2% | 1.7% | 8.5 | 12.5 |
| Getting Outside | 88.7% | 0.8% | 0.9% | 7.0% | 2.6% | 8.3 | 12.8 |

Trips only included where **Lauderhill** is the origin.

Why We Travel

- Daily needs such as shopping and eating are the biggest reasons for travel for both Weekend and Weekdays
- Work trips are just over 17% of all daily trips on weekdays



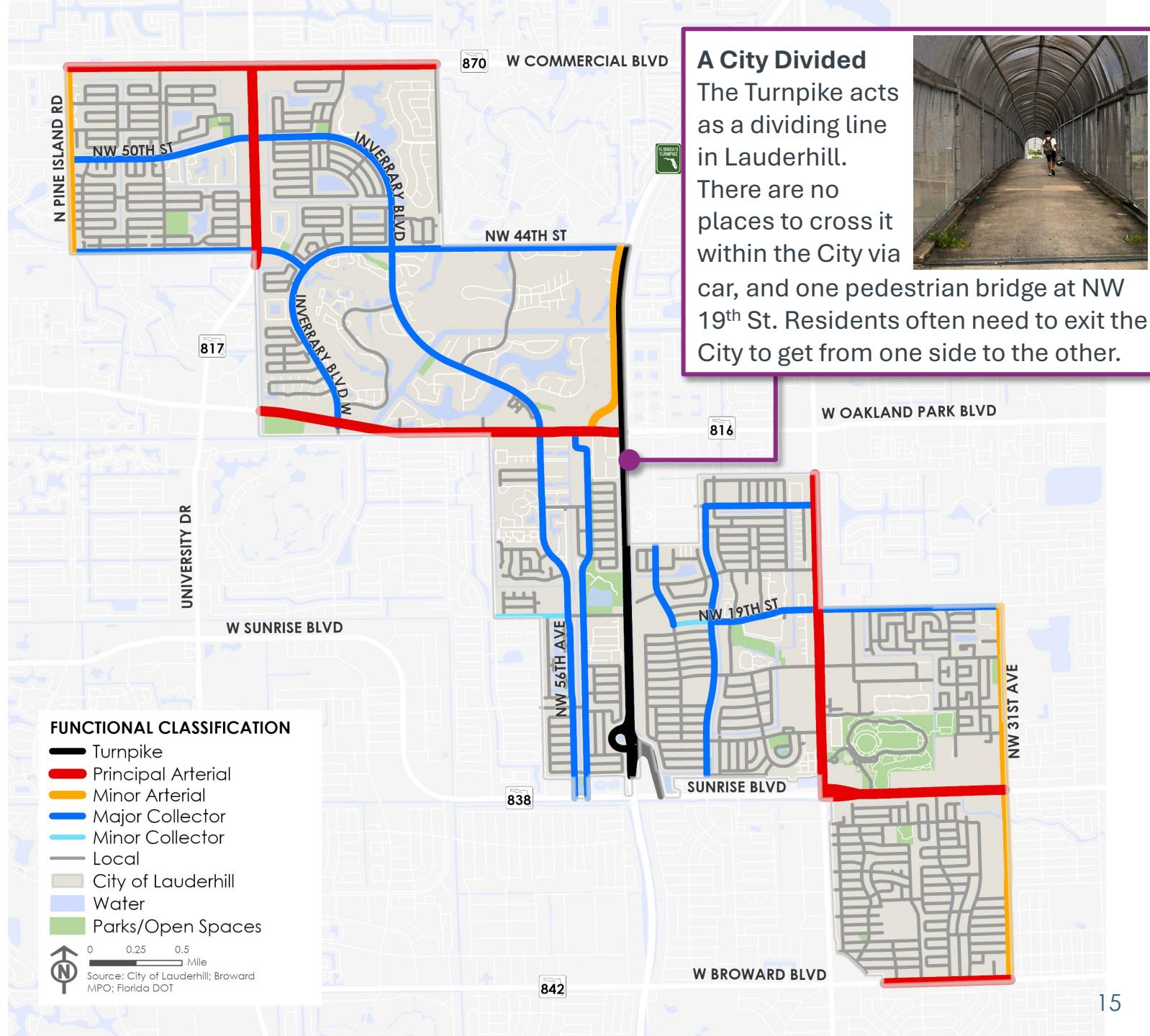
Replica, South Atlantic Model Region, Spring 2024



MOBILITY IN LAUDERHILL

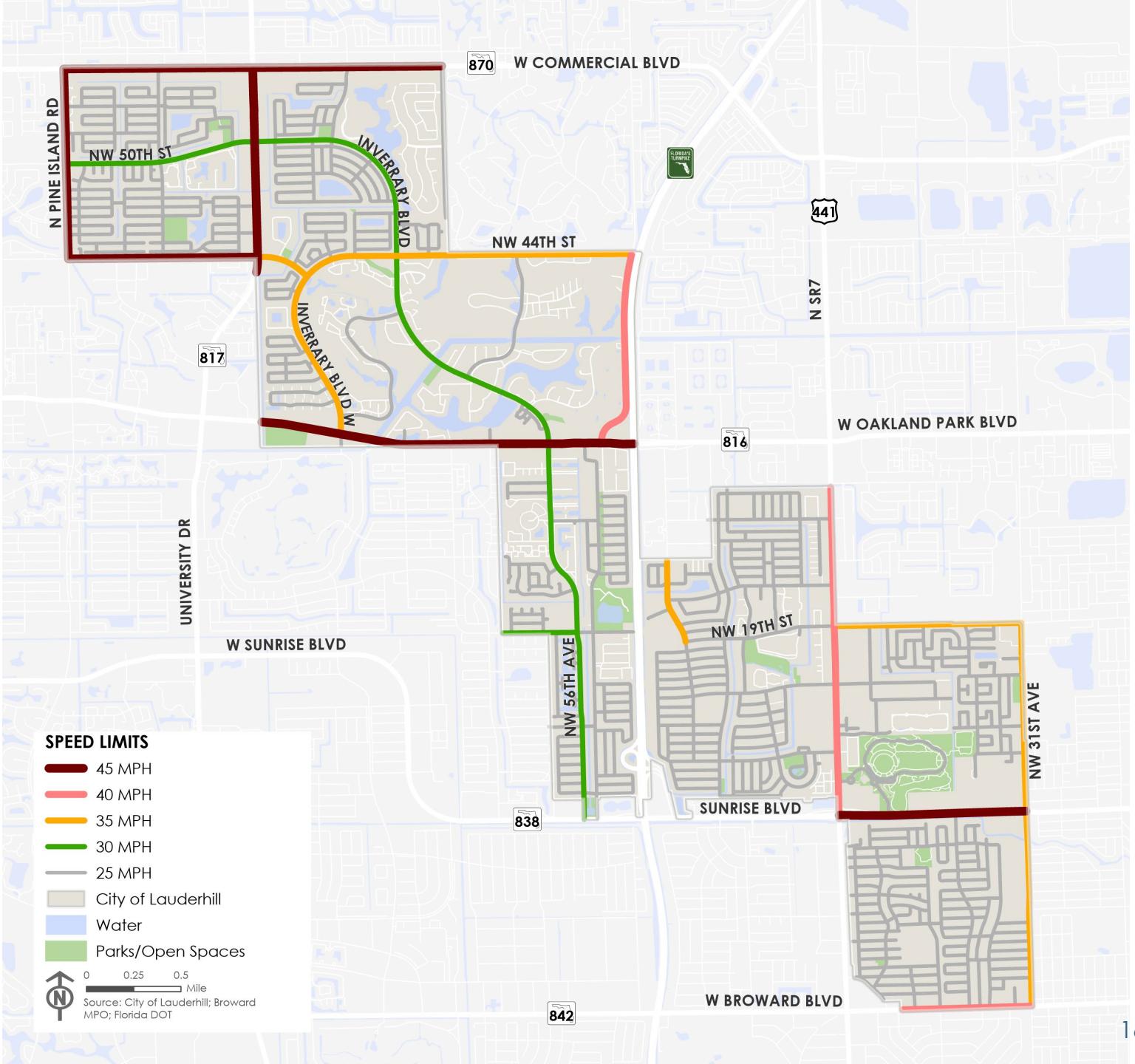
Road Network

- Arterials, such as Commercial Blvd, University Drive, Oakland Park Blvd, Sunrise Blvd, and SR 7 / 441 offer connectivity within the city and to the surrounding region
- Local streets are often disjointed, designed in looping patterns and dead ends
- There is limited north/south Connectivity other than Inverrary Blvd
- The Turnpike poses a barrier between the east and west side of the City
- Outside of State owned arterials, the County maintains all traffic control devices within the city via an interlocal agreement



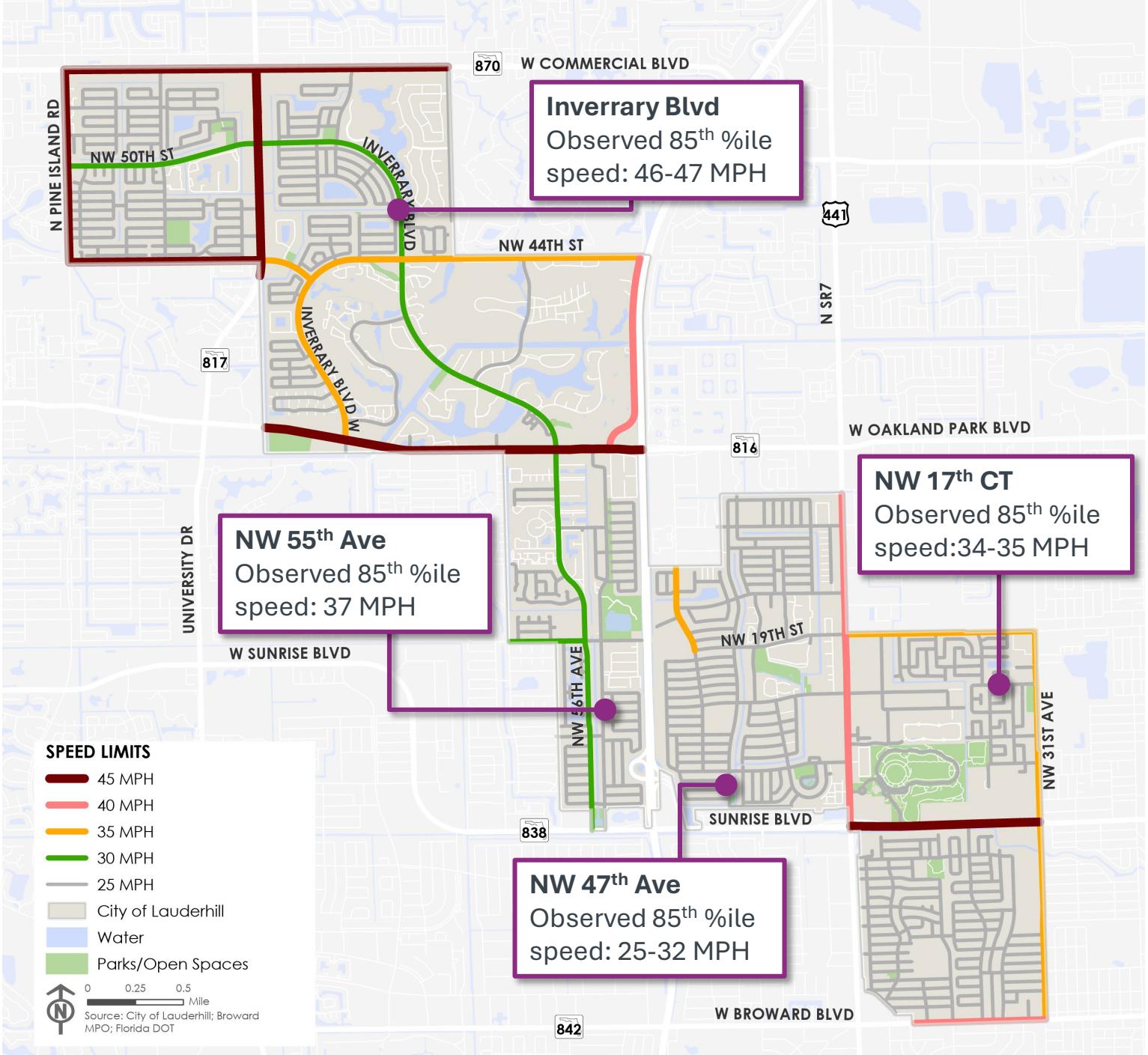
Speeds

- Local streets are posted at 25 MPH
- Higher speeds create barriers to crossing
 - NW 44th Street
 - Inverrary Blvd W
 - SR7 / 441
 - University Dr
 - Sunrise Blvd



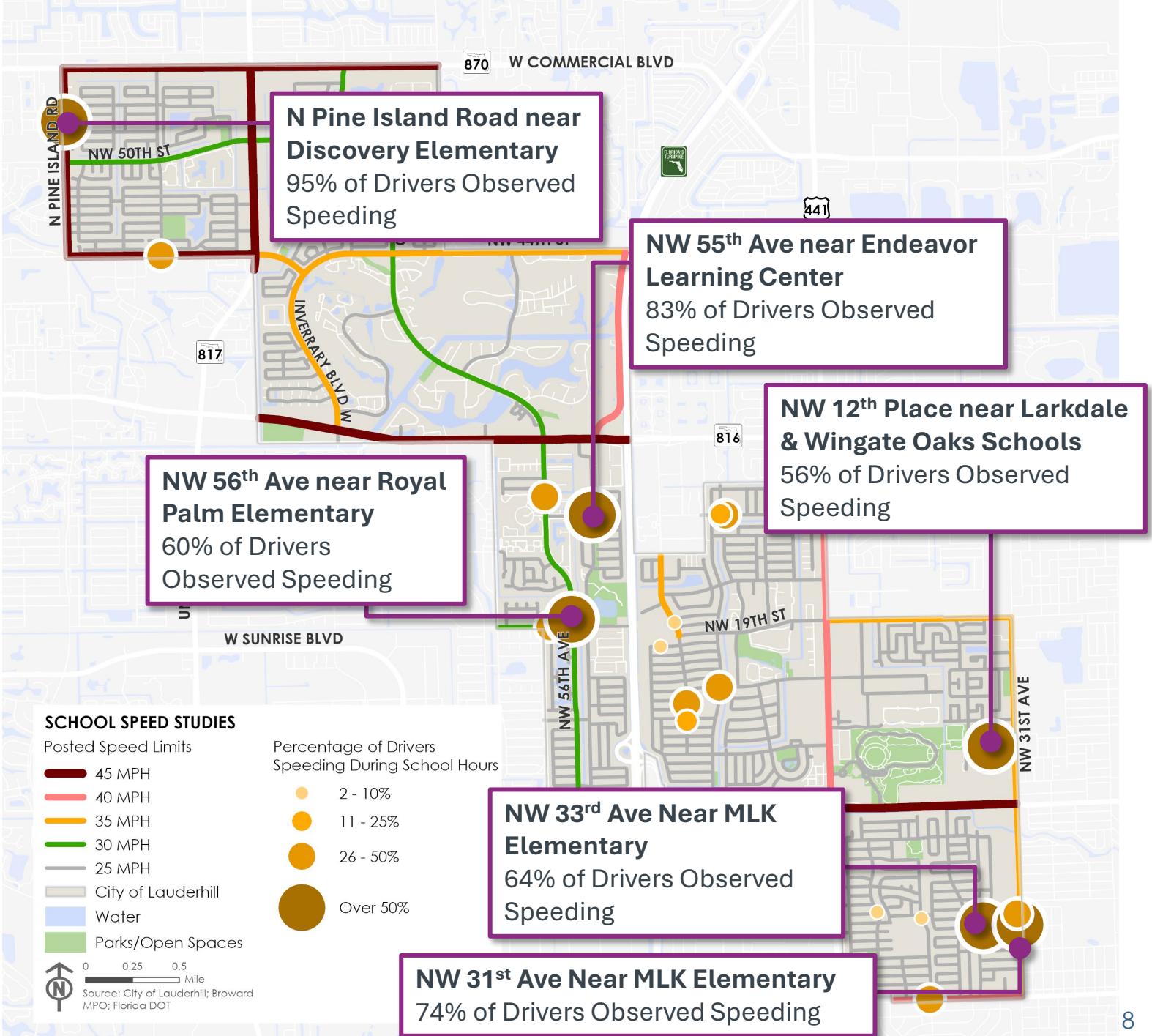
Speed Studies

- Several speed studies have been completed in 2024 by the Lauderhill Police Department
- Findings displayed only address areas where the 85th percentile speed exceeded the posted speed limit by more than 5 miles per hour



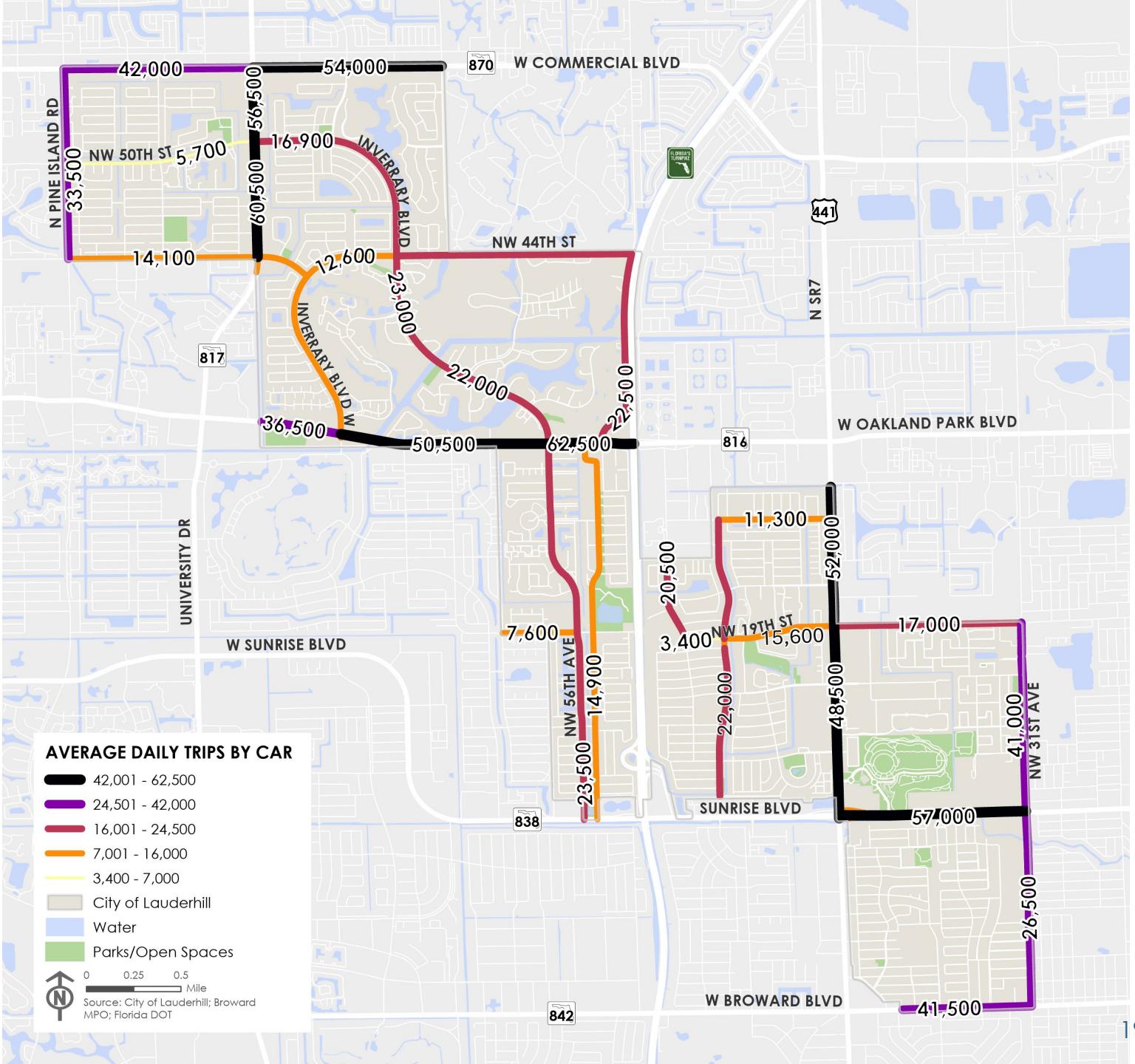
School Zone Speed Studies

- A variety of school zone speed studies were conducted by the Lauderhill Police Department
- Each school sets its own schedule for morning drop-off and afternoon pick-up. The following ranges reflect the overall span of drop-off and pick-up periods across different schools for which the speed surveys were conducted. Actual times may vary by campus.
 - **Morning (AM):** 6:30 a.m. – 9:30 a.m.
 - **Afternoon (PM):** 2:00 p.m. – 5:00 p.m.
- Several studies reported 50% or more drivers exceeded the speed limit



Traffic Volumes

- Major arterials see very high volumes, including Commercial Blvd, Oakland Park Blvd, Sunrise Blvd, and SR 7 / 441
- While volume data was not collected on most local streets, it can be assumed volumes are lower than 2,500 per day



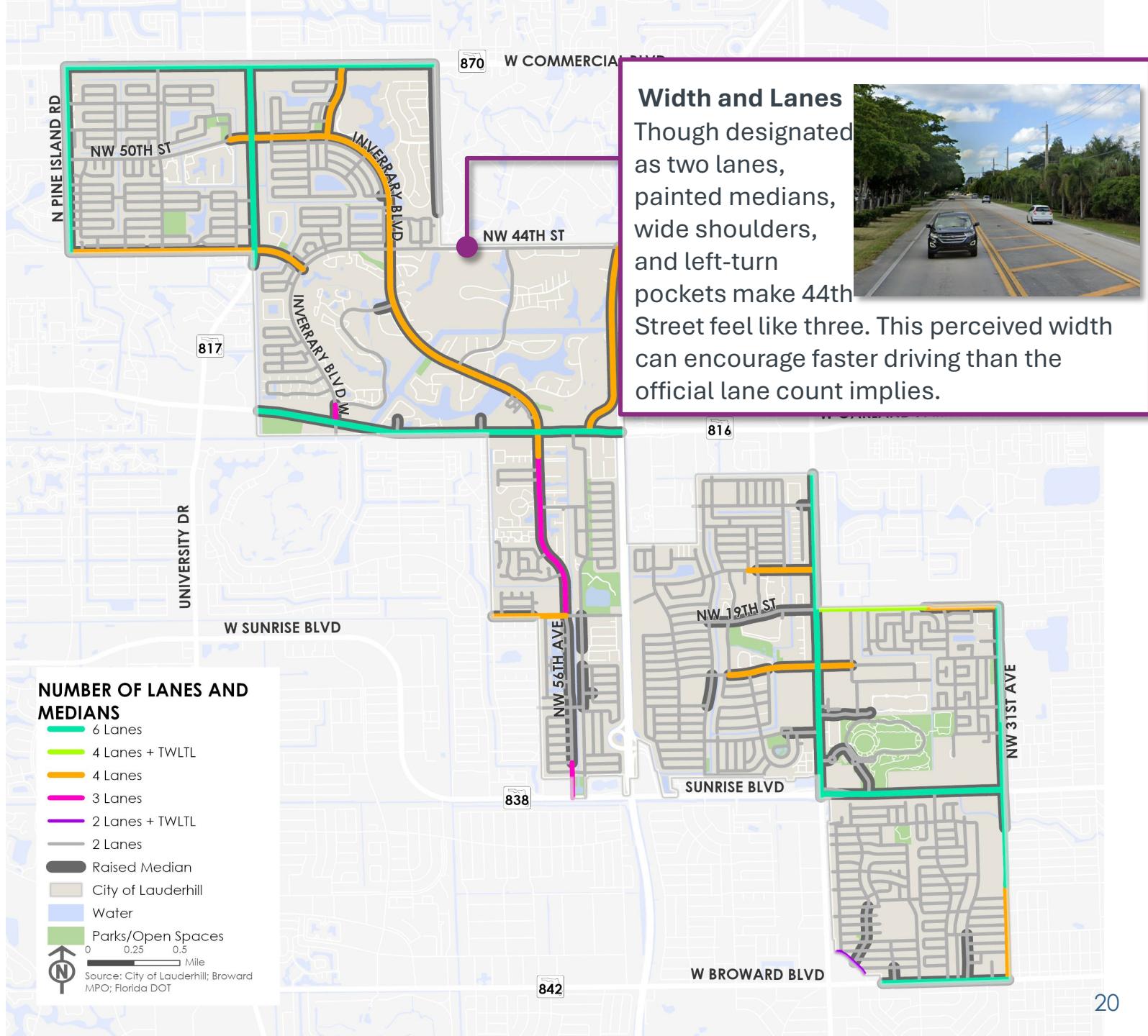
Number of Lanes and Medians

- All Major Arterials have six lanes
- Medians are present on most Arterials and collectors, but are also present on some local streets in the southeast portion of Lauderhill
- Based on the daily traffic estimates, the following roads may be candidates for evaluation for 4-lane to 3-lane conversions:

Inverrary Blvd

NW 44th St west of Inverrary Blvd W

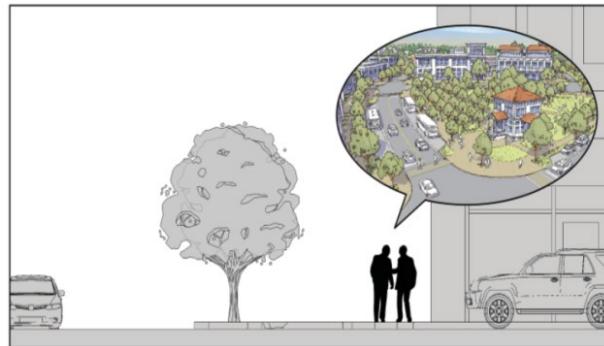
NW 19th Street east of NW 56th Ave



Context Classification

What Does the Land Use Look Like?

FDOT process to determine what a road should look like based on...



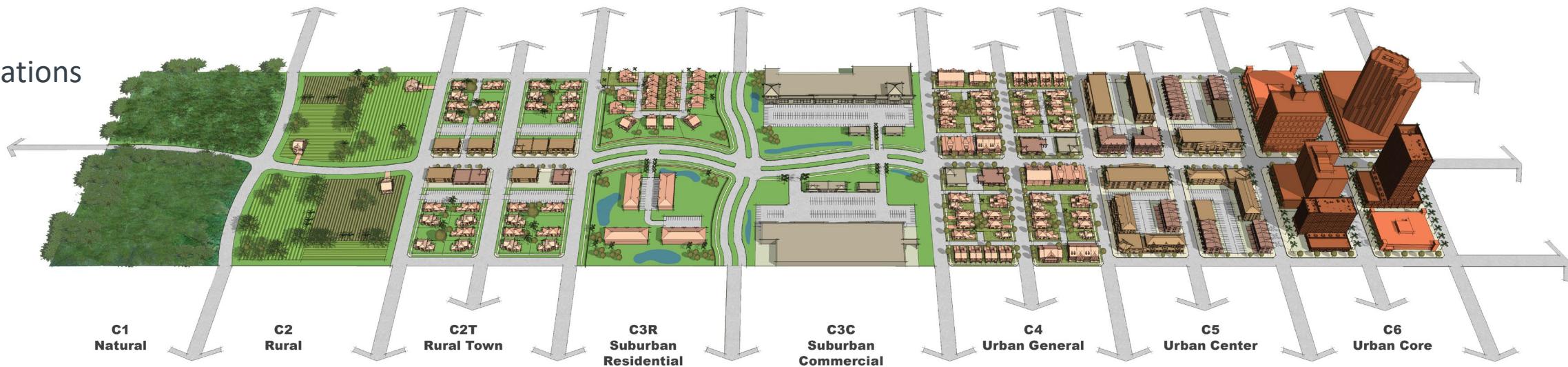
Who Uses the Street? What Role Does the Street Serve?



What Should the Street Look Like to Meet Their Needs?



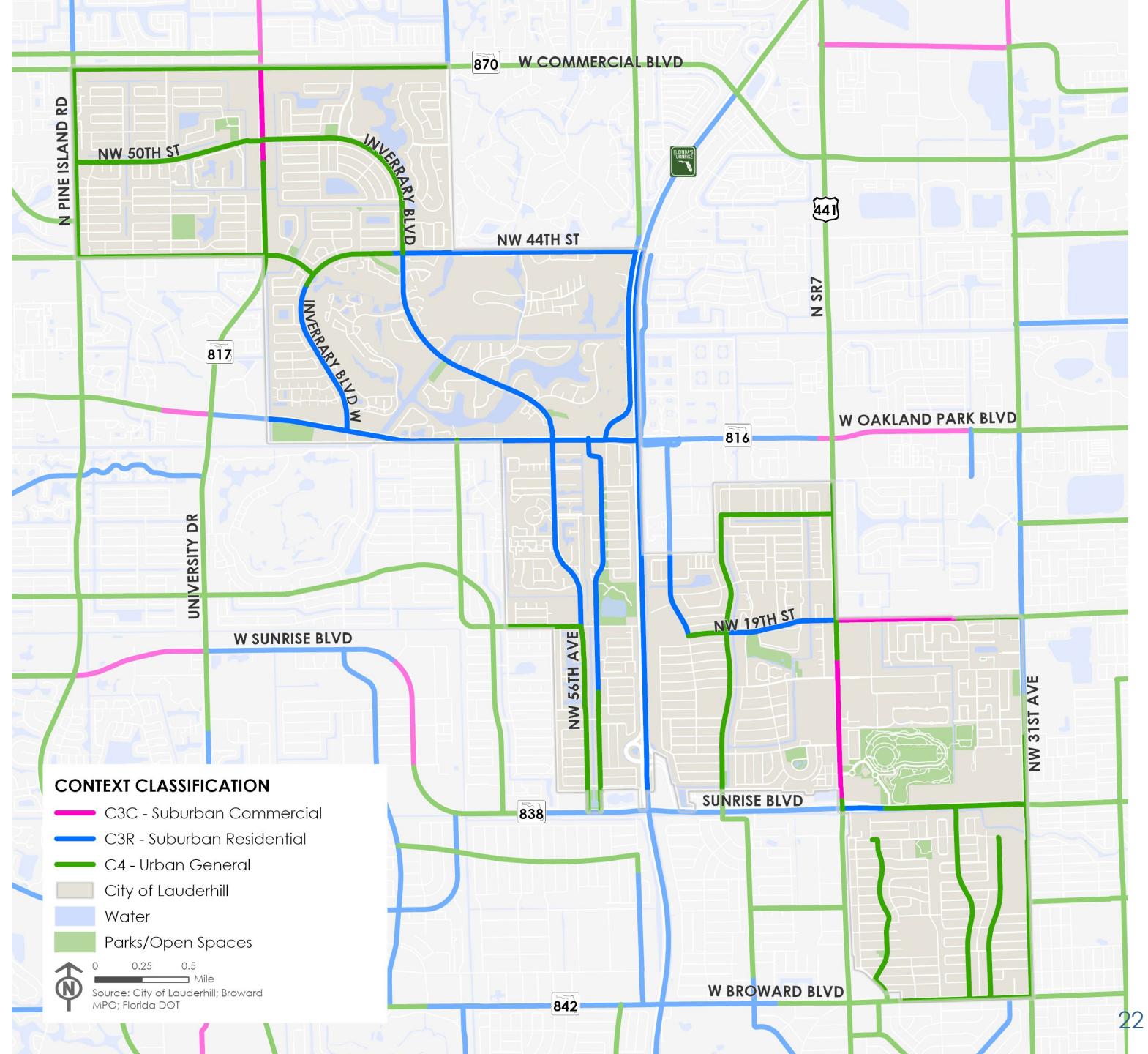
Context Classifications



Context Classification

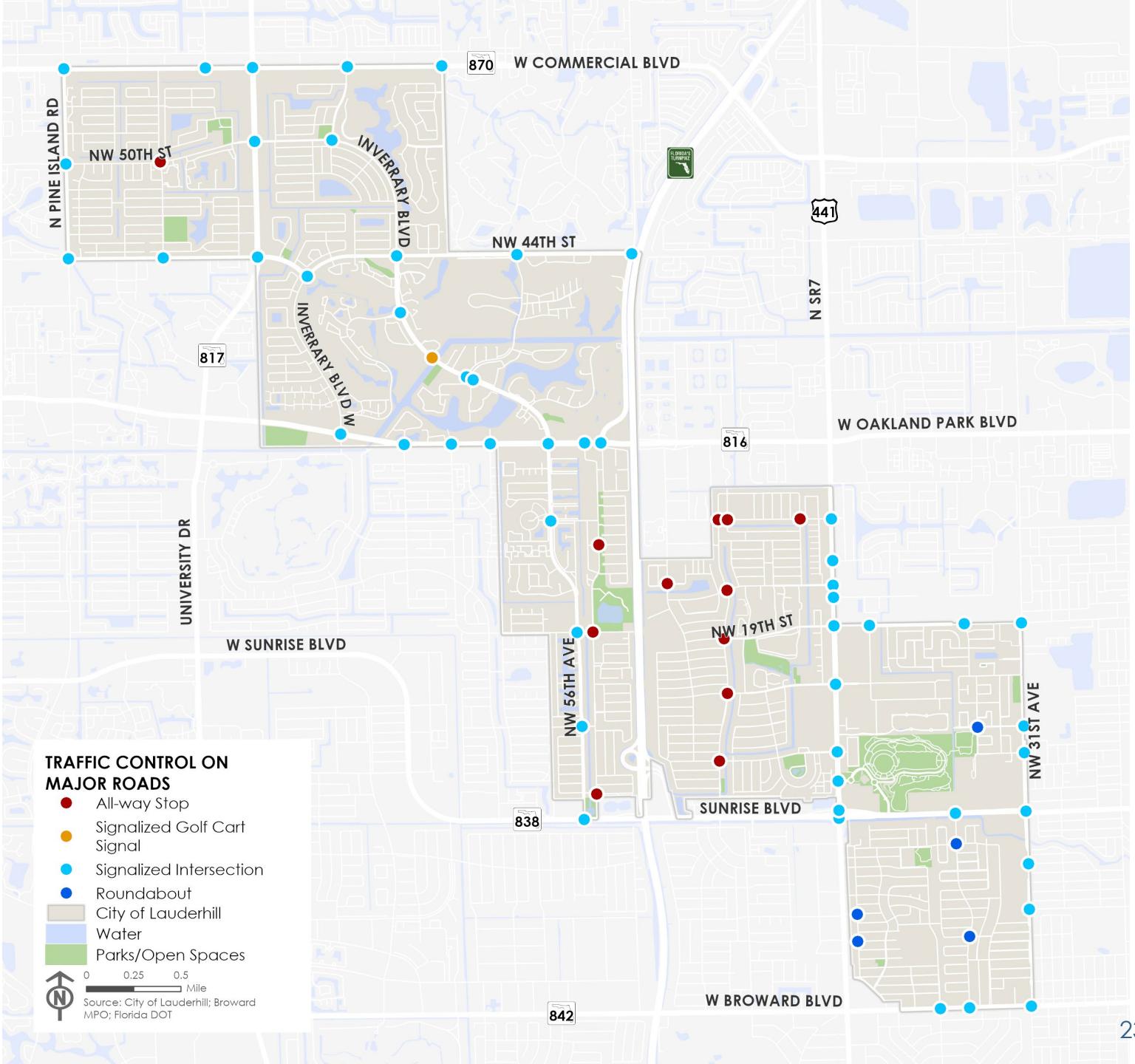
- Note: Context Classification developed by FDOT District 4.
- Further information on Context Classification can be found in the FDOT Context Classification Guide:

<https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classification.pdf>



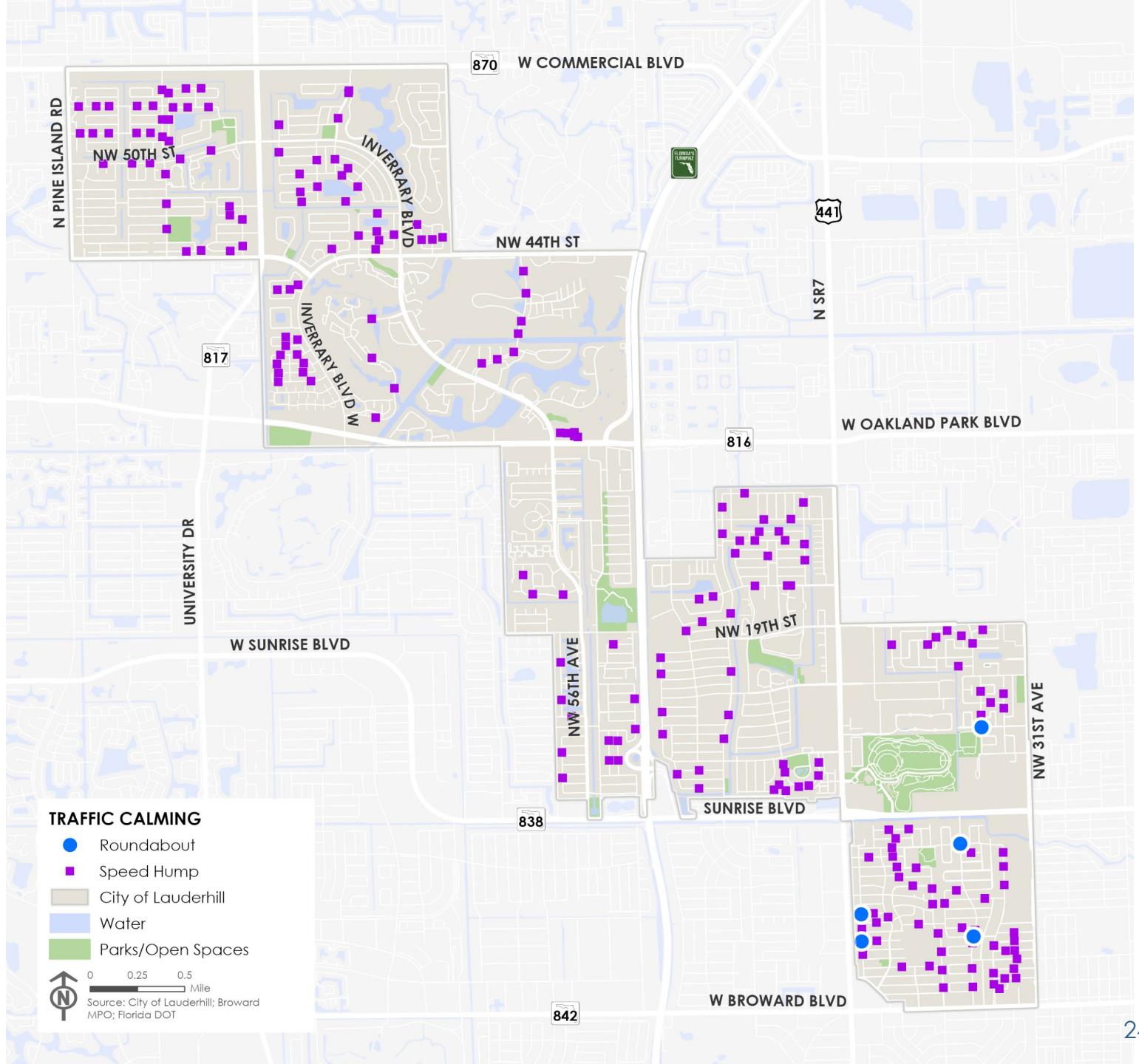
Traffic Control

- Traffic control was collected on Arterials and Collectors; side street traffic control was collected only for side streets which cross an Arterial or Collector
- There are signals at many key junctions
- While many crossings of major roads are signalized, intersection design should be considered for further comfort
- Many side streets terminate at major roads; these side streets are almost always stop controlled (not shown)
- There are five roundabouts in Lauderhill



Traffic Calming

- Traffic calming in Lauderhill is generally implemented through speed humps
- When used, speed humps are generally placed at regular intervals to increase effectiveness
- Five roundabouts also perform a traffic calming function, especially when spaces in close proximity to each other





BIKING IN LAUDERHILL

Bike Network

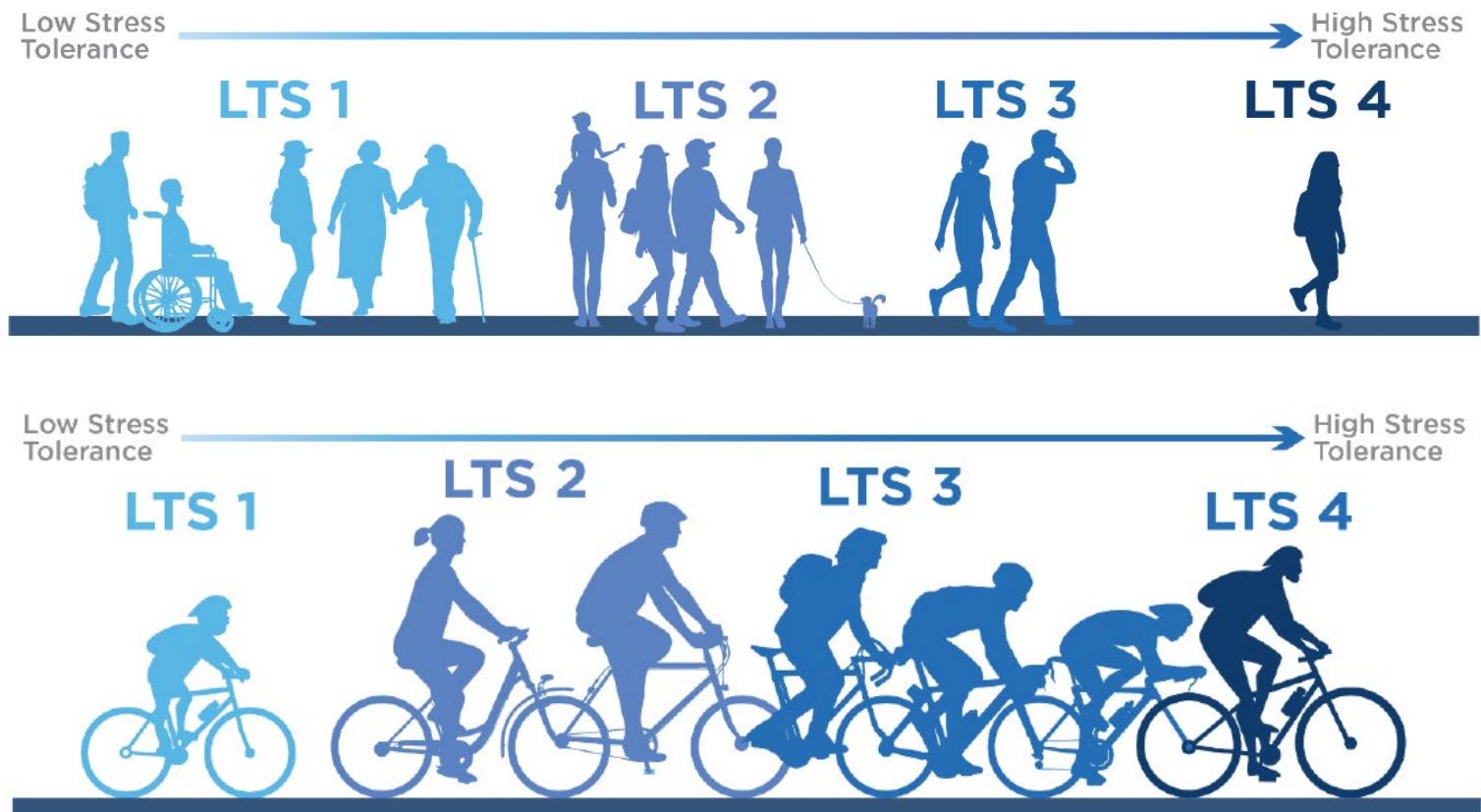
- The bike network in Lauderhill is comprised of striped bike lanes on arterials and collectors
- There is better connectivity of bike facilities west of the Turnpike
- Bike lanes are often painted up to the intersection but do not offer a path through intersections, like along Inverrary Blvd near Oakland Park Blvd



Level of Traffic Stress (LTS)

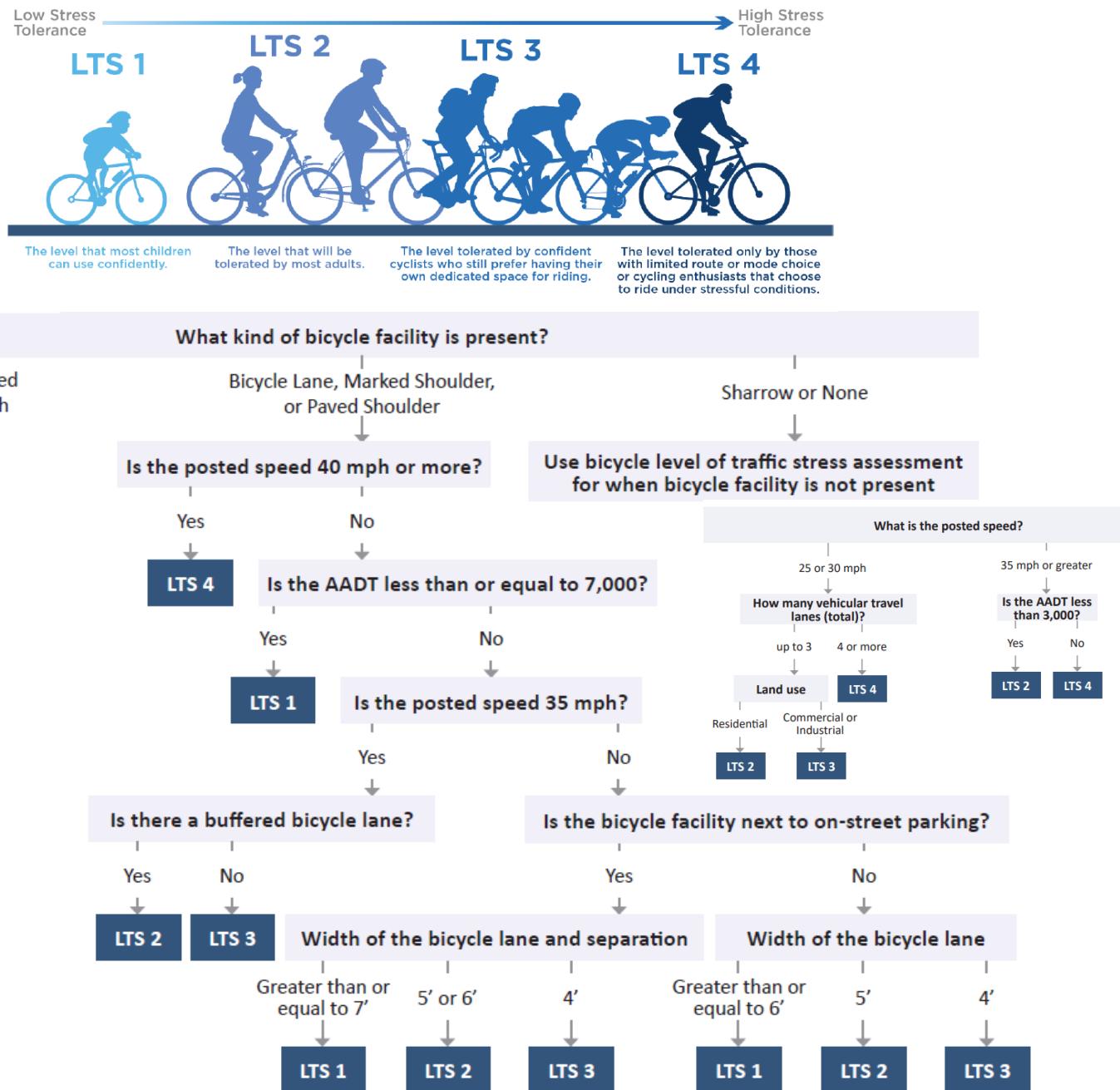
- Evaluates comfort for people biking on a given street
- Methodology developed by the Florida Department of Transportation (FDOT), 2023

LTS is Measured by:



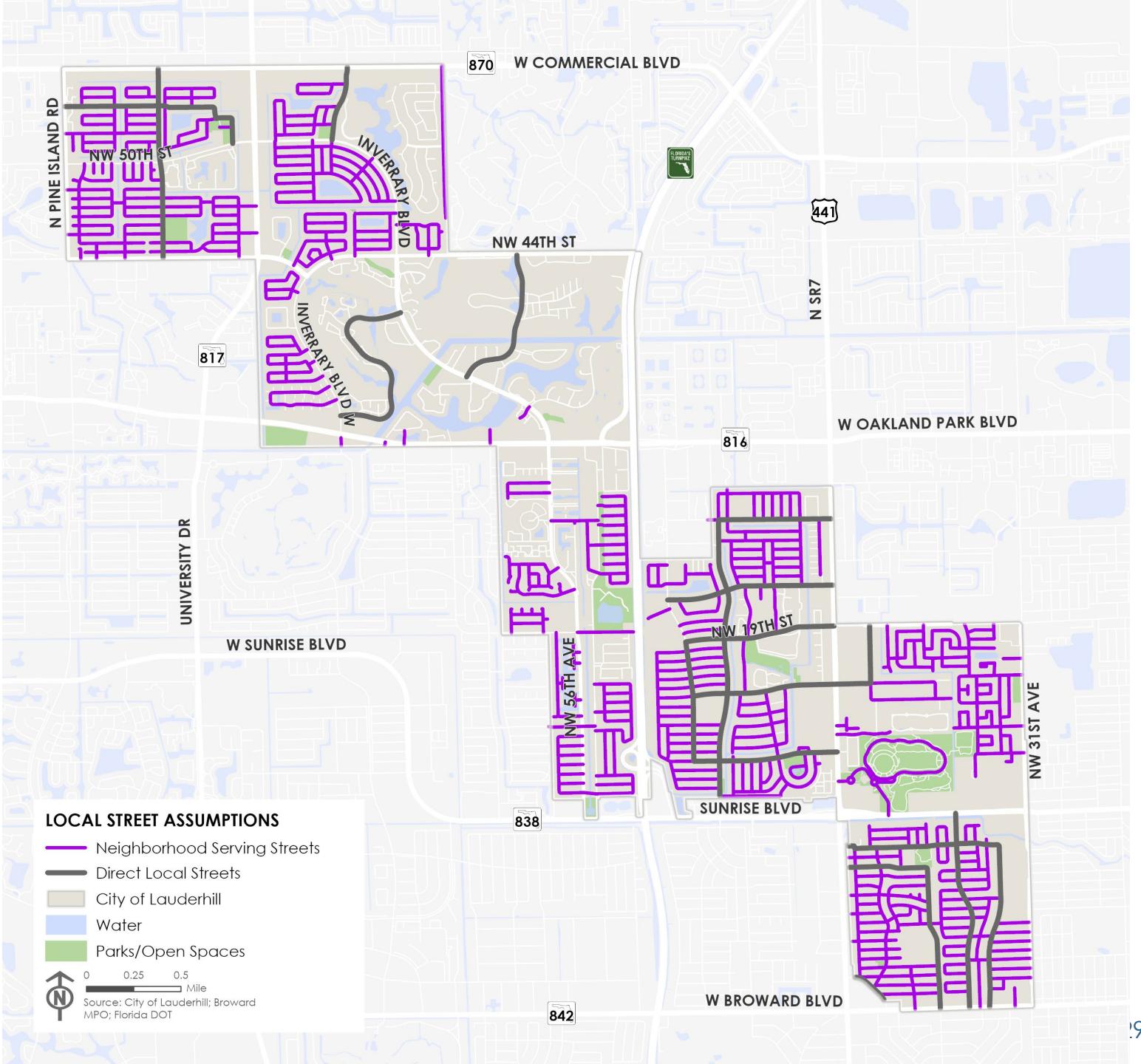
Bike LTS Methodology

- LTS was calculated for all public streets; private streets and the Turnpike were excluded
- The methodology to the right reflects the methodology set forth by FDOT in the 2023 Multimodal Quality / Level of Service Handbook
- This methodology was used on all streets in Lauderhill with one modification, described on the next page.
 - Local streets which provide direct connections between major roads were analyzed using this methodology (see next page).
 - All other local streets with speed limits of 25 MPH are considered neighborhood serving only and assigned LTS 1.



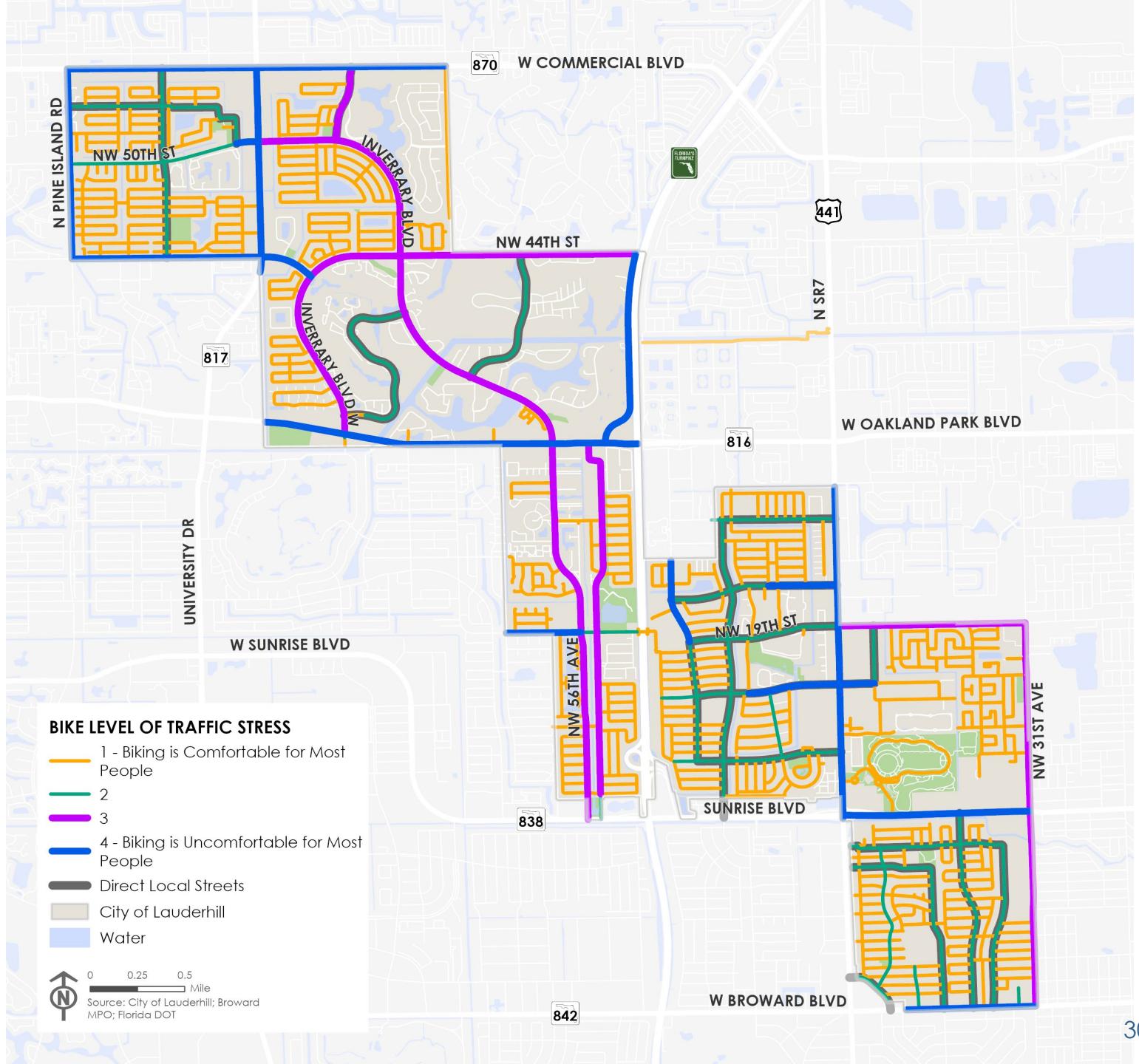
Local Street Assumptions for Bike LTS Analysis

- For streets without bike lanes and speeds of 30 MPH or less and where traffic volumes were not available, an assumption was made to differentiate streets which may have higher traffic volumes:
 - Direct Local Streets:** Local streets which provide direct connections between major roads or were defined as 'URBAN – LOCAL' by FDOT were analyzed using the FDOT methodology.
 - Neighborhood Serving Streets:** All other local streets with speed limits of 25 MPH are considered neighborhood serving only and assigned LTS 1.



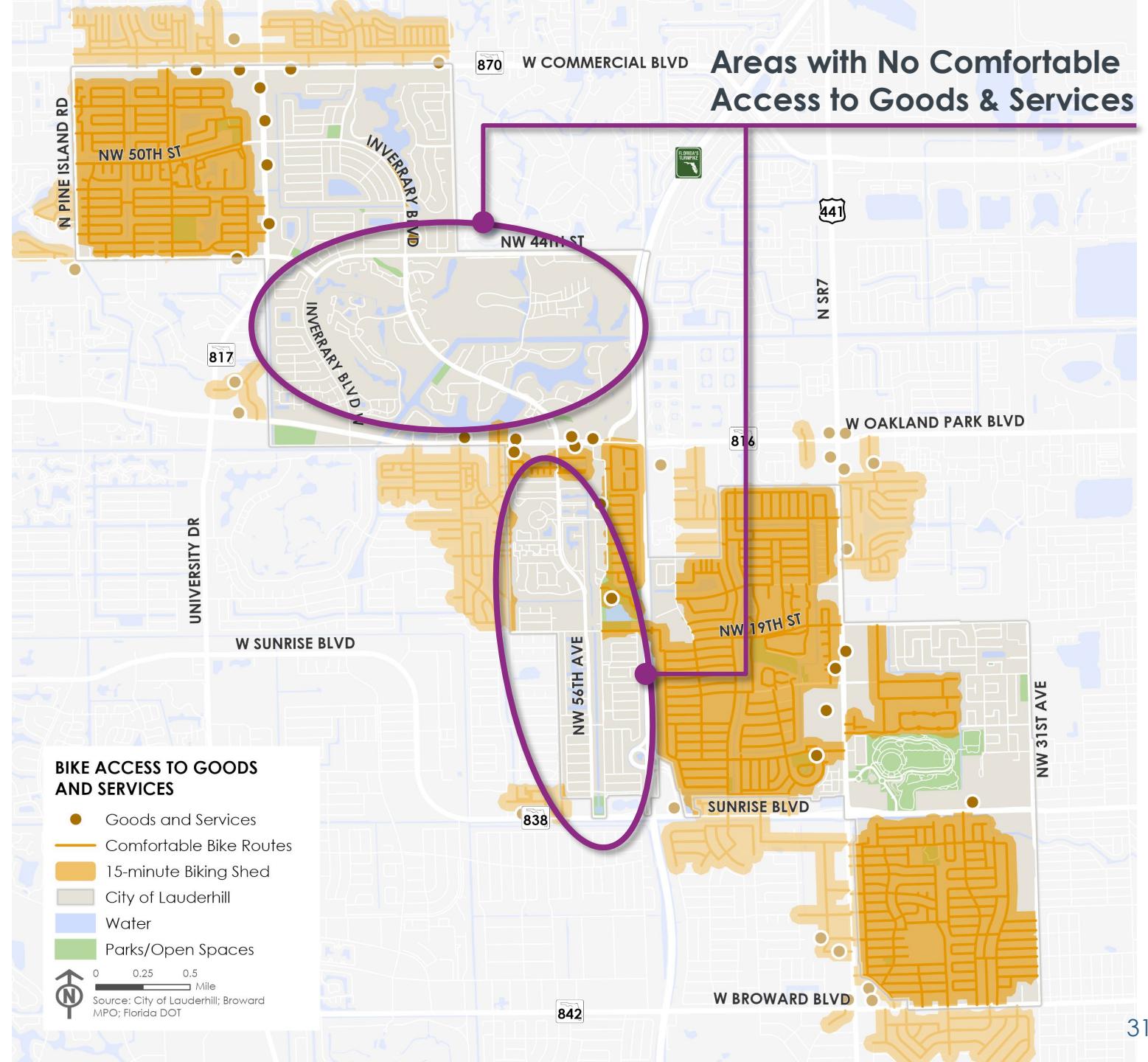
Bike LTS

- Very few streets in Lauderhill are LTS 1
- LTS 3 or 4 on most major roads due to speeds, volumes, # of lanes, and infrastructure; these roads act as barriers to people walking and biking
- This analysis was conducted utilizing posted speed; higher actual speeds and other real world conditions may make streets less comfortable for people biking
- **Comfortable Bike Routes:** Refers to streets comfortable for most people (LTS 1 or 2). While biking trips may still occur along other routes (LTS 3 or 4), most people will only choose to use them out of necessity.



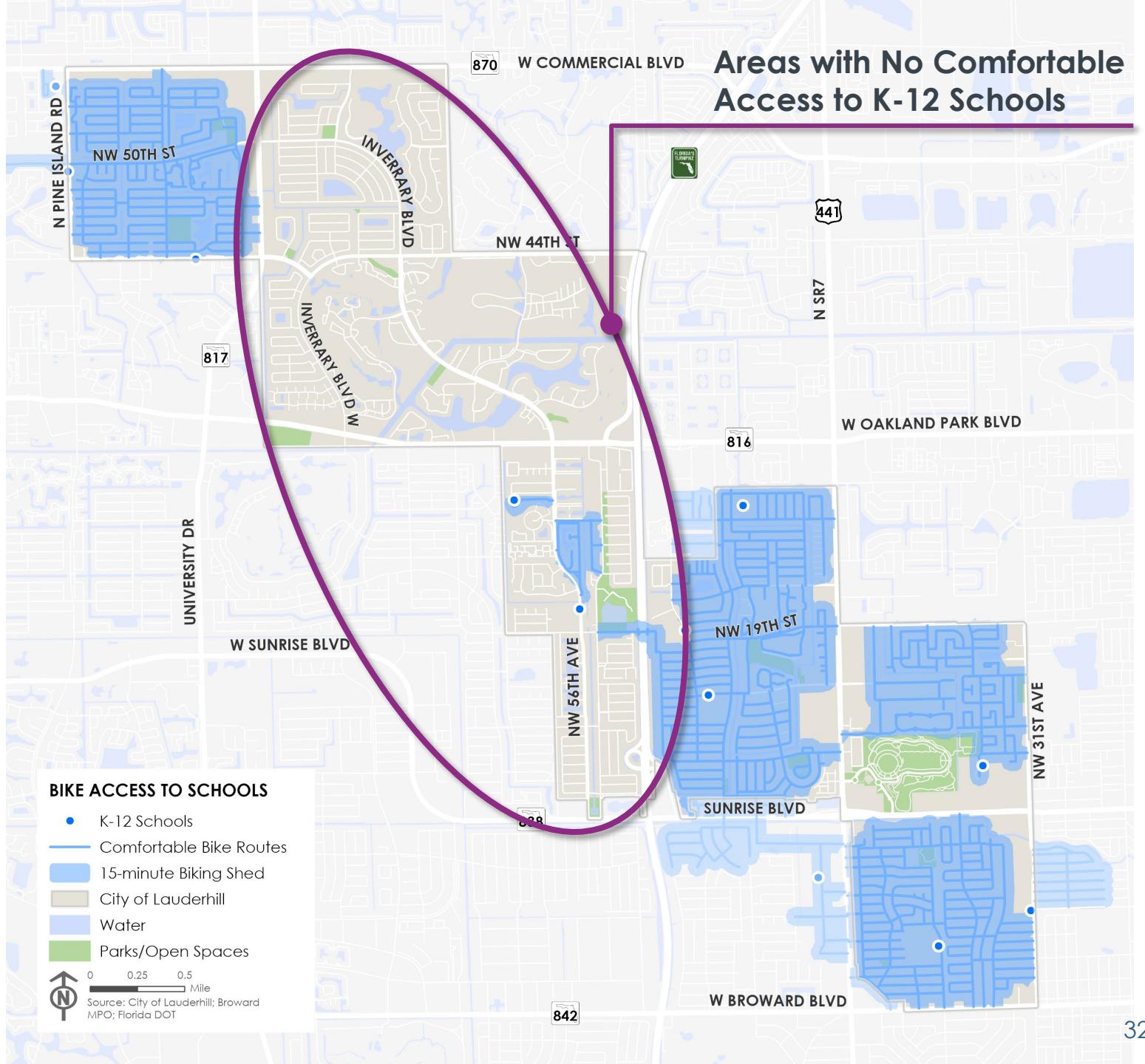
Comfortable Bike Access to Goods and Services

- Comfortable Bike Access:** Refers to destinations that can be reached within a 15-minute bike ride along routes that are comfortable for most people (LTS 1 or 2). While biking trips may still occur along uncomfortable routes, they are not represented by these sheds.
- Comfortable bike access is generally limited at major roads
- There are several areas with no comfortable access to goods or services despite being in close proximity to them due to LTS 3 / 4 roads and a lack of crossings



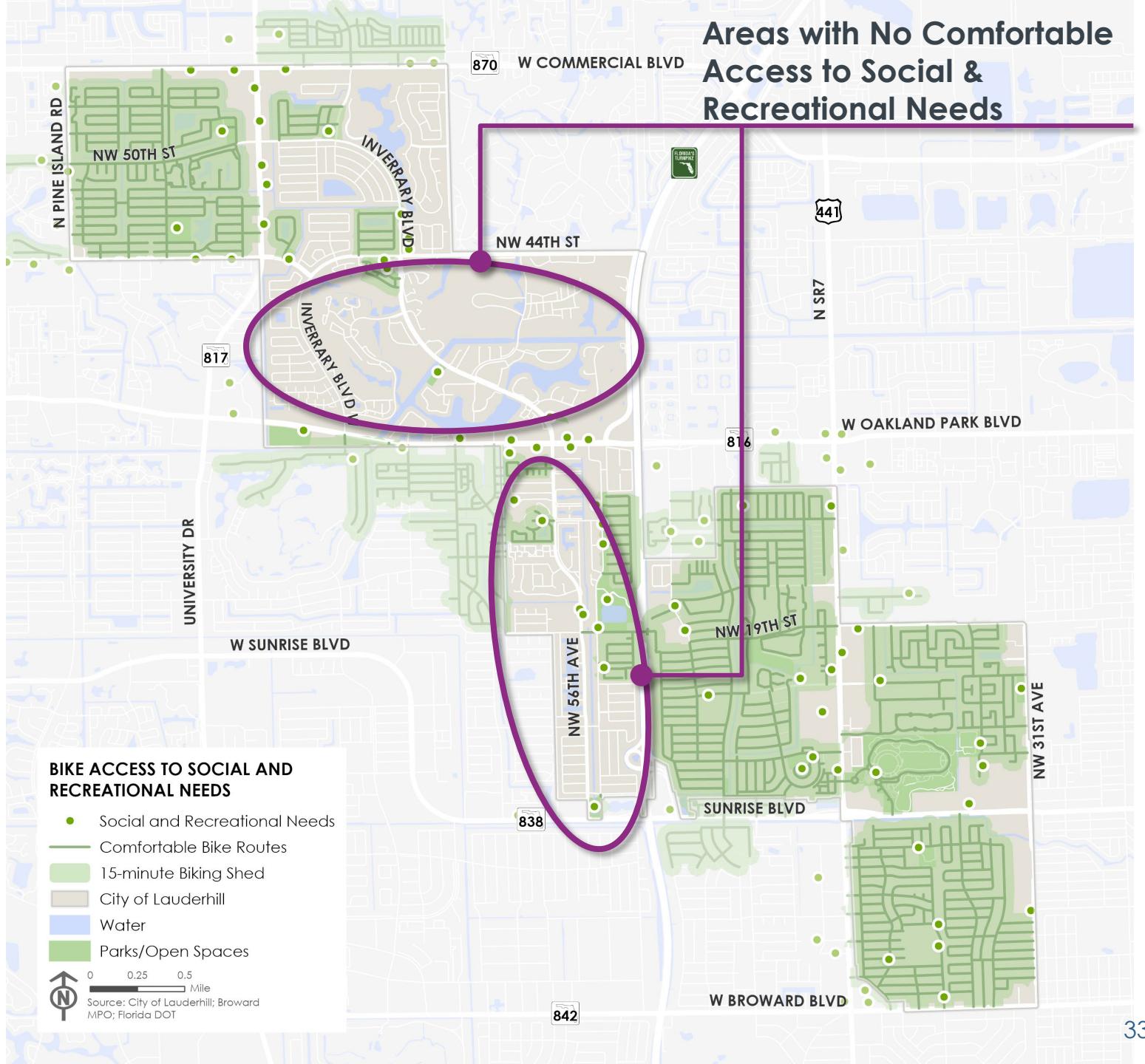
Comfortable Bike Access to Schools

- None of central Lauderhill has comfortable access to schools due to the need to travel along or across 3 or 4 roads



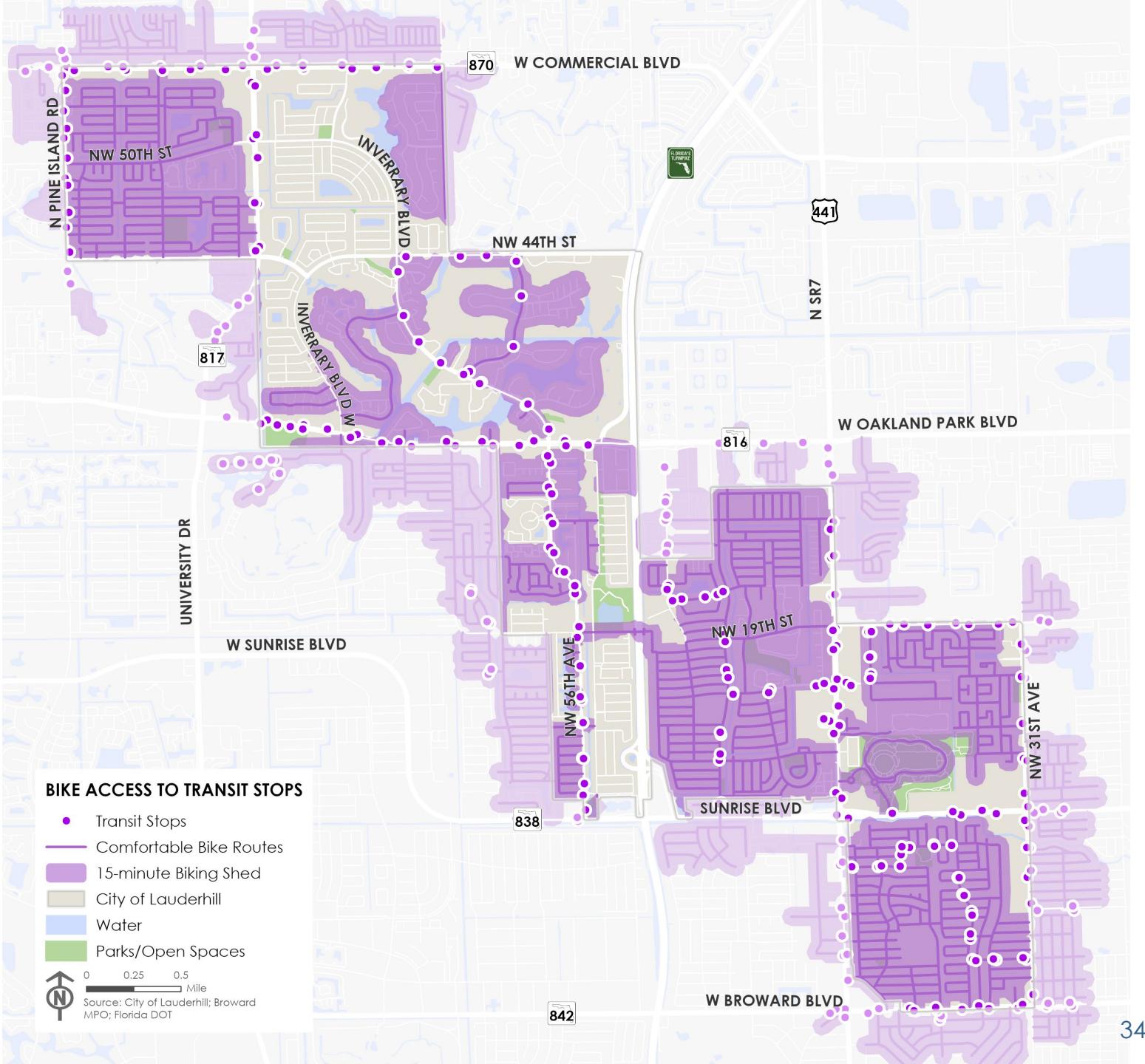
Comfortable Bike Access to Social and Recreational Needs

- Comfortable access to social and recreational needs is limited in central Lauderhill due to LTS 3 & 4 roads with limited crossing opportunities
- Private open space and private country clubs, including golf courses, were not included in this analyses. While they make up a large portion of the park and green space in Lauderhill they may not be accessible to all community members.



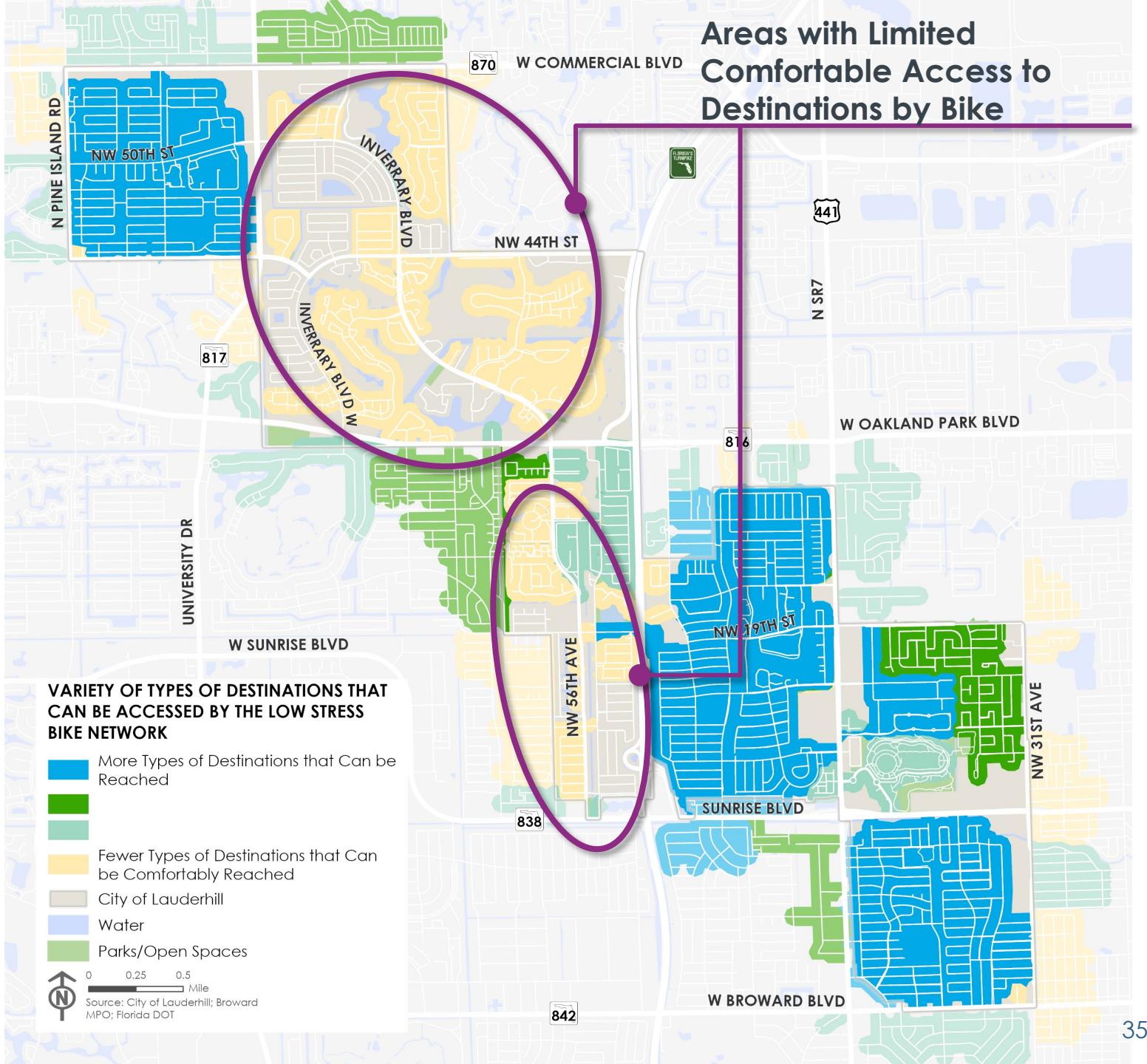
Comfortable Bike Access to Transit

- Most people have comfortable access to at least one transit stop because there are frequent stop locations
- This analysis evaluates access to any transit stop, not necessarily a stop by direction. Therefore, someone may have access to a northbound stop but no comfortable crossing to the corresponding southbound stop for the return trip.



Comfortable Bike Access Summary

- Comfortable bike access is generally very limited in the central part of Lauderhill. In general, the only type of destination people in this area can comfortably reach by bike is a transit stop.
- People in Northwest and Southeast Lauderhill can comfortably access relatively more destinations than others in the city.



Biking in Lauderhill



People may not feel safe riding alongside vehicles and choose to ride on the sidewalk.



People biking are seen to ride opposite of vehicle traffic.

Clearly marked bike lanes are utilized by some riders including those on scooters.

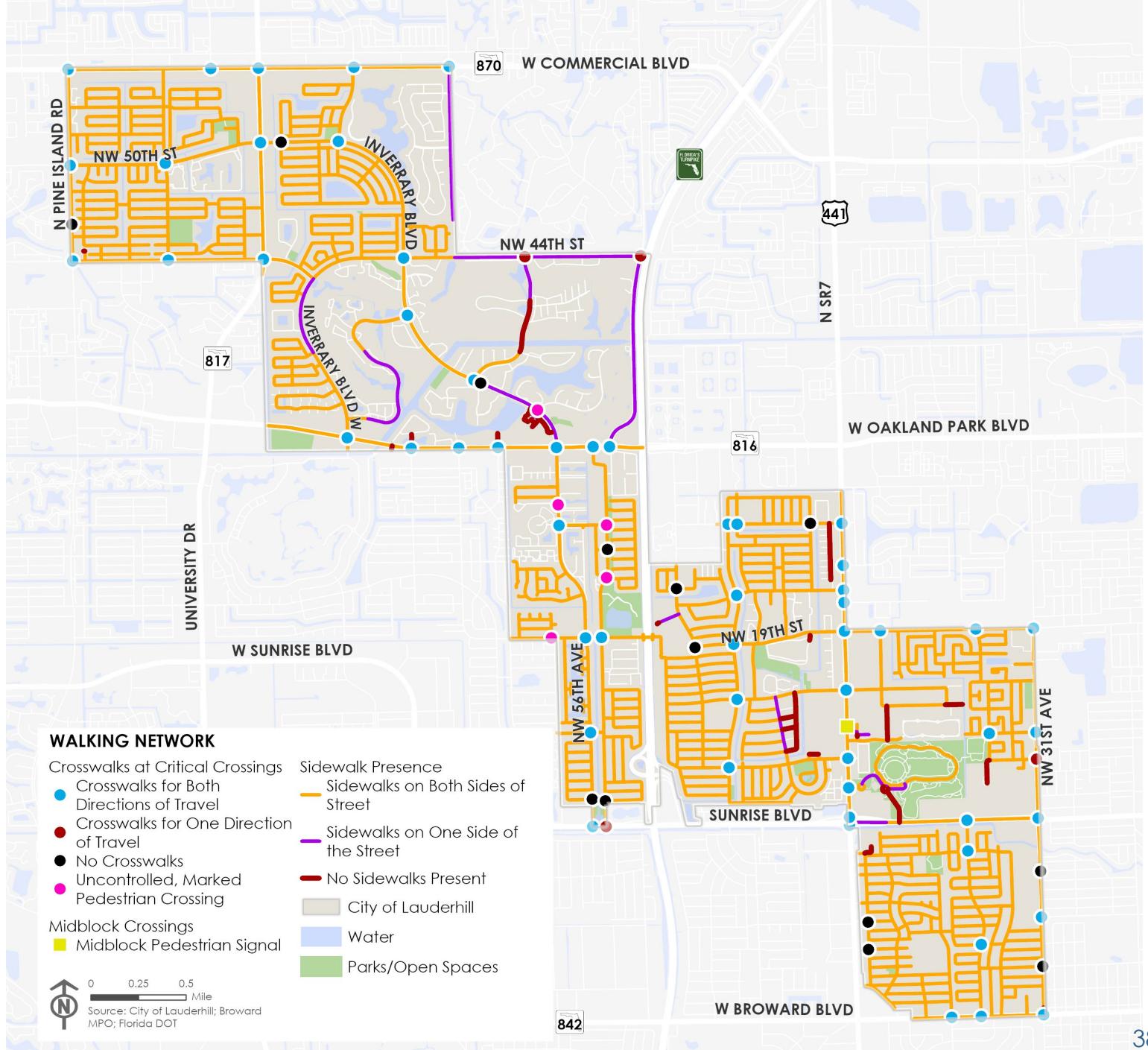




WALKING IN LAUDERHILL

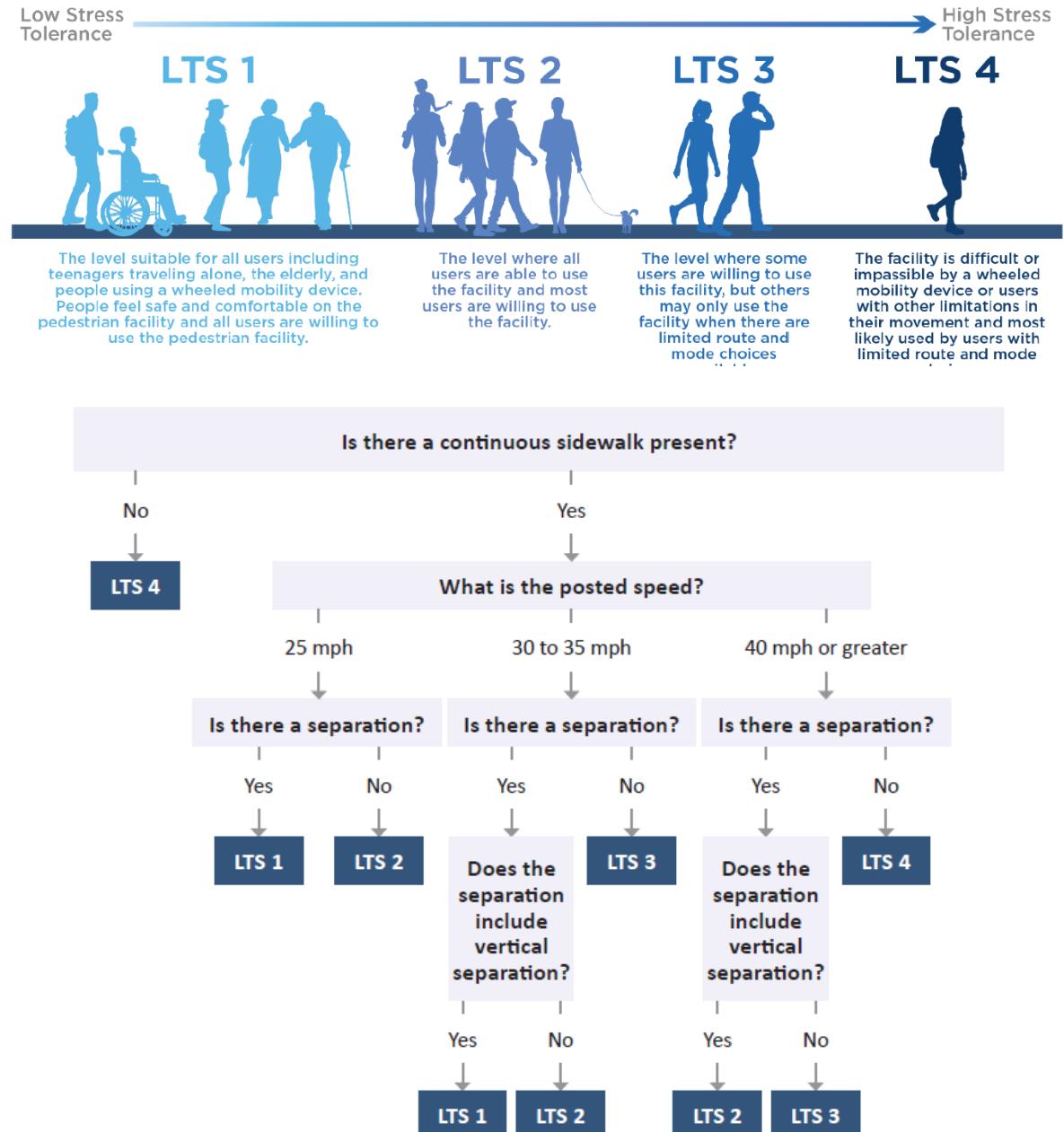
Walking Network

- Some local streets are missing sidewalks, such as Inverrary Dr, NW 41st Ave, and NW 38th Ave, among Others
- Inverrary Blvd W, Environ Blvd, NW 44th St, and Rock Island Road, among others are missing sidewalks on one side
- Otherwise, the sidewalk network is generally complete
- Distances between marked crosswalks on major roads are sometimes long
- There are uncontrolled marked crosswalks on some higher speed and volume roads, including Inverrary Blvd



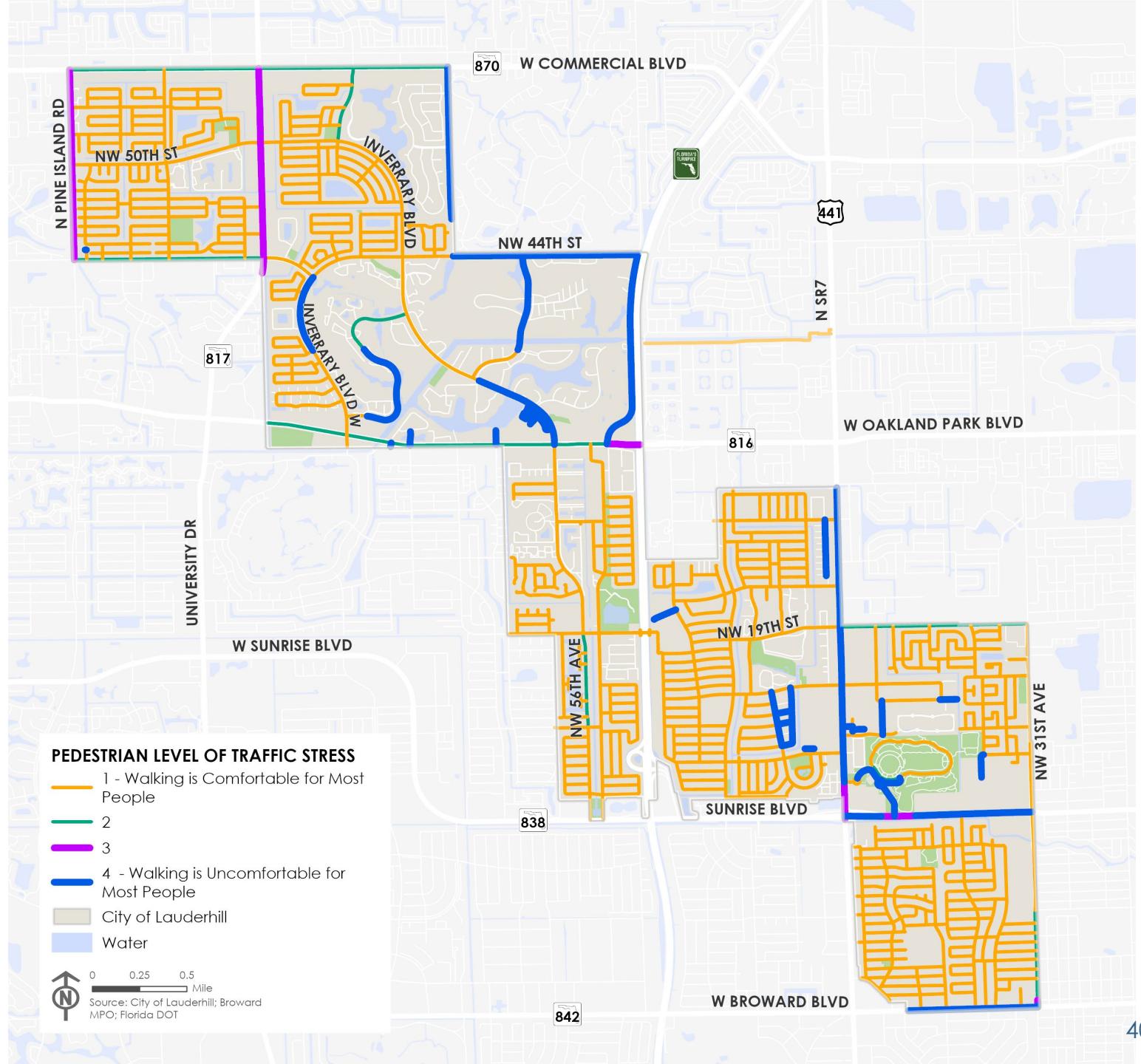
Walking LTS

- LTS was calculated for all public streets; private streets and the Turnpike were excluded
- Where a sidewalk was present on only one side, the facility was analyzed based on the least comfortable side (no sidewalk)



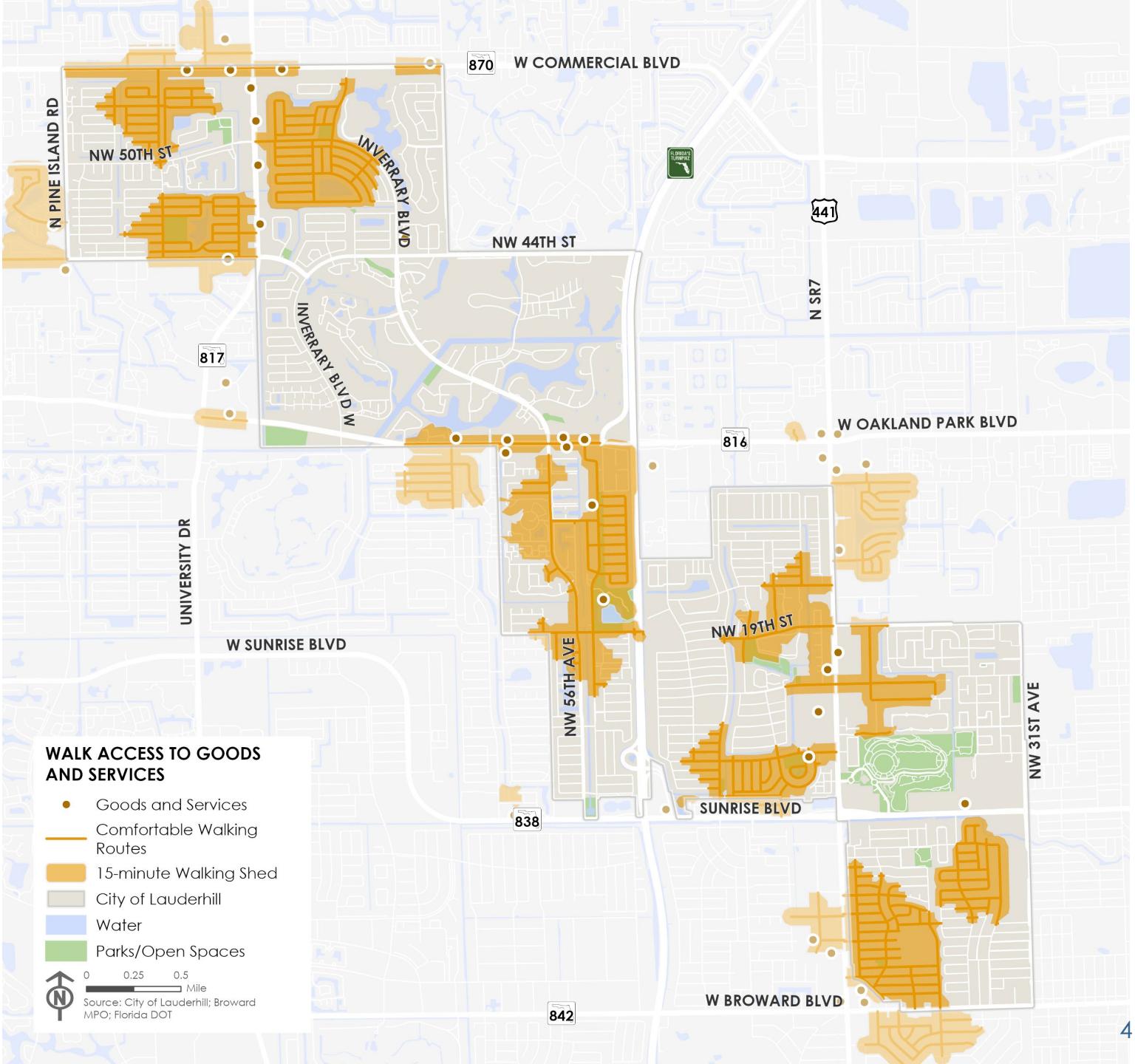
Walking LTS

- Most local streets are LTS 1 as they have sidewalks
- Most collectors include sidewalks and buffers, resulting in LTS 1 or 2 rankings
- While most streets are rated LTS 1 or 2, actual comfort may be lower due to observed speeds and traffic volumes
- Some local streets rank LTS 4 due to a lack of sidewalks
- **Comfortable Walking Routes:** Refers to streets comfortable for most people (LTS 1 or 2). While walking trips may still occur along other routes (LTS 3 or 4), most people will only choose to use them out of necessity.



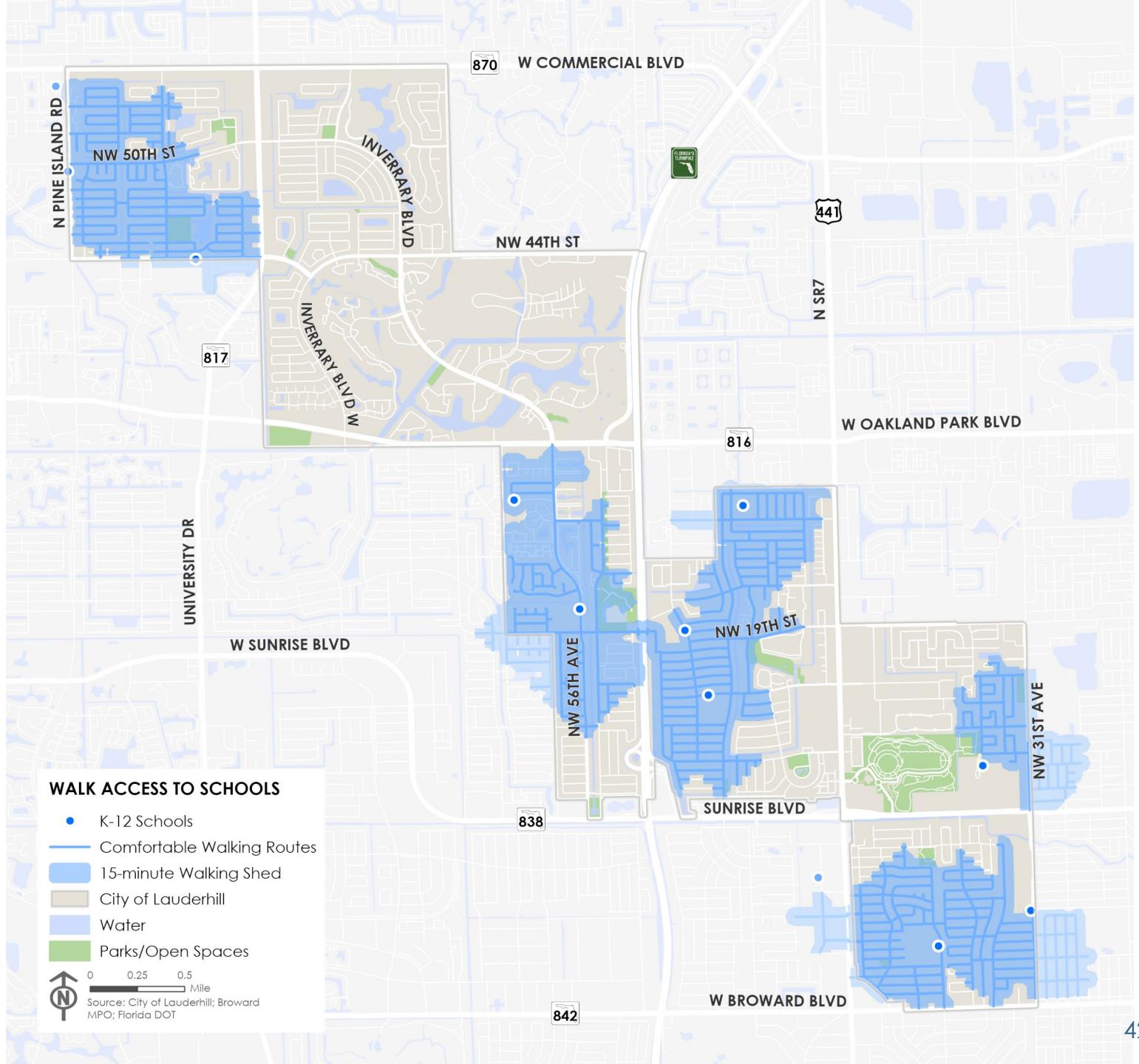
Comfortable Walking Access to Goods and Services

- Comfortable Walking Access:** Refers to destinations that can be reached within a 15-minute walk along streets that are comfortable for most people (LTS 1 or 2). While people may and do walk along uncomfortable routes, they are not represented by these sheds.
- Comfortable walking access to goods and services is generally limited to small pockets due to:
 - Most destinations are located along major roads which can be 1 mile apart or more
 - The disconnected street network requires people to travel out of direction
 - There are limited places to comfortably cross major roads



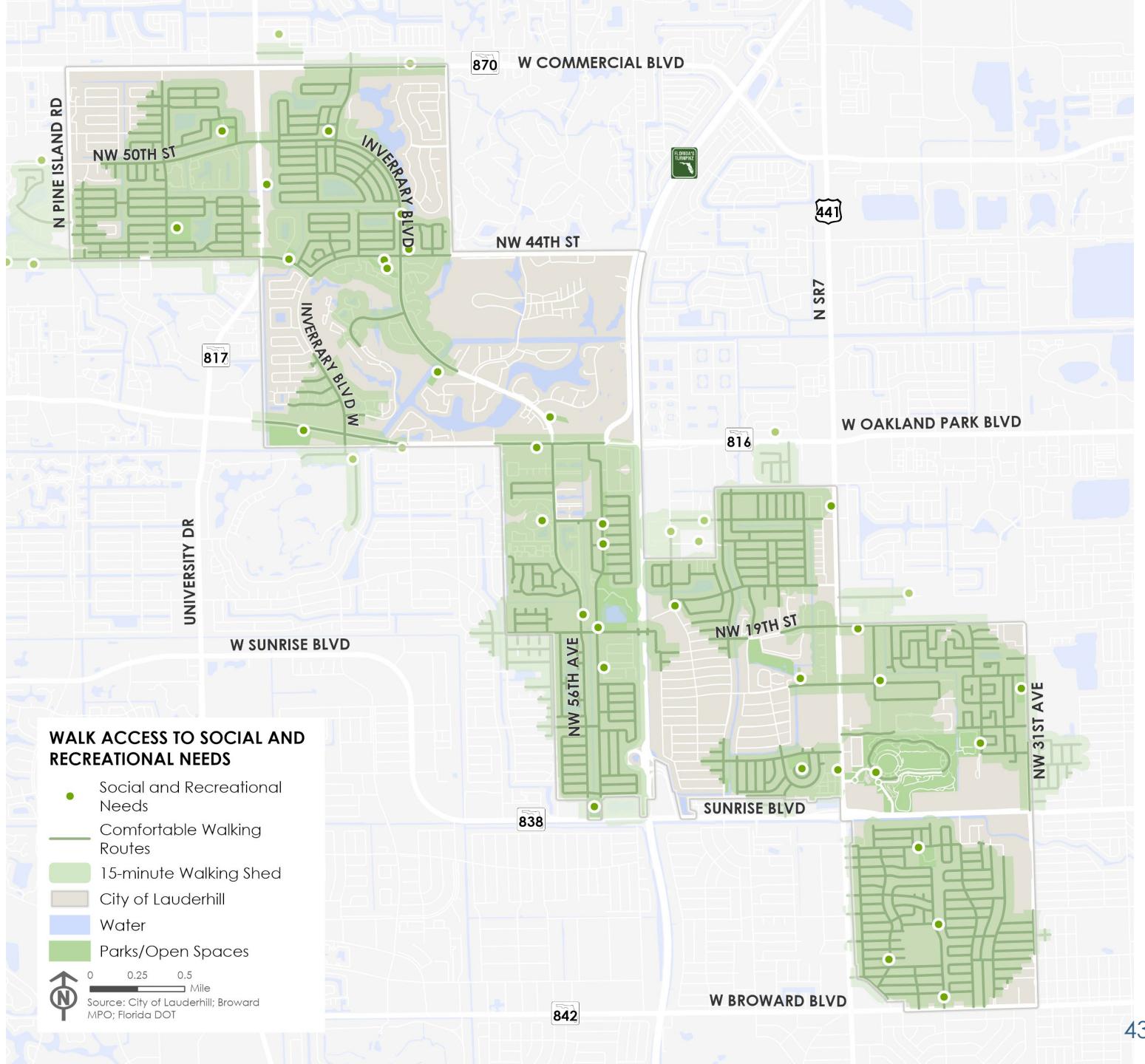
Comfortable Walking Access to Schools

- Comfortable walking access to schools is generally limited to small pockets due to:
 - Schools are concentrated in the central part of Lauderhill
 - The disconnected street network requires people to travel out of direction
 - There are limited places to comfortably cross major roads



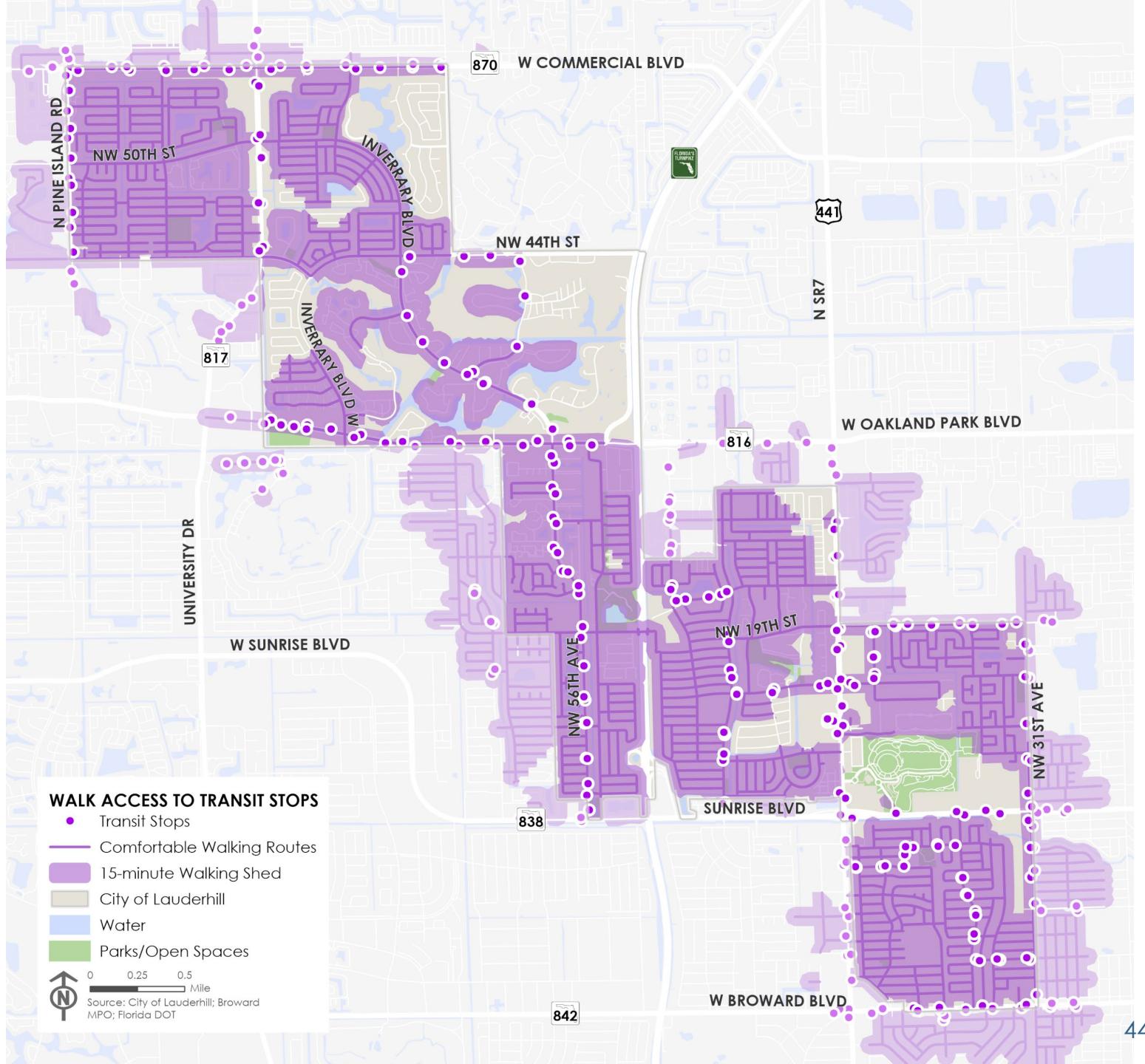
Comfortable Walking Access to Social and Recreational Needs

- Most people have comfortable access to at least one social and recreational need via walking, with some exceptions
- Private open space and private country clubs, including golf courses, were not included in this analyses. While they make up a large portion of the park and green space in Lauderhill, they may not be accessible to all community members.
- Comfortable access is limited:
 - Between Oakland Park Blvd and NW 44th St
 - Between the Turnpike and SR 7



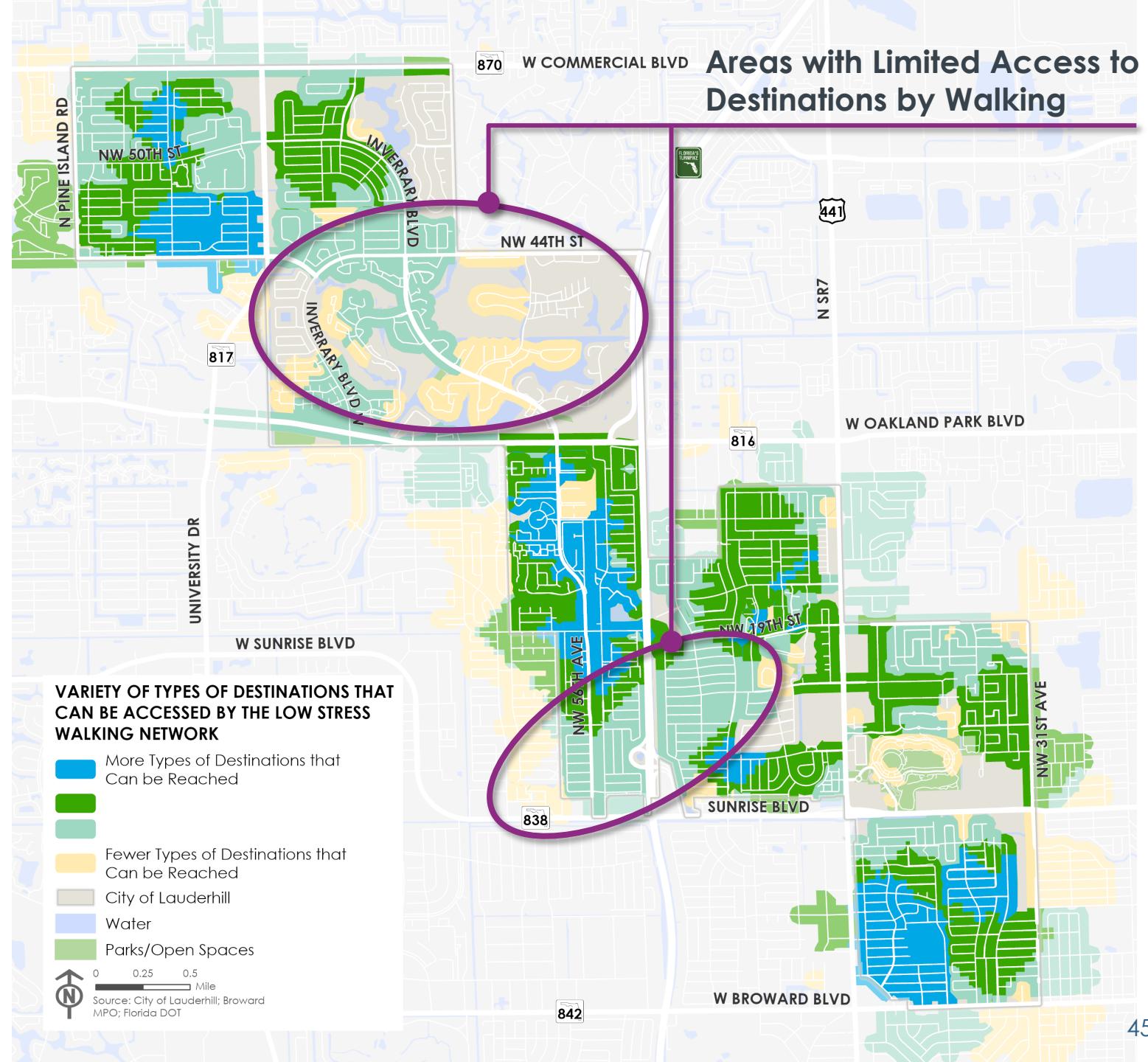
Comfortable Walking Access to Transit

- Most people have comfortable access to at least one transit stop because there are frequent stop locations
- This analysis evaluates access to any transit stop, not necessarily a stop by direction. Therefore, someone may have access to a northbound stop but no comfortable crossing to the corresponding southbound stop for the return trip.



Comfortable Walk Access Summary

- Most people can comfortably walk to at least one destination
- Comfortable walking access is limited in the Central part of Lauderhill
- Comfortable walking access generally limited because:
 - Destinations are concentrated along major roads
 - The disconnected street network requires people to travel out of direction
 - There are limited places to comfortably cross major roads



Walking in Lauderhill



School aged children are often walking themselves to and from school.



Narrow sidewalks and sidewalk obstructions can limit accessibility.



Examples of people utilizing marked crosswalks.

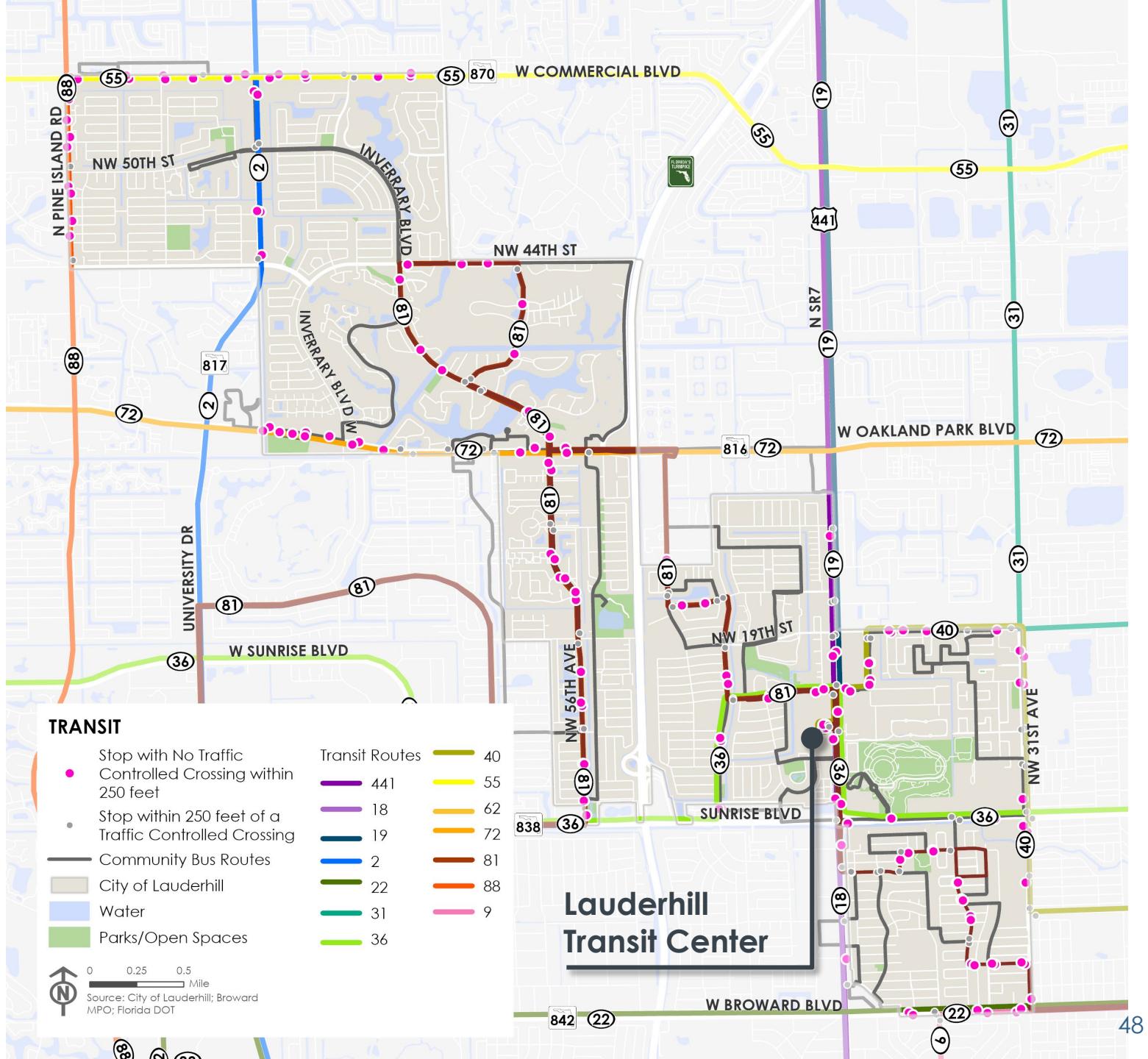
Person walking along property behind 6-12 Stem



TRANSIT IN LAUDERHILL

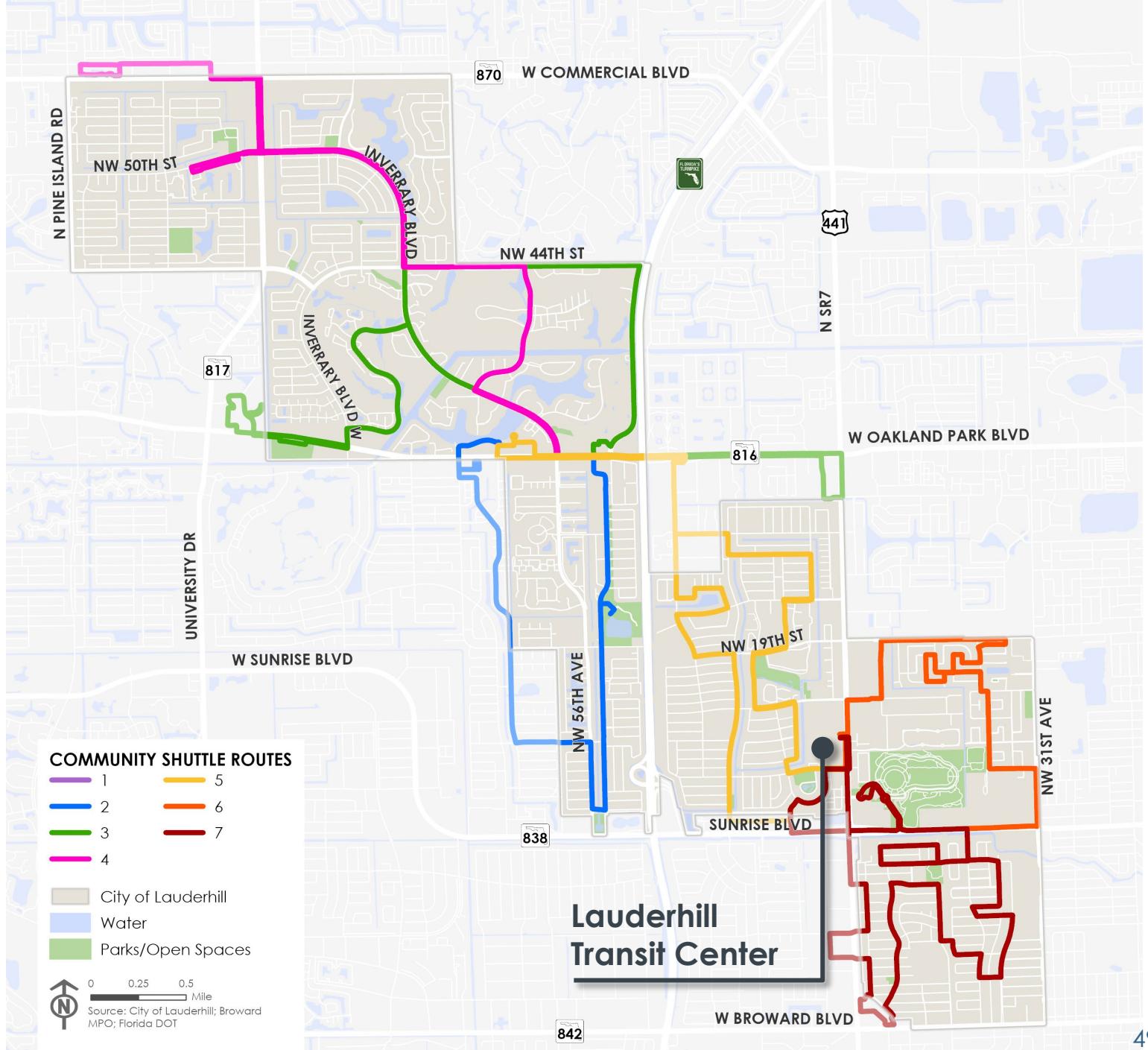
Transit in Lauderhill Today

- 14 transit routes run through or near Lauderhill, mainly on Arterials and Collectors and generally running once or twice per hour
- Many bus stops do not have a signalized pedestrian crossing nearby
- The Lauderhill Transit Center at Lauderhill Mall provides connectivity to many Broward County Transit Routes



Transit in Lauderhill Today

- 7 community shuttle routes provide connectivity within Lauderhill, generally running once or twice per hour



PREMO

- Bus Rapid Transit is funded along Oakland Park Blvd, Sunrise Blvd, University Drive, and SR 7 / 441
- Light Rail is funded along Broward Blvd
- The Oakland Park Blvd BRT system is currently in the Project Development & Environment Phase; in Lauderhill the current study suggests:
 - There may be traffic Diversion Along NW 49th Avenue South of Oakland Park Boulevard and NW 19th Street west of SR 7 / 441
 - The BRT may be centerline running or operate in the outside lane
 - The BRT may operate in a dedicated lane or in a shared lane

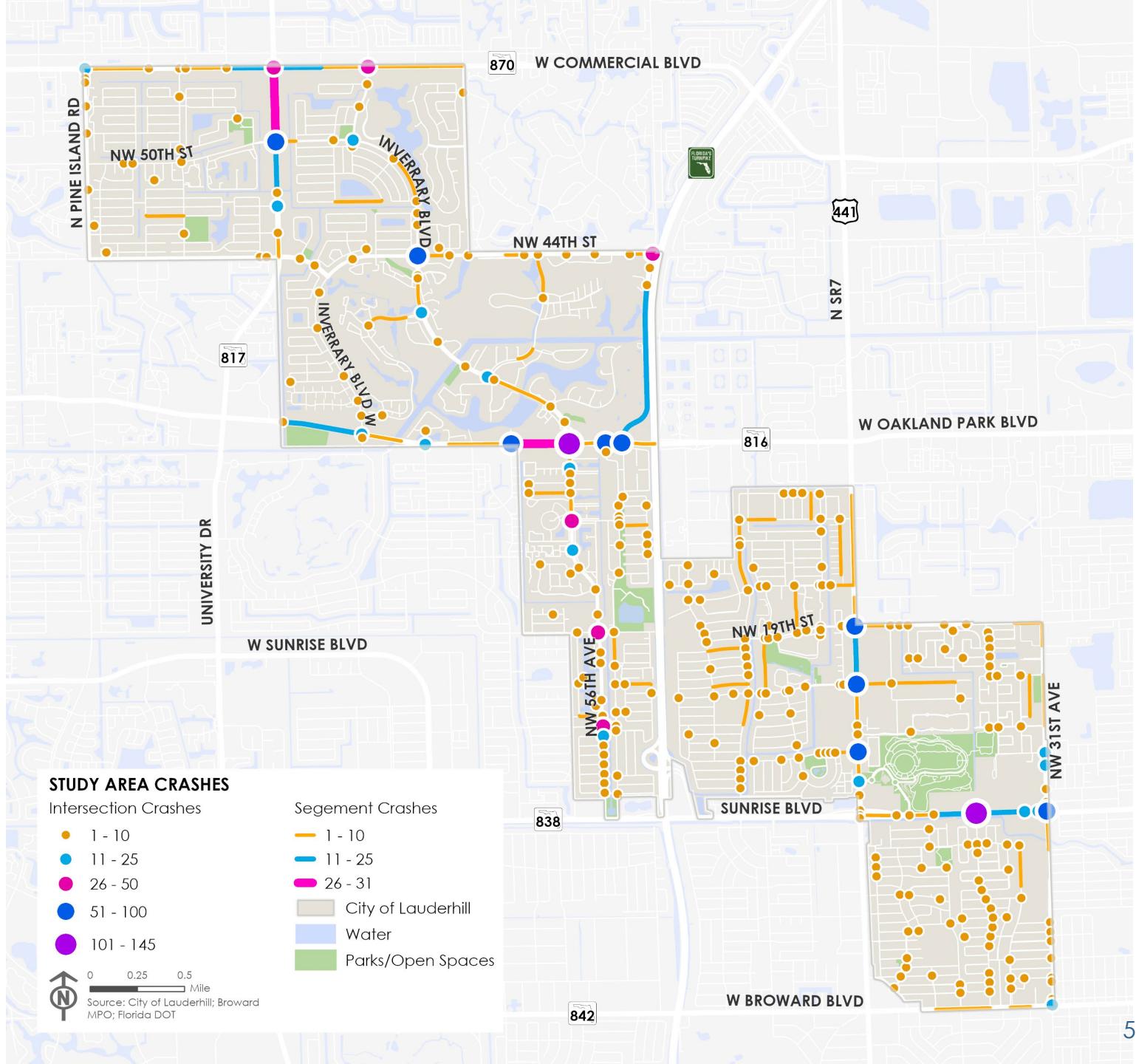




SAFETY

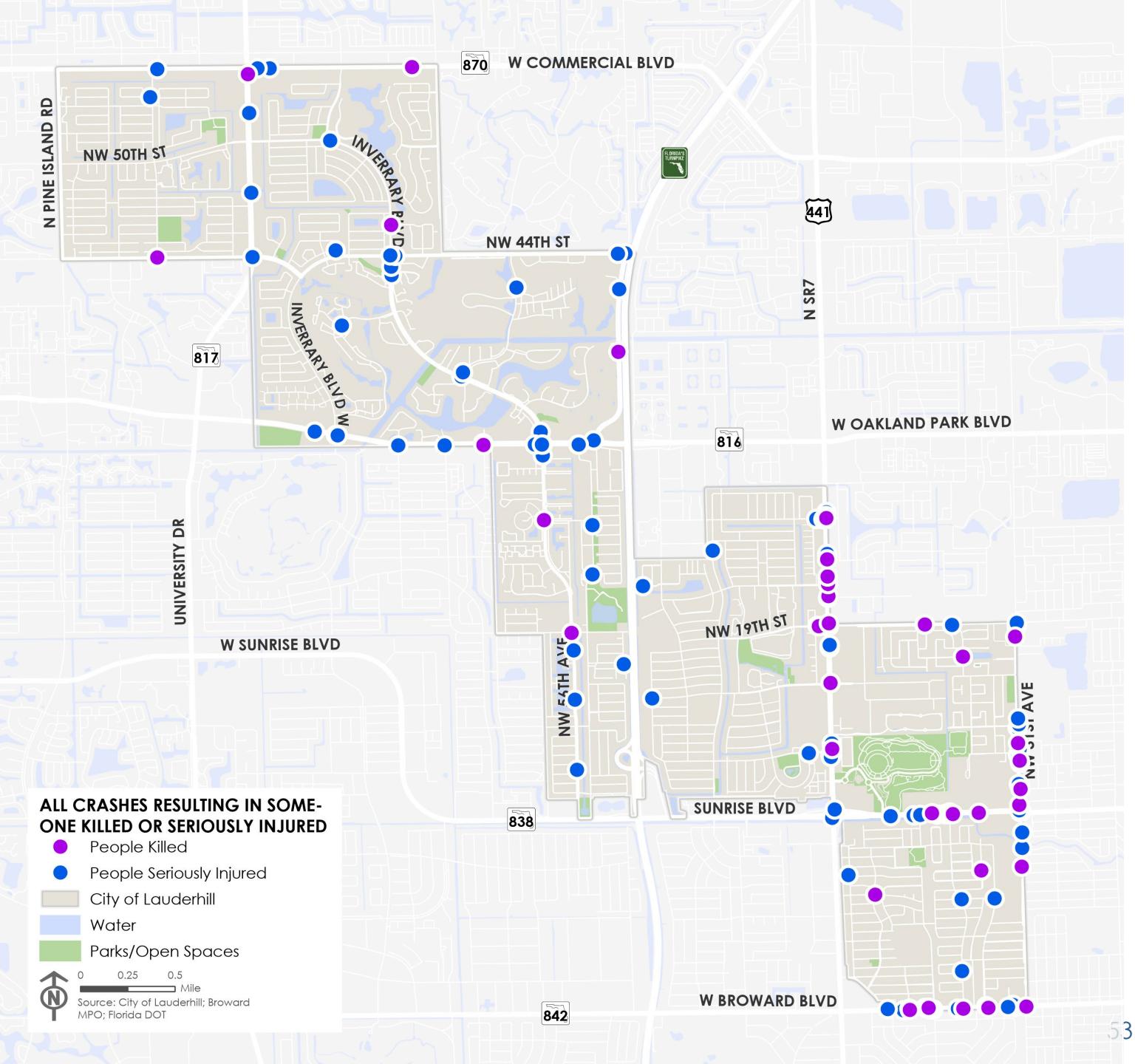
Overall Crashes

- Total Crashes: **2,393**
 - Excluding Property Damage Only
- Top Contributing Crash Factors:
 - Rear End
 - Left Turn
- Top Corridors:
 - University Drive from NW 50th St to Commercial Blvd
 - Oakland Park Blvd from NW 60th Ave to Inverrary Blvd
- Top Intersections:
 - Inverrary Blvd at Oakland Park Blvd
 - Sunrise Blvd at the Swap Shop



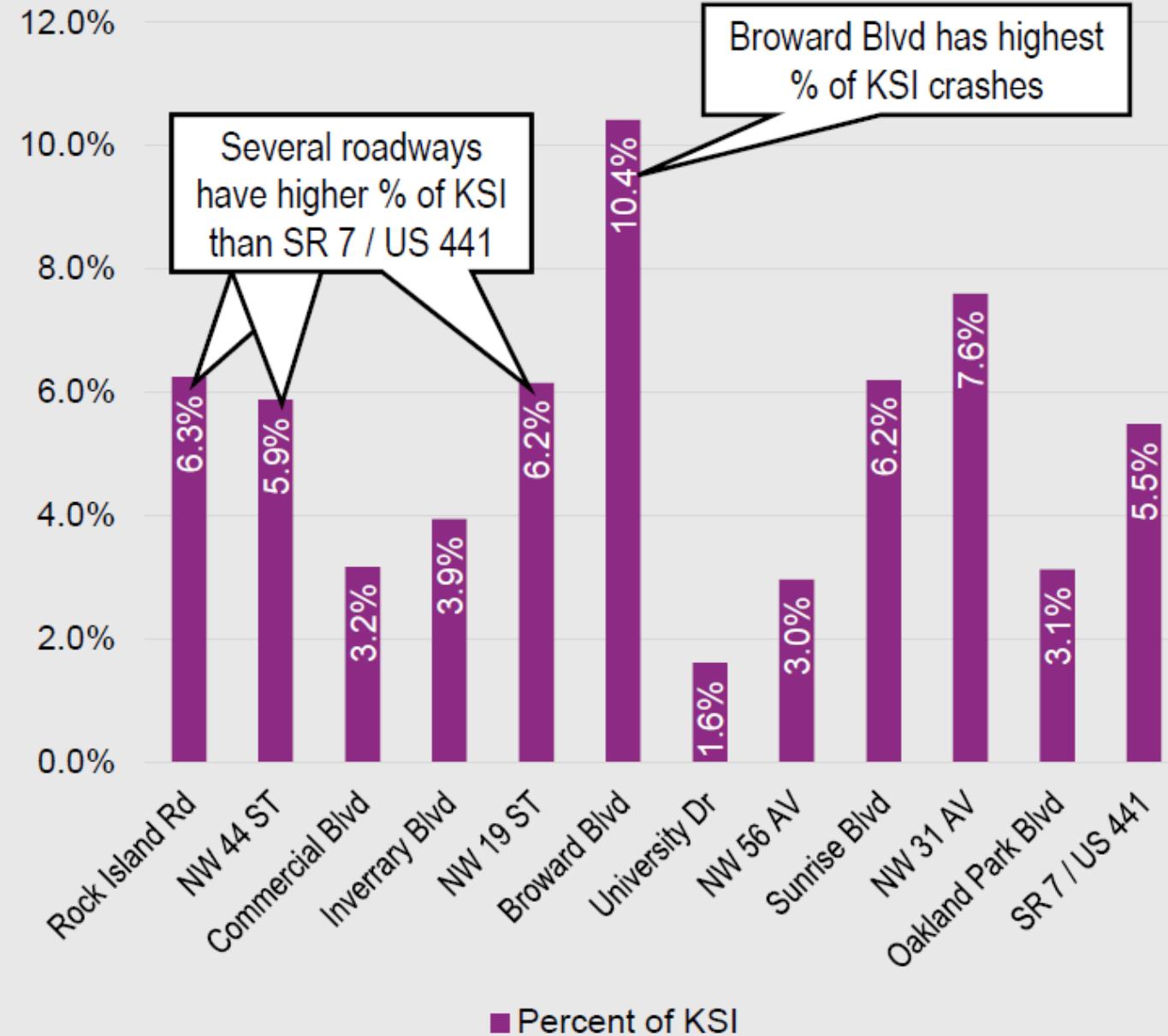
Crashes Resulting in Someone Being Killed or Seriously Injured (KSI)

- 24 Crashes resulted in someone being Killed
- 80 Crashes resulted in a Serious Injury
- >50% of KSI Crashes Occurred at Night



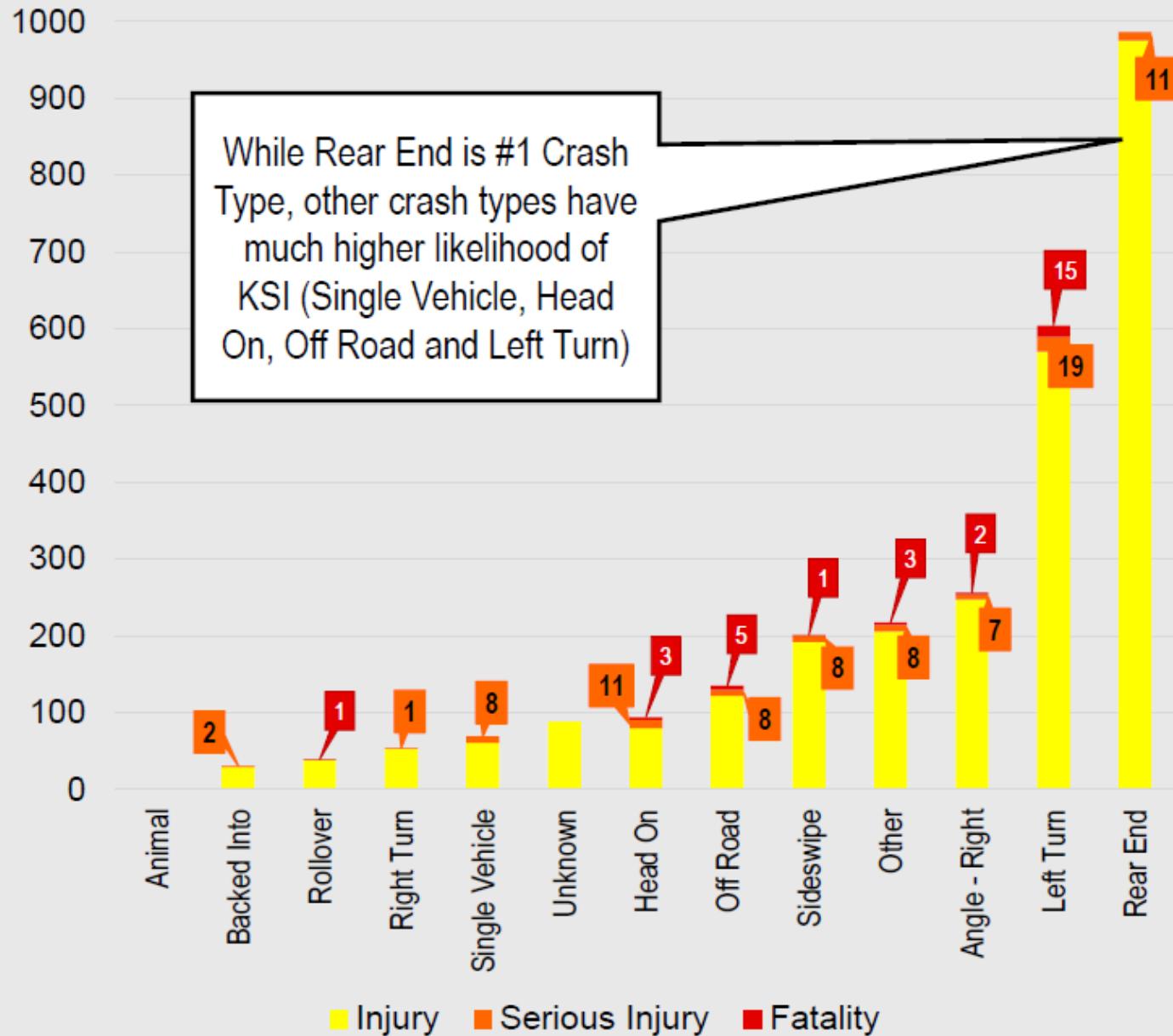
Overall Crashes

Top 12 Roadways for % of KSI Crashes per all Injury Crashes



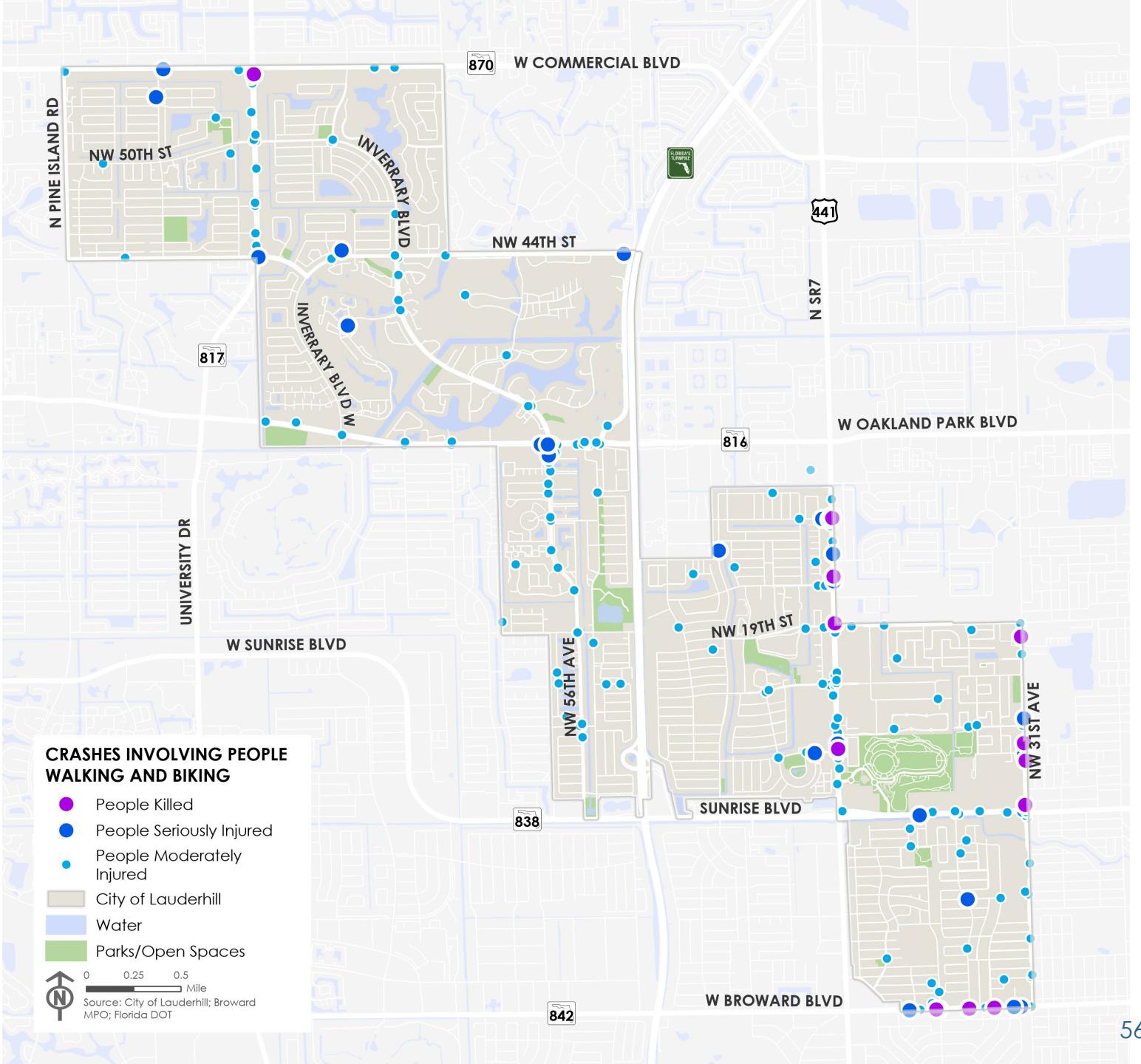
Automobile Crashes

Injury Crashes by Crash Type (Excluding Ped & Bike)



Walking & Biking Safety (2019 – 2023)

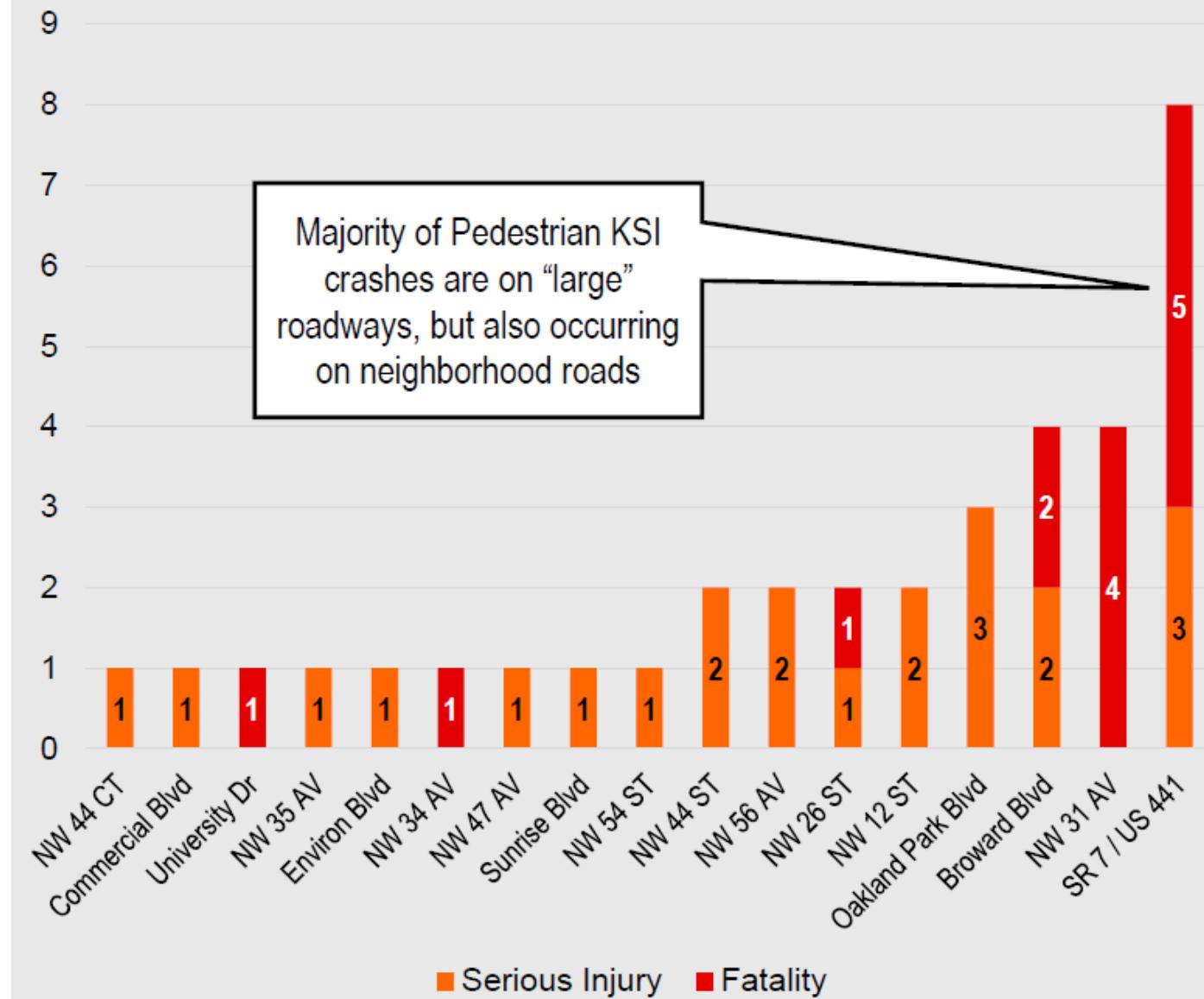
- Total Crashes: **220**
 - Excluding Property Damage Only
- Top Corridors:
 - SR 7 / 441
 - NW 31st Ave
 - Broward Blvd
 - NW 56th Ave
 - University Drive
- Top Intersections:
 - SR 7 / 441 at NW 26th ST, NW 19th St, NW 16th St
 - Inverrary Blvd at Oakland Park Blvd
 - Near the Lauderhill Transit Center
 - NW 31st Ave at NW 14th St, Sunrise Blvd
 - Broward Blvd at NW 35th Ave, NW 34th Ave, NW 33rd Ave, and NW 31st Ave



Pedestrian Crashes

- Total Crashes: 159
 - Excluding Property Damage Only
- Fatal Crashes: 5
- Serious Injury Crashes: 17
- Minor Injury Crashes: 137

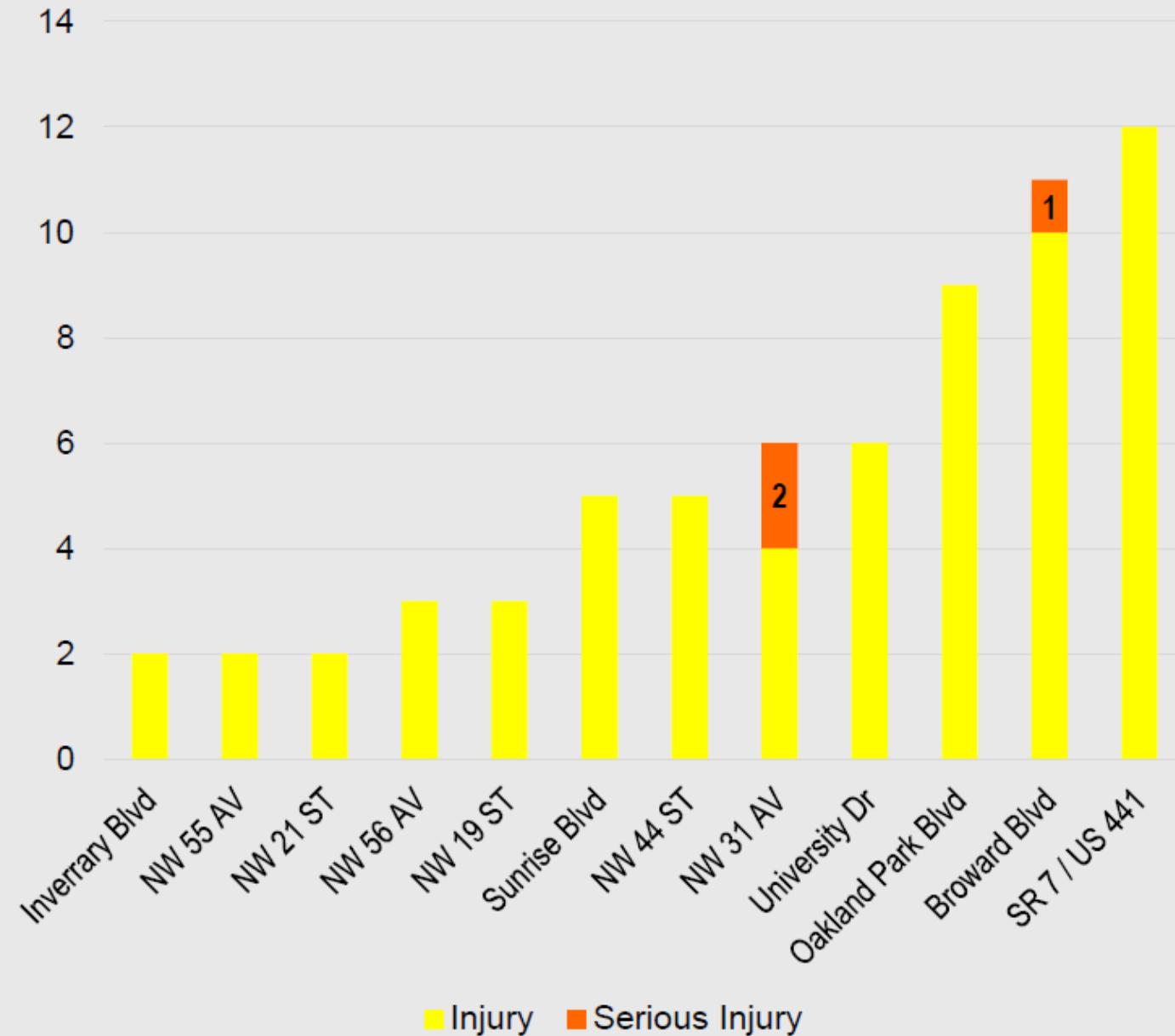
KSI Crashes involving Pedestrian (by Roadway)



Bike Crashes

- Total Crashes: 61
 - Excluding Property Damage Only
- Fatal Crashes: 0
- Serious Injury Crashes: 2
- Minor Injury Crashes: 59

Roadways with >1 Injury Crash involving Bicyclist





CONCLUSIONS

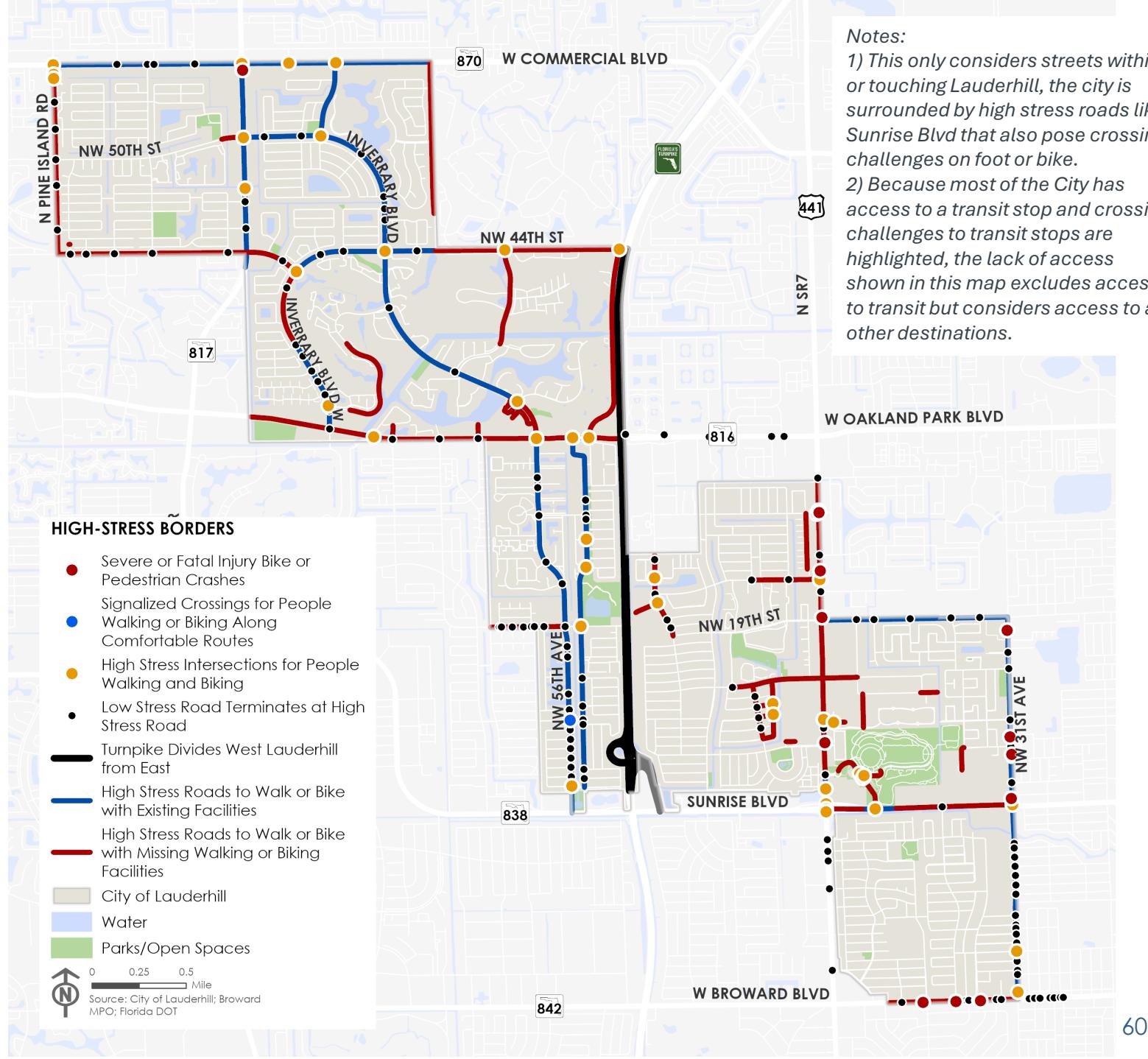
Gaps & Opportunities

High-Stress Borders and Limited Connectivity

Lauderhill is surrounded by major roads like Sunrise Boulevard, which create significant barriers for people walking or biking. Many streets within private and residential communities end at these high-stress roads, often lacking safe crossings and forcing inconvenient detours.

A Divided City

There is one pedestrian crossing and no vehicle crossings over the Turnpike within the City, so people must exit the City to get from one side to the other.

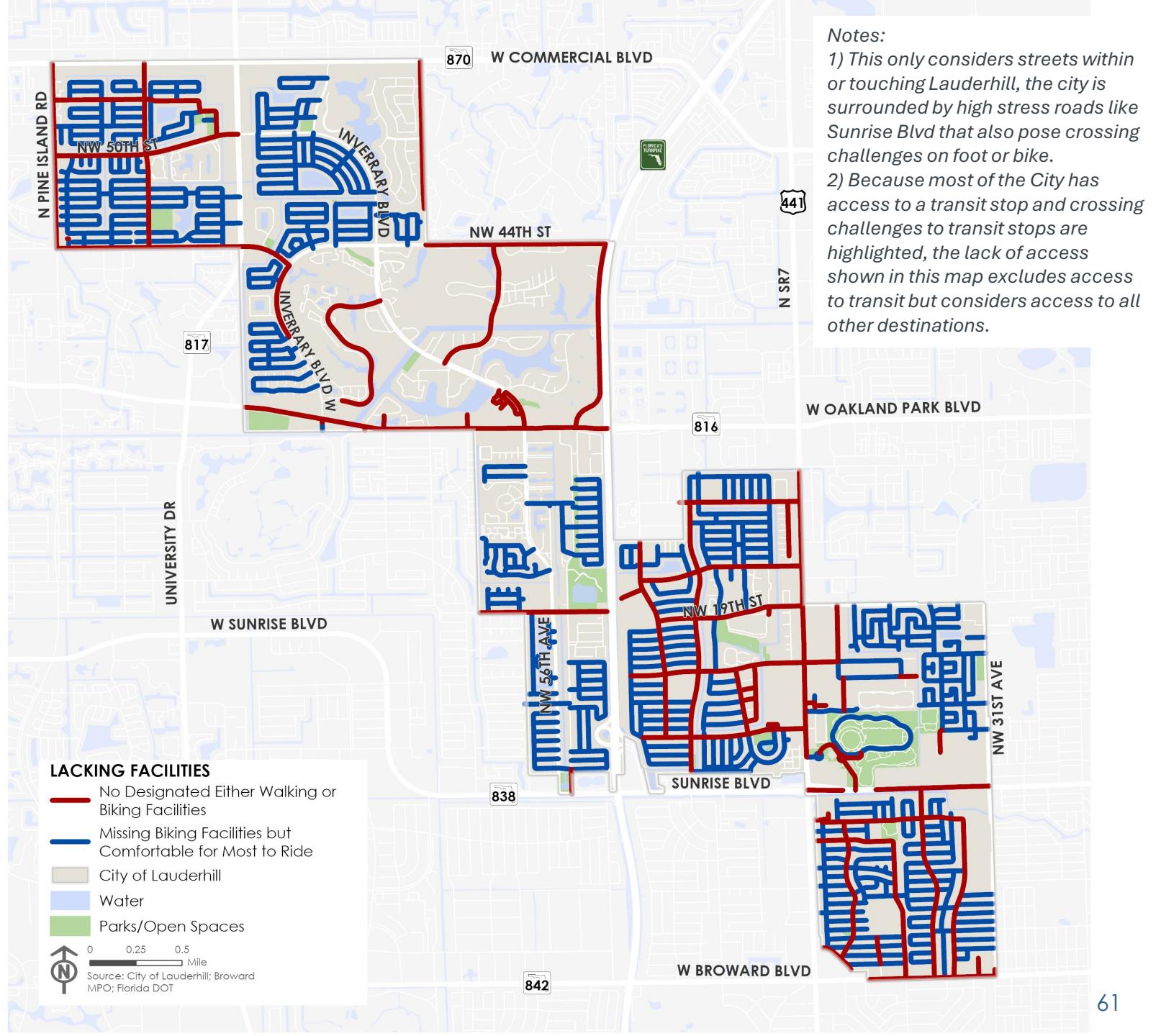


Gaps & Opportunities

Lack of Citywide Walking and Biking Corridors

While most residential streets within Lauderhill are comfortable for walking and biking, they are isolated by surrounding high-stress roads, limiting safe and direct travel between neighborhoods and key destinations.

While local streets lack designated bicycle facilities, those that are less direct and solely neighborhood serving are comfortable for most riders of all ages and abilities (Bike LTS 1).

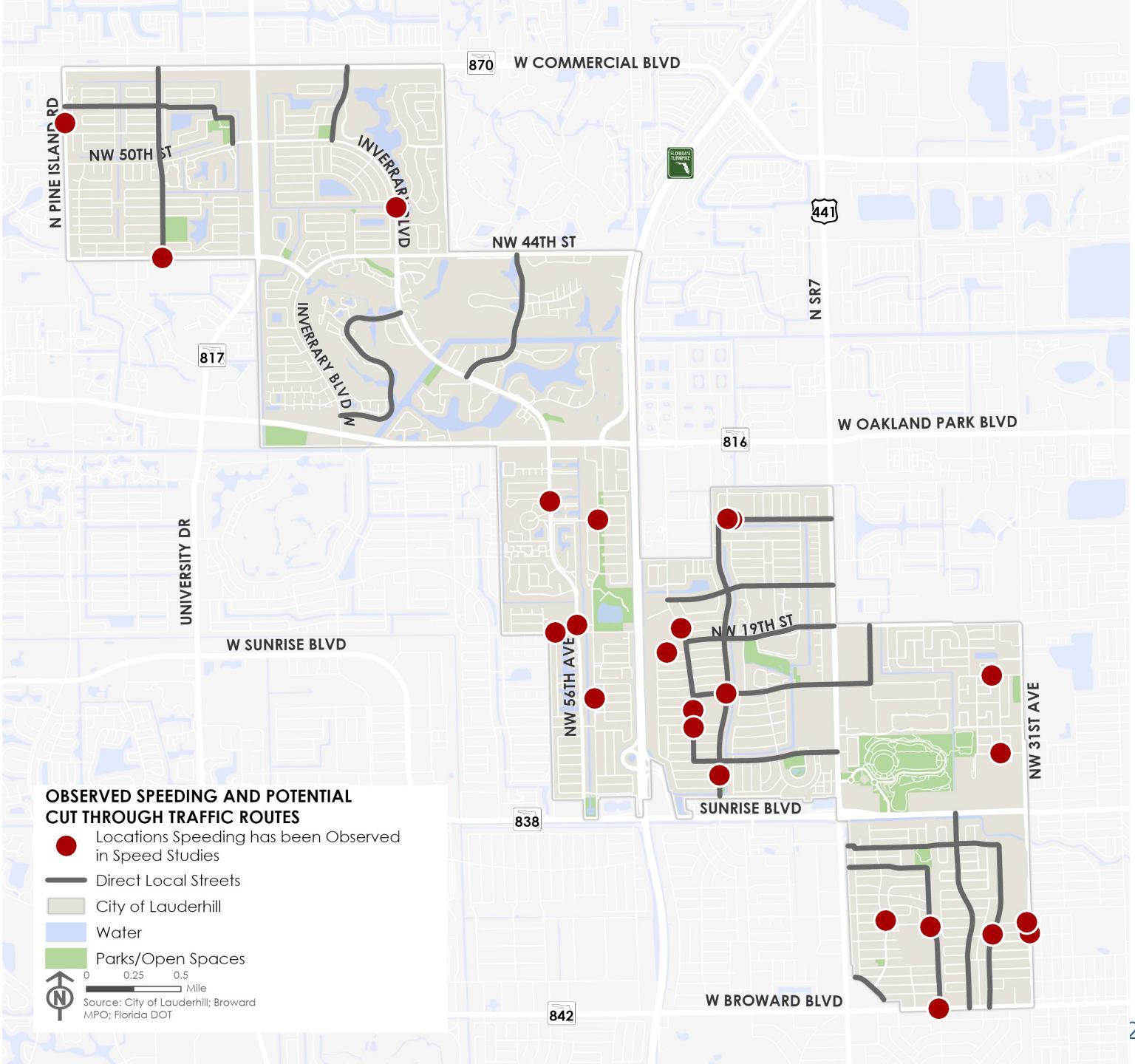


Gaps & Opportunities

Cut Through Traffic & Speeding

Speed studies, community feedback, and field observations indicate people are speeding on streets throughout Lauderhill, including in school zones.

The same observations indicate people may be utilizing local streets which provide direct connections to cut through neighborhoods.



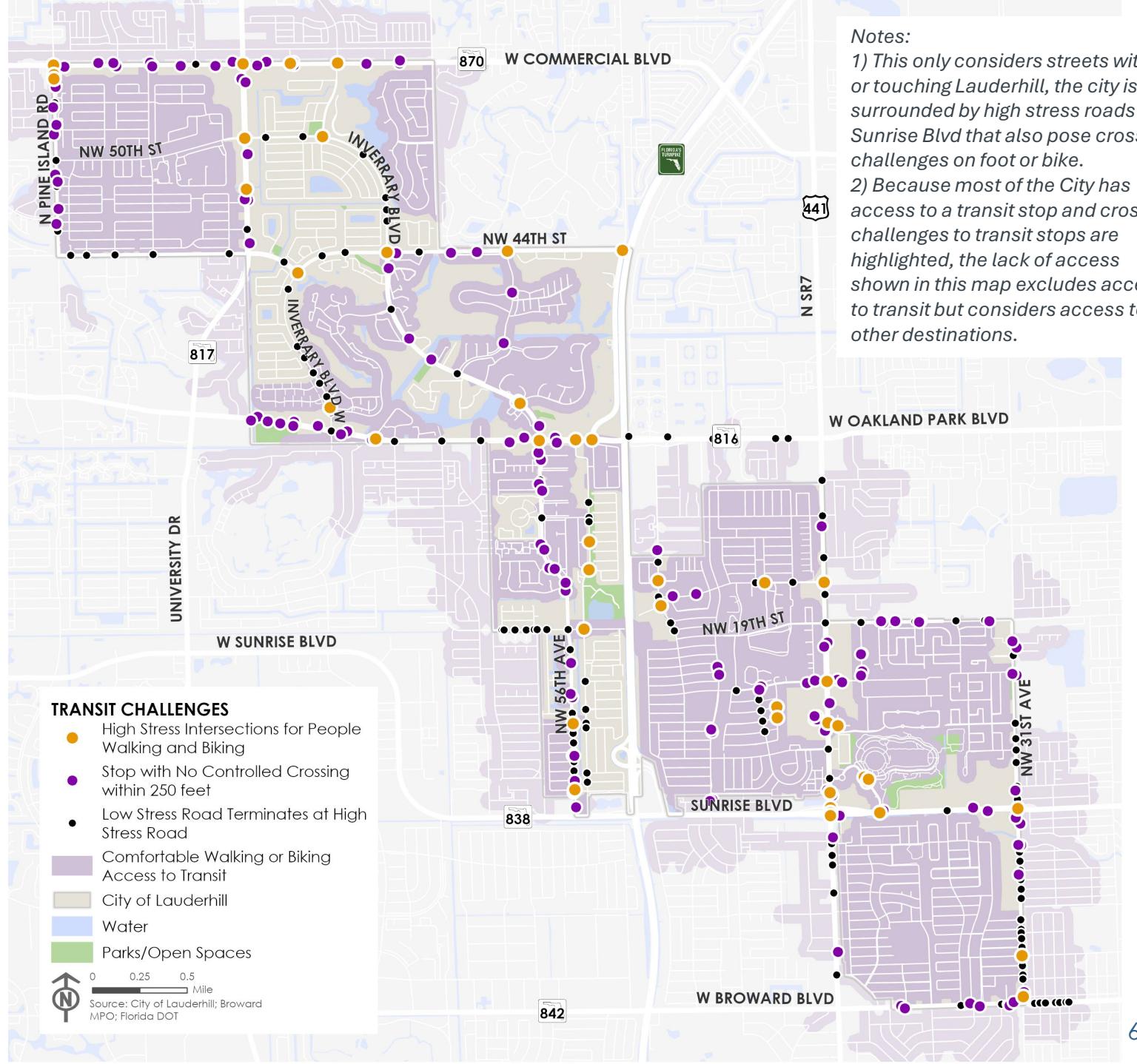
Gaps & Opportunities

Limited Crossing Opportunities

There are often long distances between signalized crossings, meaning people walking and biking may have to travel far out of direction or may choose to cross mid-block. Furthermore, religion customs may prevent people from pushing crossing call buttons on certain days of the week.

Transit Access Challenges

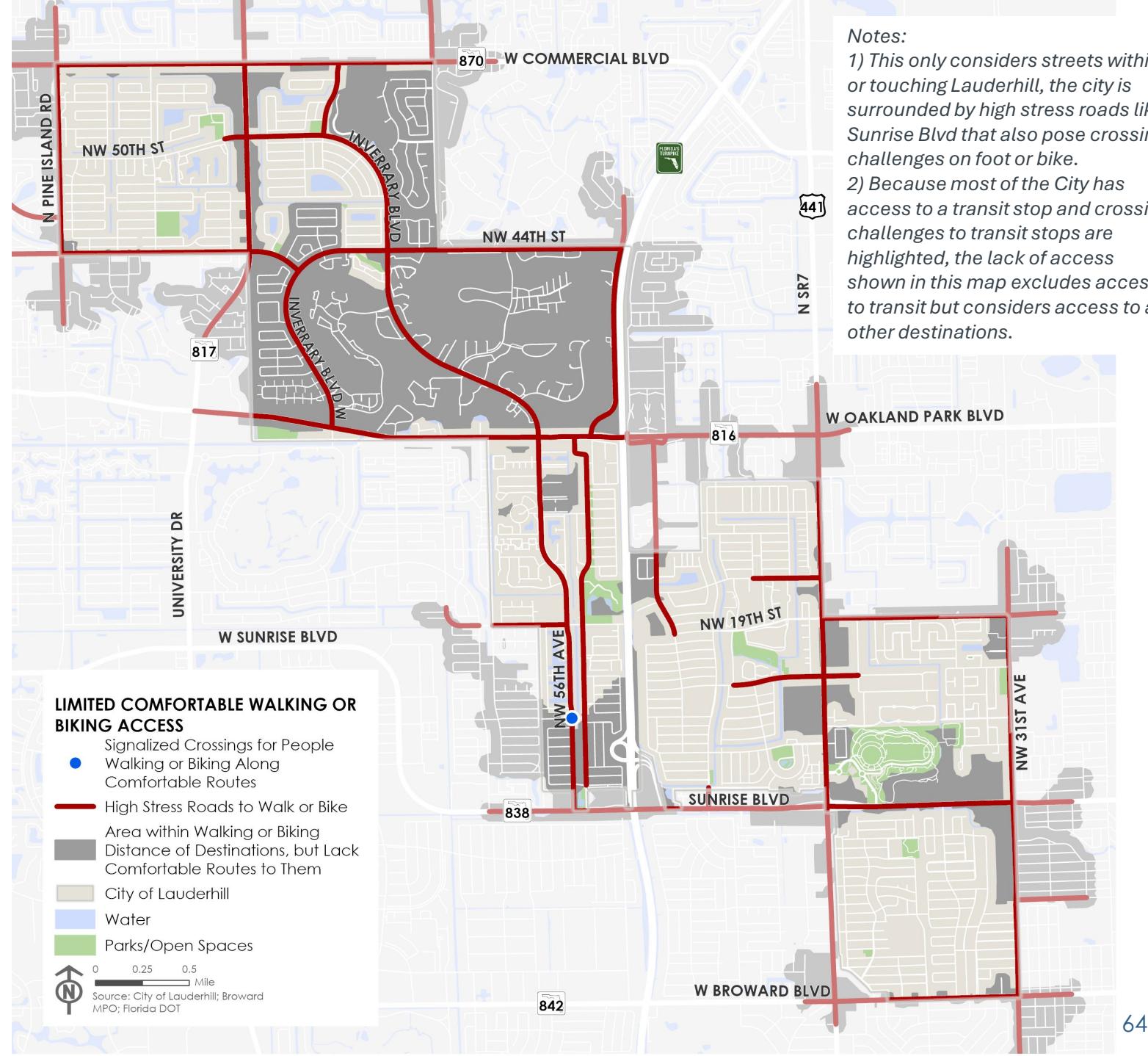
Although most areas in the city have access to transit stops, the crossings required to reach these stops are often stressful and require out-of-direction travel to reach them.



Gaps & Opportunities

Neighborhoods with Limited Walking and Biking Access

Due to the combined challenges of high-stress roads, poor connectivity, and limited infrastructure, several neighborhoods, including Forrest Lake Estates, Central Lauderhill, and southern Lauderhill near NW 56th Avenue and N SR 7, lack safe walking or biking access to Goods and Services, Schools, or Social and Recreational Needs.



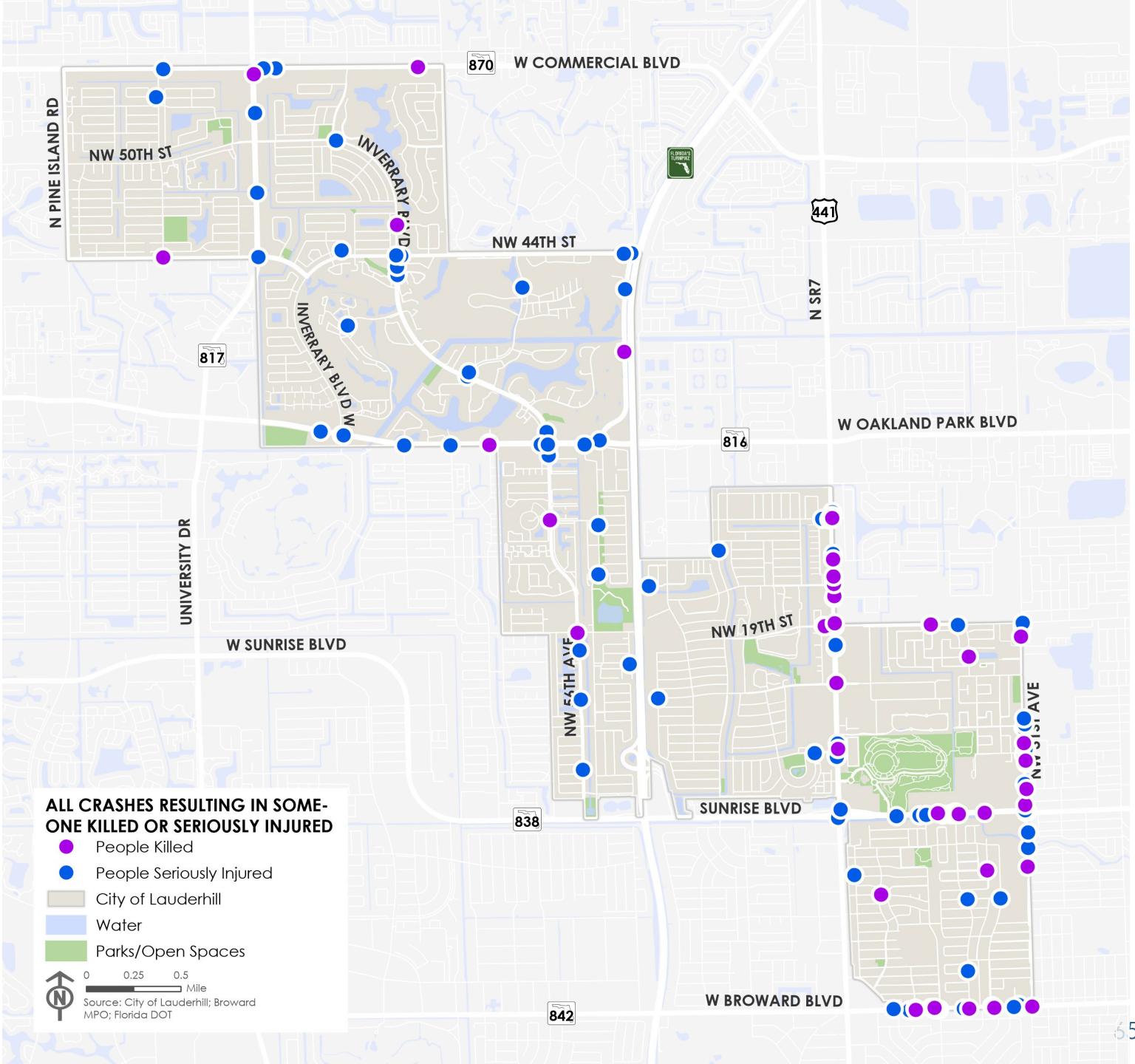
Gaps & Opportunities

Safety for All Modes

Crash reports indicate rear end and left turn crashes are the top crash types. These crash types are commonly associated with speed.

Single vehicle, head on, run off the road, and left turn crashes all have a higher likelihood of resulting in someone being killed or seriously injured than rear end crashes.

Over half of all crashes resulting in a death or serious injury occurred at night time, and community members also noted the streets are dark at night.



Gaps & Opportunities Summary

| Identified Challenge | Opportunities to Explore |
|---|---|
| High-Stress Borders and Limited Connectivity | <p>Identify new crossing opportunities across major barriers, including bridges and underpasses</p> <p>Consider treatments to improve signalized crossings for people on foot and bike</p> |
| Lack of Citywide Walking and Biking Corridors | <p>Close sidewalk gaps</p> <p>Identify key routes for walking and biking and recommend comfortable facilities for people of All Ages and Abilities</p> <p>Consider lighting improvements on key walking and biking routes</p> |
| Cut Through Traffic and Speeding | <p>Identify traffic calming features and recommendations for where to install them</p> <p>Consider modal filters that prevent vehicle cut through but allow other modes and emergency vehicles</p> <p>Evaluate opportunities for lane repurposing</p> |
| Limited Crossing Opportunities | <p>Identify potential locations for mid-block crossings</p> <p>Identify locations for push button elimination / pedestrian recall</p> |
| Transit Access Challenges | <p>Identify locations for controlled crossings near transit stops</p> <p>Consider stop consolidation</p> <p>Identify transit stop upgrades</p> |
| Neighborhoods with Limited Walking and Biking Access | <p>Identify key locations for enhanced crossings to connect people to destinations</p> |
| Safety for All Modes | <p>Identify opportunities for updating lighting</p> <p>Evaluate specific corridors for common crash types and identify potential countermeasures</p> |

K. Potential Solutions Assessment Table

| | Pedestrian Refuge Island | Longer Pedestrian Crossing Times | Raised Crosswalk | Curb Ramp Realignment | Shared Use Path | New Sidewalk | Curb Extension | Leading Pedestrian Interval | Convert Pedestrian Overpass | Bike Box | Pedestrian Phase to Recall | Protected Intersection | Protected Bike Lane | Buffered Bike Lane | Bike Lane | Conflict Markings | Bike Signal | Lighting | Drainage Improvement | Signage and Wayfinding | Trees / Functional Landscaping | RRFB | Shade Structures | Mid-Block Pedestrian Signal | Roundabout | Mid-Block Crossing | Centerline Hardening | Narrow Curb Radii | Realign Intersection | Signal Rest on Red | No Right Turn On Red | Speed Hump | Lane Repurposing | Median | Raised Intersection | Relocate Bus Stop | Bus Island | Bus Shelters | Bus Shelter Amenities |
|--|--------------------------|----------------------------------|------------------|-----------------------|-----------------|--------------|----------------|-----------------------------|-----------------------------|--------------|----------------------------|------------------------|---------------------|--------------------|-------------|-------------------|-------------|----------|----------------------|------------------------|--------------------------------|------|------------------|-----------------------------|---------------|--------------------|----------------------|-------------------|----------------------|--------------------|----------------------|------------|------------------|--------|---------------------|-------------------|------------|--------------|-----------------------|
| Multigenerational | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supports safer & more comfortable access crossings for all ages & abilities | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | | | | |
| Supports safer & more comfortable access to K-12 schools | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 2 | 0 | 0 | | | | | |
| Supports safer & more comfortable access to Goods & Services | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 2 | 1 | 2 | 1 | 1 | | | | | |
| Improves wayfinding for people walking or biking | 2 | 0 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 0 | 2 | 2 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | | | | |
| Increases visibility of people walking or biking | 2 | 1 | 2 | 1 | 1 | 1 | 2 | 2 | 0 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Reduces conflicts at intersections or crossings | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 0 | 0 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | | | | | |
| Community | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supports safer & more comfortable access to Social & Recreational destinations | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 2 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | | | | | | |
| Provides space for side by side walking or riding | 1 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | | | | |
| Reduces distances to a destination | 0 | 2 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | | | | |
| Closes a gap in the multimodal network | 1 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Increases separation from traffic for people walking or biking | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | | | | | | |
| Values | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Supports safer & more comfortable access to Bus Stops | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | 2 | 2 | 1 | 2 | 1 | 1 | 0 | 1 | 1 | 2 | 1 | 2 | 2 | 2 | | | | | | | |
| Increases comfort at bus stops | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 2 | | | | | |
| Improves safety & comfort for walking & biking for exercise | 1 | 1 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | | | | | |
| Slows traffic | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | | | | |
| Addresses environmental needs | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | | | | |
| Supports placemaking* | 1 | 0 | 1 | 2 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 2 | 1 | 2 | 2 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 2 | | | | |
| Supports safer & more comfortable walking and biking at night | 1 | 2 | 1 | 0 | 1 | 2 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 0 | 1 | 2 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | | | | | |
| Safer Walking | | | | | | | | | | Safer Biking | | | | | Placemaking | | | | | Crossings for All | | | | | Slower Speeds | | | | | Better Bus Stops | | | | | | | | | |

Legend

2 Likely to address the criteria on its own

1 Works best when combined with other treatments

0 Does not or unlikely to address the criteria

* Placemaking elements must work together to create a sense of place. Infrastructure that changes the geometry of space can aid in placemaking and change the dynamic of who/what the street is for but must do so in tandem with other place making elements.

L. Detailed Cost Estimates Tables

Cost Estimates: NW 82 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
|--|--|---|-------------|---------------|-----------|--------------------------|--------|
| Shared Use Path (SUP) on East Side of Street for Full Project Extents (NOTE: Does Not Include Impacts or Improvements to Drainage) | | 0110 1 1 CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.46 | \$ 166,770.13 | |
| | | 0110 4 10 REMOVAL OF EXISTING CONCRETE | SY | \$ 41.21 | 2,358 | \$ 97,182.34 | |
| | | 0522 2 CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 7,075 | \$ 817,548.48 | |
| | | | | | | \$ 1,081,500.95 | |
| 6 x Stripe SUP Crossings (Special Emphasis, All Intersections and Side streets Including Replacing Existing Crosswalks) | | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | | 0711 14123 THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 400 | \$ 3,928.00 | |
| | | 0711 14125 THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$ 17.38 | 1,200 | \$ 20,856.00 | |
| | | | | | | Subtotal \$ 24,784.00 | |
| 2x Raised Crossings with RRFBs (NW 52 Ct and NW 54 Ct) | | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | | 0110 1 1 CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.028 | \$ 3,143.05 | |
| | | 0327 70 5 MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 133 | \$ 478.67 | |
| | | 0334 1 13 SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 44 | \$ 7,387.16 | |
| | | 0523 3 PATTERNED PAVEMENT | SY | \$ 225.02 | 133 | \$ 30,002.67 | |
| | | 0527 2 DETECTABLE WARNINGS | SF | \$ 43.42 | 44 | \$ 1,910.48 | |
| | | 0711 11170 THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 4 | \$ 330.60 | |
| | | 0654 2 22 MIDDLEBLOCK CROSSWALK, RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY BACK TO BACK | AS | \$ 20,076.85 | 4 | \$ 80,307.40 | |
| | | 0920520100 RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRATE | LF | \$ 429.16 | 96 | \$ 41,199.36 | |
| | | | | | | Subtotal \$ 164,759.38 | |
| 3 x Roundabouts and Curb Extensions/Reduced Radii (NW 44 Ct, NW 50 St, and NW 53 St) | | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | | 0110 1 1 CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.96 | \$ 110,007.12 | |
| | | 0160 4 TYPE B STABILIZATION | SY | \$ 1.97 | 1,484 | \$ 2,923.70 | |
| | | 0285709 OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 751 | \$ 26,284.73 | |
| | | 0334 1 53 SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$ 182.92 | 477 | \$ 87,238.82 | |
| | | 0337 7 82 ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$ 201.86 | 477 | \$ 96,271.74 | |
| | | 0350 30 13 CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$ 207.32 | 227 | \$ 47,130.75 | |
| | | 0425 1312 INLETS, CURB TYPE P-1, >10' | EA | \$ 18,197.98 | 12 | \$ 218,375.76 | |
| | | 0520 1 7 CONCRETE CURB & GUTTER, TYPE E | LF | \$ 38.87 | 605 | \$ 23,516.35 | |
| | | 0520 1 10 CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 1,215 | \$ 50,118.75 | |
| | | 0520 2 8 CONCRETE CURB, TYPE RA | LF | \$ 49.09 | 357 | \$ 17,525.13 | |
| | | 0520 70 CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 148 | \$ 16,264.82 | |
| | | 0522 2 CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 733 | \$ 84,744.00 | |
| | | 0527 2 DETECTABLE WARNINGS | SF | \$ 43.42 | 242 | \$ 10,507.64 | |
| | | 0570 1 2 PERFORMANCE TURF, SOD | SY | \$ 5.62 | 376 | \$ 2,110.62 | |
| | | 0590 70 IRRIGATION SYSTEM | LS | \$ 24,590.00 | 3 | \$ 73,770.00 | |
| | | 0630 2 12 CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 880 | \$ 40,937.60 | |
| | | 0711 11144 THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$ 8,174.97 | 0.03 | \$ 272.50 | |
| | | 0711 16101 THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$ 5,591.49 | 0.04 | \$ 238.27 | |
| | | 0711 16201 THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$ 5,585.05 | 0.23 | \$ 1,279.91 | |
| | | 0711 11180 PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$ 9.33 | 225.00 | \$ 2,099.25 | |
| | | 0715516115 LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 12 | \$ 91,860.00 | |
| | | | | | | Subtotal \$ 1,003,477.46 | |

Cost Estimates: NW 82 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|------------|---|------|--------------|----------|--|
| 6 x Raised Crossings at Roundabouts (2 per Roundabout crossing NW 82 Av) | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 67 | \$239.33 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 22 | \$3,693.58 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 67 | \$15,001.33 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 132 | \$5,731.44 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 12 | \$991.80 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRADE | LF | \$429.16 | 288 | \$123,598.08 |
| | | | | | | Subtotal \$ 149,255.57 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 3 x Supplemental Roundabouts and Curb Extensions/Reduced Radii (At NW 51 St, NW 47 St, NW 46 Ct) | 0110 1 1 | CLEARING & GRUBBING | AC | \$114,093.10 | 0.96 | \$110,007.12 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$1.97 | 1,484 | \$2,923.70 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 751 | \$26,284.73 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 477 | \$87,238.82 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 477 | \$96,271.74 |
| | 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$207.32 | 227 | \$47,130.75 |
| | 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$18,197.98 | 12 | \$218,375.76 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 605 | \$23,516.35 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 1,215 | \$50,118.75 |
| | 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$49.09 | 357 | \$17,525.13 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 148 | \$16,264.82 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$115.56 | 733 | \$84,744.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 242 | \$10,507.64 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 376 | \$2,110.62 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 3 | \$73,770.00 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$46.52 | 880 | \$40,937.60 |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.03 | \$272.50 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.04 | \$238.27 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.23 | \$1,279.91 |
| | 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$9.33 | 225.00 | \$2,099.25 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$7,655.00 | 12 | \$91,860.00 |
| | | | | | | Subtotal \$ 1,003,477.46 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 4x Install Speed Hump/Tables (Near NW 46 Ct, NW 49 St, NW 51 St, Canal south of Commercial Blvd) | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 133 | \$478.67 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 44 | \$7,387.16 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 133 | \$30,002.67 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 4 | \$330.60 |
| | | | | | | |
| | | | | | | Subtotal \$ 38,199.09 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 6 x Raised Crossings at Supplemental Roundabouts (2 per Roundabout crossing NW 82 Av) | 0110 1 1 | CLEARING & GRUBBING | AC | \$114,093.10 | 0.083 | \$9,429.18 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 67 | \$239.33 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 22 | \$3,693.58 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 67 | \$15,001.33 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 132 | \$5,731.44 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 12 | \$991.80 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRADE | LF | \$429.16 | 288 | \$123,598.08 |
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$9.82 | 1,080 | \$10,605.60 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$17.38 | 720 | \$12,513.60 |
| | | | | | | Subtotal \$ 181,803.95 |

Cost Estimates: NW 82 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|--------------|---|------|---------------|----------|---------------|
| 16 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection (NOTE: excluding Roundabouts as curb reconstruction are included in those Pay Items) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.551 | \$ 62,860.96 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 1,440 | \$ 59,400.00 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 996 | \$ 115,046.40 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 352 | \$ 15,283.84 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 2,667 | \$ 14,986.67 |
| | | | | | Subtotal | \$ 267,577.87 |
| Install Raised Side Street Crossing at Westwind Park Driveway | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 53 | \$ 191.47 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 17.60 | \$ 2,954.86 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 53 | \$ 12,001.07 |
| | | | | | Subtotal | \$ 15,147.40 |
| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 32 x Stripe Crosswalks (Special Emphasis, All Intersections, Side Streets, and Major Driveways Including Replacing Existing Crosswalks) | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 22 | \$ 216.04 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$ 17.38 | 9 | \$ 156.42 |
| | | | | | Subtotal | \$ 372.46 |
| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.01 | \$ 597.18 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 25 | \$ 49.91 |
| Intersection Improvements at NW 44 St: Curb Extensions and Tightening of Curb Radii, Median Noses, Pedestrian Island, and Hardened Centerline (NOTE: Curb Extensions and Crossings/Conflict Markings are Part of Corridor Wide Treatments and not Included Here) | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 25 | \$ 886.92 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 25 | \$ 2,786.16 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$ 5,585.05 | 0.01 | \$ 76.16 |
| | N/A | BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits) | LF | \$ 35.37 | 80 | \$ 2,829.60 |
| | | | | | Subtotal | \$ 7,225.93 |
| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Intersection at Commercial Blvd: Evaluate for New Signalized Intersection - including New Crosswalks & Pedestrian Signalization - Estimated Cost of New Signal Provided | 0711 11125 | Thermoplastic, Standard, White, Solid, 24" For Stop Line | LF | \$ 6.19 | 100 | \$ 619.00 |
| | 0711 16101 | Thermoplastic, Std - Other Surfaces, White, Solid, 6" | GM | \$ 5,591.49 | 0.1 | \$ 423.60 |
| | 0700 5 22 | Internally Illuminated Sign, Furnish & Install, Overhead Mount, 12-18 SF | EA | \$ 4,009.99 | 3 | \$ 12,029.97 |
| | 0630 2 12 | Conduit, Furnish & Install, Directional Bore | LF | \$ 46.52 | 482 | \$ 22,422.64 |
| | 0632 7 1 | Signal Cable- New Or Reconstructed Intersection, Furnish & Install | PI | \$ 11,597.39 | 1 | \$ 11,597.39 |
| | 0635 2 11 | Pull & Splice Box, F&I, 13" X 24" Cover Size | EA | \$ 1,607.86 | 19 | \$ 30,549.34 |
| | 0639 1112 | Electrical Power Service, F&I, Underground Meter Purchased By Contractor From Power Company | AS | \$ 8,644.79 | 1 | \$ 8,644.79 |
| | 0639 2 1 | Electrical Service Wire, F&I | LF | \$ 14.43 | 482 | \$ 6,955.26 |
| | 0646 1 11 | Aluminum Signals Pole, Pedestal | EA | \$ 2,635.08 | 4 | \$ 10,540.32 |
| | 0649 21 3 | Steel Mast Arm Assembly, Furnish & Install, Single Arm, 40' | EA | \$ 59,195.20 | 1 | \$ 59,195.20 |
| | 0649 21 15 | Steel Mast Arm Assembly, Furnish & Install, Single Arm, 70' | EA | \$ 94,070.29 | 2 | \$ 188,140.58 |
| | 0650 1 14 | Vehicular Traffic Signal, Furnish & Install Aluminum, 3 Section, 1 Way | AS | \$ 1,821.46 | 10 | \$ 18,214.60 |
| | 0653 1 12 | Pedestrian Signal, Furnish & Install Led Countdown, 2 Way | AS | \$ 1,914.26 | 2 | \$ 3,828.52 |
| | 0653 1 11 | Pedestrian Signal, Furnish & Install Led Countdown, 1 Way | AS | \$ 1,064.54 | 2 | \$ 2,129.08 |
| | 0660 4 11 | Vehicle Detection System-Video, Furnish & Install Cabinet Equipment | EA | \$ 16,286.52 | 1 | \$ 16,286.52 |
| | 0660 4 12 | Vehicle Detection System-Video, Furnish & Install Above Ground Equipment | EA | \$ 7,656.81 | 3 | \$ 22,970.43 |
| | 0665 1 11 | Pedestrian Detector, Furnish & Install, Standard | EA | \$ 466.38 | 6 | \$ 2,798.28 |
| | 0670 5111 | Traffic Controller Assembly, F&I, Nema, 1 Preemption | AS | \$ 55,000.00 | 1 | \$ 55,000.00 |
| | 0685 1 13 | Uninterruptible Power Supply, Furnish & Install, Line Interactive With Cabinet | EA | \$ 12,638.33 | 1 | \$ 12,638.33 |
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 390 | \$ 3,829.80 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$ 17.38 | 130 | \$ 2,259.40 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 66 | \$ 2,865.72 |
| | | | | | Subtotal | \$ 493,938.77 |

Cost Estimates: NW 82 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|---|--|------|--|-----------------|------------------------|
| | 0715 21 2 | LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE | EA | \$22,965.80 | 53 | \$ 1,218,565.35 |
| Lighting: Add New pedestrian assembly along length of SUP (50' spacing assumed) | | | | | | \$ 1,218,565.35 |
| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 5,306 | \$ 246,835.12 |
| | 0635 2 11 | PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 106 | \$ 170,626.10 |
| Lighting: Add 6x new street lights (All corners of intersection at NW 82 Av and south-side at Commercial Blvd) | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 106 | \$ 812,348.60 |
| | | | | | | \$ 1,229,809.82 |
| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 480 | \$ 22,329.60 |
| | 0635 2 11 | PULL & SPLICE BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 6 | \$ 9,647.16 |
| | 0715 61121 | LIGHT POLE COMPLETE, F&I, STANDARD POLE STANDARD FOUNDATION, 30' MOUNTING HEIGHT, 10' ARM LENGTH | EA | \$12,493.80 | 6 | \$ 74,962.80 |
| | | | | | | \$ 106,939.56 |
| | | | | | SUBTOTAL | \$ 6,986,835.00 |
| | Mobilization | | | | 10% | \$ 698,683.50 |
| | Maintenance of Traffic (MOT) | | | | 10% | \$ 698,683.50 |
| | Misc. & Contingency (Not including major utility) | | | | 20% | \$ 1,397,367.00 |
| | PE/Design | | | | 20% | \$ 1,397,367.00 |
| | CEI | | | | 15% | \$ 1,048,025.25 |
| | | | | CONSTRUCTION COST in 2025 dollars | \$ | 12,226,961.26 |

Cost Estimates: NW 44 St

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|--------------|---|------|---------------|----------|---------------------------------|
| Separated Bicycle Lane (Both sides of roadway) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 2.97 | \$ 338,632.00 |
| | 0520 7 0 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 4,788 | \$ 526,633.12 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$ 182.92 | 1,580 | \$ 289,047.75 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 14,365 | \$ 502,930.32 |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$ 453.21 | 16 | \$ 7,398.31 |
| | | | | | | Subtotal \$ 1,664,641.49 |
| Add Bicycle Conflict Markings at all Street and Driveway Crossings | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$ 8,174.97 | 0.26 | \$ 2,146.96 |
| | 0920714100 | GREEN COLORED PAVEMENT MARKINGS, BIKE LANE | SF | \$ 9.99 | 4,160 | \$ 41,558.40 |
| | | | | | | Subtotal \$ 43,705.36 |
| Add Center Lane Median (Inv Blvd W to NW 70 Av) Plus Converting 5 driveways to right-in/right-out (at east and west entrances to Greens of Inverrary Condo, and the west entrance to Hi Greens of Inverrary). | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.355 | \$ 154,575.10 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$ 38.87 | 9,836 | \$ 382,325.32 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 6,557 | \$ 36,852.21 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$ 24,590.00 | 6 | \$ 147,540.00 |
| | | | | | | Subtotal \$ 721,292.64 |
| 4 x Roundabouts with Protected Bikeway and Curb Extensions/Tightened Curb Radii (at Inv Blvd W, NW 72 Av, NW 65 Av, and Inv Dr) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.29 | \$ 146,676.16 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 2,392 | \$ 4,712.24 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 1,525 | \$ 53,401.92 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$ 182.92 | 585 | \$ 107,017.96 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$ 201.86 | 585 | \$ 118,098.87 |
| | 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$ 207.32 | -- | Not Used |
| | 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$ 18,197.98 | 16 | \$ 291,167.68 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$ 38.87 | -- | Not Used |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 1,798 | \$ 74,167.50 |
| | 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$ 49.09 | -- | Not Used |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 1,318 | \$ 144,925.71 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 867 | \$ 100,152.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 286 | \$ 12,418.12 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 872 | \$ 4,903.14 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$ 24,590.00 | 4 | \$ 98,360.00 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 1,300 | \$ 60,476.00 |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$ 8,174.97 | 0.04 | \$ 362.30 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$ 5,591.49 | 0.12 | \$ 665.05 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$ 5,585.05 | 0.21 | \$ 1,196.34 |
| | 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$ 9.33 | 628.00 | \$ 5,859.24 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 16 | \$ 122,480.00 |
| | | | | | | Subtotal \$ 1,347,040.22 |
| 8 x Raised Crossings at Roundabouts (2 per Roundabout - for crossing over NW 44 St) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 1,280 | \$ 4,595.20 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 422 | \$ 70,916.74 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 1,280 | \$ 288,025.60 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 176 | \$ 7,641.92 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 16 | \$ 1,322.40 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRATE | LF | \$ 429.16 | 384 | \$ 164,797.44 |
| | | | | | | Subtotal \$ 537,299.30 |

Cost Estimates: NW 44 St

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|--------------|---|------|---------------|----------|---------------|
| 2 x Raised Crossings with RRFBs (At Synagogue Chabad and at Woodland Circle) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.066 | \$ 7,543.32 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 320 | \$ 1,148.80 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 106 | \$ 17,729.18 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 320 | \$ 72,006.40 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 44 | \$ 1,910.48 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 4 | \$ 330.60 |
| | 0654 2 22 | MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK | AS | \$ 20,076.85 | 4 | \$ 80,307.40 |
| | 0665 1 14 | PEDESTRIAN DETECTOR, FURNISH & INSTALL, ACCESSIBLE BUTTON WITH PASSIVE | EA | \$ 12,007.00 | 2 | \$ 24,014.00 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRADE | LF | \$ 429.16 | 96 | \$ 41,199.36 |
| | | | | | Subtotal | \$ 246,189.54 |
| 1 x Install Raised Intersections (at NW 70 Av) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.07 | \$ 8,381.46 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 356 | \$ 1,276.44 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 117 | \$ 19,699.09 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 356 | \$ 80,007.11 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 88 | \$ 3,820.96 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 4 | \$ 330.60 |
| | | | | | Subtotal | \$ 113,515.67 |
| 2x Install Supplemental Raised Intersections (at Greens of Inverrary and Inverwood Condominium Entrances) & Supplemental Crosswalk Markings | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.15 | \$ 16,762.92 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 711 | \$ 2,552.89 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 235 | \$ 39,398.19 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 711 | \$ 160,014.22 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 176 | \$ 7,641.92 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 8 | \$ 661.20 |
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 4,800 | \$ 47,136.00 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$ 17.38 | 3,200 | \$ 55,616.00 |
| | | | | | Subtotal | \$ 329,783.34 |
| Rebuild/Create New Sidewalk between Inv Dr and Woodland Circle (North ROW) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.06 | \$ 7,071.86 |
| | 0110 4 10 | REMOVAL OF EXISTING CONCRETE | SY | \$ 41.21 | 200 | \$ 8,242.00 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 300 | \$ 34,668.00 |
| | | | | | Subtotal | \$ 49,981.86 |
| 12 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection (NOTE: excluding Roundabouts as curb reconstruction are included in those Pay Items) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.413 | \$ 47,145.72 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 1,080 | \$ 44,550.00 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 747 | \$ 86,284.80 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 264 | \$ 11,462.88 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 2,000 | \$ 11,240.00 |
| | | | | | Subtotal | \$ 200,683.40 |
| Intersection Improvements at Inverrary Blvd: Curb Extensions, Channelized Bike Movements, Median Noses, and Conflict Marking (NOTE: Curb Extensions and Crossings/Conflict Markings are Part of Corridor Wide Treatments. Costs are not Included Here) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.02 | \$ 2,433.24 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 103 | \$ 203.35 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 103 | \$ 3,613.81 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 103 | \$ 11,352.38 |
| | | | | | Subtotal | \$ 17,602.78 |

Cost Estimates: NW 44 St

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| 43 x Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalks) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|--------------|--|------|--------------|----------|---|
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 6,960 | \$ 68,347.20 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$ 17.38 | 4,640 | \$ 80,643.20 |
| | | | | | | Subtotal \$ 148,990.40 |
| Lighting: Add New pedestrian assembly along length of Sidewalk / Separated Bike Lane (NOTE: 50' spacing assumed) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 21,548 | \$ 1,002,412.96 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 431 | \$ 692,923.35 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 431 | \$ 3,298,998.80 |
| | | | | | | Subtotal \$ 4,994,335.11 |
| Lighting: Upgrade existing light poles to LED | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0715 21 2 | LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE | EA | \$ 22,965.80 | 108 | \$ 2,474,335.29 |
| | | | | | | Subtotal \$ 2,474,335.29 |
| Lighting: Add poles on NE and SE corners on NW 44th St & Inverrary Blvd W | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 100 | \$ 4,652.00 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 2 | \$ 3,215.72 |
| | 0715 611 21 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 30' | EA | \$ 12,493.80 | 2 | \$ 24,987.60 |
| | | | | | | Subtotal \$ 32,855.32 |
| | | | | | | SUBTOTAL \$ 12,922,251.71 |
| | | Mobilization | | | | 10% \$ 1,292,225.17 |
| | | Maintenance of Traffic (MOT) | | | | 10% \$ 1,292,225.17 |
| | | Misc. & Contingency (Not including major utility) | | | | 20% \$ 2,584,450.34 |
| | | PE/Design | | | | 20% \$ 2,584,450.34 |
| | | | | | | CEI 15% \$ 1,938,337.76 |
| | | | | | | CONSTRUCTION COST in 2025 dollars \$ 22,613,940.50 |

Cost Estimates: Inverrary Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|--------------|---|------|---------------|----------|--|
| Raised Bicycle Lane (Both sides of roadway from University Dr to NW 44 St) | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.87 | \$ 99,603.19 |
| | 0425 1201 | INLETS, CURB, TYPE 9, <10' | EA | \$12,229.87 | 63 | \$ 775,129.16 |
| | 0520 110 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 6,338 | \$ 261,442.50 |
| | 0522 2 | CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 4,225 | \$ 488,279.52 |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$453.21 | 5 | \$ 2,176.09 |
| | | | | | | Subtotal \$ 1,626,630.47 |
| 19 x Bicycle Conflict Markings at all Street, Intersection, and Driveway Crossings | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.12 | \$ 949.62 |
| | 0920714100 | GREEN COLORED PAVEMENT MARKINGS, BIKE LANE | SF | \$ 9.99 | 1,840 | \$ 18,381.60 |
| | | | | | | Subtotal \$ 19,331.22 |
| 3 x Install Roundabouts with Protected Bikeway and curb extensions/curb tightening (NW 75 Av, NW 72 Av, and NW 46 Ct) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.96 | \$ 110,007.12 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$1.97 | 1,940 | \$ 3,822.02 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 1,207 | \$ 42,249.29 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 439 | \$ 80,263.47 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 439 | \$ 88,574.15 |
| | 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$207.32 | 0 | Not Used |
| | 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$18,197.98 | 12 | \$ 218,375.76 |
| | 0520 17 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 0 | Not Used |
| | 0520 110 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 1,461 | \$ 60,266.25 |
| | 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$49.09 | 0 | Not Used |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 1,115 | \$ 122,629.45 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$115.56 | 733 | \$ 84,744.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 242 | \$ 10,507.64 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 654 | \$ 3,677.35 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 3 | \$ 73,770.00 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 1,100 | \$ 51,172.00 |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.04 | \$ 306.56 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.09 | \$ 498.79 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.18 | \$ 1,012.29 |
| | 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$9.33 | 471.00 | \$ 4,394.43 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 12 | \$ 91,860.00 |
| | | | | | | Subtotal \$ 1,048,130.56 |
| 3 x Add Center Lane Median and Creating Right-in and -outs (NW 73 Av, BoA Financial Center, and Inverrary Country Club - Northern Driveway) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.180 | \$ 20,524.10 |
| | 0520 17 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 1,306 | \$ 50,764.22 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 871 | \$ 4,893.15 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 3 | \$ 73,770.00 |
| | | | | | | Subtotal \$ 149,951.47 |
| Shared Use Path (SUP) (One side of roadway from NW 44 St to OP Blvd) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 2.04 | \$ 232,679.85 |
| | 0110 4 10 | REMOVAL OF EXISTING CONCRETE | SY | \$ 41.21 | 0.68 | \$ 28.01 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 9,870.67 | \$ 1,140,654.24 |
| | | | | | | \$ 1,373,362.10 |

Cost Estimates: Inverrary Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| Description | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|--------------|---|------|---------------|----------|-----------------|
| | N/A | BASIC HARDENED CENTERLINE KIT (https://www.barcproducts.com/basic-safe-left-turn-kits) | LF | \$ 35.37 | 1,200 | \$ 42,444.00 |
| | | | | | Subtotal | \$ 42,444.00 |
| 2 x Signalized Raised Crossings with Pedestrian Signal (Sienna Club Pl and Racquet Club Dr) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.077 | \$ 8,800.53 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 373 | \$ 1,340.27 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 123 | \$ 20,684.05 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 373 | \$ 84,007.47 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 44 | \$ 1,910.48 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 140 | \$ 6,512.80 |
| | 0632 7 1 | SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL | PI | \$ 11,597.39 | 2 | \$ 23,194.78 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 4 | \$ 6,431.44 |
| | 0646 1 11 | ALUMINUM SIGNALS POLE, PEDESTAL | EA | \$ 2,635.08 | 4 | \$ 10,540.32 |
| | 0653 1 11 | PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY | AS | \$ 1,064.54 | 4 | \$ 4,258.16 |
| | 0649 21 1 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30' | EA | \$ 55,000.00 | 2 | \$ 110,000.00 |
| | 0650 1 14 | TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY | AS | \$ 1,821.46 | 4 | \$ 7,285.84 |
| | 0670 5140 | TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070 | AS | \$ 43,423.79 | 2 | \$ 86,847.58 |
| | 0700 1111 | SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF | AS | \$ 584.15 | 4 | \$ 2,336.60 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRADE | LF | \$ 429.16 | 96 | \$ 41,199.36 |
| | | | | | Subtotal | \$ 415,349.68 |
| 3 x Install Raised Side Street Crosswalks (NOTE: At location where SUP intersects non-signalized side streets) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 187 | \$ 670.13 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 61.60 | \$ 10,342.02 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 187 | \$ 42,003.73 |
| | | | | | Subtotal | \$ 53,015.89 |
| 5 x Install Raised Intersections (NW 71 Av, Moshiach Center Driveway, Inverrary Country Club Southern Entrance, Lime Hill Rd, and City Hall Entrance) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.14 | \$ 15,715.24 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 3,333 | \$ 11,966.67 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 220 | \$ 36,935.80 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 3,333 | \$ 750,066.67 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 330 | \$ 14,328.60 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 75 | \$ 6,198.75 |
| | | | | | Subtotal | \$ 835,211.72 |
| 30 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection (NOTE: excluding Roundabouts as curb reconstruction are included in those Pay Items) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1,033 | \$ 117,864.30 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 2,700 | \$ 111,375.00 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 1,867 | \$ 215,712.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 660 | \$ 28,657.20 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 5,000 | \$ 28,100.00 |
| | | | | | Subtotal | \$ 501,708.50 |
| 3 x New SUP Bridges (West ROW over Middle River Canal / Replace existing bridge; East ROW over waterway north of Spring Bluff Pl; East ROW at OP Blvd) and 1x Ped Only Bridge (West ROW at OP Blvd) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | n/a | Reconstruction of Pedestrian Bridge over Middle River | SF | \$ 325.00 | 4,500 | \$ 1,462,500.00 |
| | | | | | Subtotal | \$ 1,462,500.00 |

Cost Estimates: Inverrary Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--------------|---|------|---------------|----------|-------------------------------|
| 0711 11125 | Thermoplastic, Standard, White, Solid, 24" For Stop Line | LF | \$ 6.19 | 100 | \$ 619.00 |
| 0711 16101 | Thermoplastic, Std - Other Surfaces, White, Solid, 6" | GM | \$ 5,591.49 | 0.1 | \$ 423.60 |
| 0700 5 22 | Internally Illuminated Sign, Furnish & Install, Overhead Mount, 12-18 SF | EA | \$ 4,009.99 | 3 | \$ 12,029.97 |
| 0630 2 12 | Conduit, Furnish & Install, Directional Bore | LF | \$ 46.52 | 482 | \$ 22,422.64 |
| 0632 7 1 | Signal Cable- New Or Reconstructed Intersection, Furnish & Install | PI | \$ 11,597.39 | 1 | \$ 11,597.39 |
| 0635 2 11 | Pull & Splice Box, F&I, 13" X 24" Cover Size | EA | \$ 1,607.86 | 19 | \$ 30,549.34 |
| 0639 1112 | Electrical Power Service, F&I, Underground Meter Purchased By Contractor From Power Company | AS | \$ 8,644.79 | 1 | \$ 8,644.79 |
| 0639 2 1 | Electrical Service Wire, F&I | LF | \$ 14.43 | 482 | \$ 6,955.26 |
| 0646 111 | Aluminum Signals Pole, Pedestal | EA | \$ 2,635.08 | 4 | \$ 10,540.32 |
| 0649 21 3 | Steel Mast Arm Assembly, Furnish & Install, Single Arm, 40' | EA | \$ 59,195.20 | 1 | \$ 59,195.20 |
| 0649 21 15 | Steel Mast Arm Assembly, Furnish & Install, Single Arm, 70' | EA | \$ 94,070.29 | 2 | \$ 188,140.58 |
| 0650 1 14 | Vehicular Traffic Signal, Furnish & Install Aluminum, 3 Section, 1 Way | AS | \$ 1,821.46 | 10 | \$ 18,214.60 |
| 0653 1 12 | Pedestrian Signal, Furnish & Install Led Countdown, 2 Way | AS | \$ 1,914.26 | 2 | \$ 3,828.52 |
| 0653 1 11 | Pedestrian Signal, Furnish & Install Led Countdown, 1 Way | AS | \$ 1,064.54 | 2 | \$ 2,129.08 |
| 0660 4 11 | Vehicle Detection System-Video, Furnish & Install Cabinet Equipment | EA | \$ 16,286.52 | 1 | \$ 16,286.52 |
| 0660 4 12 | Vehicle Detection System-Video, Furnish & Install Above Ground Equipment | EA | \$ 7,656.81 | 3 | \$ 22,970.43 |
| 0665 1 11 | Pedestrian Detector, Furnish & Install, Standard | EA | \$ 466.38 | 6 | \$ 2,798.28 |
| 0670 5 111 | Traffic Controller Assembly, F&I, Nema, 1 Preemption | AS | \$ 55,000.00 | 1 | \$ 55,000.00 |
| 0685 1 13 | Uninterruptible Power Supply, Furnish & Install, Line Interactive With Cabinet | EA | \$ 12,638.33 | 1 | \$ 12,638.33 |
| 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 390 | \$ 3,829.80 |
| 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$ 17.38 | 130 | \$ 2,259.40 |
| 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 66 | \$ 2,865.72 |
| | | | | | Subtotal \$ 493,938.77 |
| PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.41 | \$ 47,145.72 |
| 0110 23 | TREE REMOVAL | EA | \$ 1,157.15 | 10 | \$ 11,571.50 |
| 0110 4 10 | REMOVAL OF EXISTING CONCRETE | SY | \$ 41.21 | 33.33 | \$ 1,373.67 |
| 0120 1 | REGULAR EXCAVATION | CY | \$ 9.77 | 333 | \$ 3,256.67 |
| 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 833 | \$ 1,641.67 |
| 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 1,060 | \$ 37,110.60 |
| 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$ 182.92 | 69 | \$ 12,575.75 |
| 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$ 201.86 | 69 | \$ 13,877.88 |
| 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$ 38.87 | 176 | \$ 6,841.12 |
| 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 408 | \$ 16,830.00 |
| 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 60 | \$ 6,598.80 |
| 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 191 | \$ 1,074.04 |
| 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$ 5,585.05 | 0.15 | \$ 820.83 |
| 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 50 | \$ 2,326.00 |
| 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 2 | \$ 15,310.00 |
| 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 83 | \$ 9,552.96 |
| | | | | | Subtotal \$ 187,907.20 |

Cost Estimates: Inverrary Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|-------------|--|------|---------------|----------|---------------|
| Intersection Improvements at Environ Blvd: Curb Extensions/ Tightening Radii, adding Median Extensions (which Create Pedestrian Islands). (NOTE: Curb Extensions and Crossings/Conflict Markings are Part of Corridor Wide Treatments and Costs are not Included Here) | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.01 | \$ 628.61 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 27 | \$ 52.53 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 27 | \$ 933.60 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 27 | \$ 2,932.80 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.02 | \$ 110.01 |
| | | | | | Subtotal | \$ 4,657.55 |
| Intersection Improvements at NW 44 St: Curb Extensions, Channelized Bike Movements, Median Noses, and Conflict Marking (NOTE: Curb Extensions and Crossings/Conflict Markings are Part of Corridor Wide Treatments. Costs are not Included Here) | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.02 | \$ 2,433.24 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 103 | \$ 203.35 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 103 | \$ 3,613.81 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 103 | \$ 11,352.38 |
| | | | | | Subtotal | \$ 17,602.78 |
| | | | | | | |
| Lime Hill Rd to City Hall Driveway East: Roadway Improvements / Realigning Inverrary Blvd from ~5-feet (NOTE: New Sidewalk Accounted for in Separate Pay Item) (ROW Acquisition NOTE: ROW Acquisition required - Cost does not include ROW Acquisition costs) | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.08 | \$ 122,715.07 |
| | 0120 1 | REGULAR EXCAVATION | CY | \$ 9.77 | 255 | \$ 2,493.16 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 5,206 | \$ 10,255.38 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 4,593 | \$ 160,812.60 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 253 | \$ 46,211.69 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 253 | \$ 50,996.56 |
| | 0520 110 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 2,784 | \$ 114,840.00 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 13,091 | \$ 73,571.42 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.52 | \$ 2,915.23 |
| | 0110 23 | TREE REMOVAL | EA | \$1,157.15 | 30 | \$ 34,548.64 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.52 | \$ 2,918.59 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 1 | \$ 24,590.00 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 689 | \$ 32,052.28 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 5 | \$ 7,385.44 |
| | 0715 611 21 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 30' | EA | \$12,493.80 | 5 | \$ 57,388.19 |
| | | | | | Subtotal | \$ 743,694.25 |
| City Hall Driveway to OP Blvd: Roadway Improvements - Moving Curb and Preparing Land on the Westside of Inverrary Blvd from to Accommodate New Sidewalk (NOTE: New Sidewalk, New Ped/Bike Bridges Accounted for in Separate Pay Item) (ROW Acquisition NOTE: Cost Estimate does not include ROW Acquisition costs or costs for rebuilding or removing existing water features) | 0110 11 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.07 | \$ 8,067.16 |
| | 0120 1 | REGULAR EXCAVATION | CY | \$ 9.77 | 57 | \$ 557.25 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 103 | \$ 202.25 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 103 | \$ 3,594.36 |
| | 0520 110 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 1,540 | \$ 63,525.00 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 308 | \$ 1,730.96 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.06 | \$ 326.17 |
| | | | | | Subtotal | \$ 78,003.15 |
| Build New Sidewalk on the West side of Inverrary Blvd from Lime Hill Rd to OP Blvd | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 733 | \$ 84,744.00 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 733 | \$ 1,444.67 |
| | | | | | | \$ 86,188.67 |

Cost Estimates: Inverrary Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| 48 x Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalks) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|---|---|------|-----------------|------------------------|--|
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$9.82 | 5,500 | \$54,010.00 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$17.38 | 8,250 | \$143,385.00 |
| | | | | Subtotal | \$ 197,395.00 | |
| Lighting: Upgrade existing light poles to LED | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0715 21 2 | LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE | EA | \$22,965.80 | 106 | \$2,427,944.38 |
| | | | | Subtotal | \$ 2,427,944.38 | |
| Lighting: Add New pedestrian/bike assemblies on both sides of corridor (<i>NOTE: 50' spacing assumed</i>) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$46.52 | 21,144 | \$983,618.88 |
| | | | | Subtotal | \$ 4,900,697.12 | |
| | | | | | | SUBTOTAL \$ 16,665,664.47 |
| NOTE: The Cost Estimates do not include costs for ROW Acquisition | Mobilization | | | | 10% | \$ 1,666,566.45 |
| | Maintenance of Traffic (MOT) | | | | 10% | \$ 1,666,566.45 |
| | Misc. & Contingency (Not including major utility) | | | | 20% | \$ 3,333,132.89 |
| | PE/Design | | | | 20% | \$ 3,333,132.89 |
| | CEI | | | | 15% | \$ 2,499,849.67 |
| | | | | | | CONSTRUCTION COST in 2025 dollars \$ 29,164,912.83 |

Cost Estimates: NW 56 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
|--|--------------|---|------|---------------|----------|--|--------------------------------------|
| Raised Bicycle Lane (Both sides of Roadway) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.97 | \$ 224,623.17 | |
| | 0425 1201 | INLETS, CURB, TYPE 9, <10' | EA | \$ 12,229.87 | 107 | \$ 1,311,042.06 | |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$ 41.25 | 10,720 | \$ 442,200.00 | |
| | 0522 2 | CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 9,529 | \$ 1,101,158.40 | |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$ 453.21 | 8 | \$ 3,680.61 | |
| | | | | | | Subtotal \$ 3,082,704.24 | |
| 105 x Bicycle Conflict Markings at all Street, Driveway, and Intersections | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$ 8,174.97 | 0.30 | \$ 2,491.71 | |
| | 0920714100 | GREEN COLORED PAVEMENT MARKINGS, BIKE LANE | SF | \$ 9.99 | 6,437 | \$ 64,308.96 | |
| | | | | | | Subtotal \$ 66,800.67 | |
| Rebuild/Create New Wider Sidewalk (350 ft South of OP Blvd to NW 19 St) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.97 | \$ 224,623.17 | |
| | 0110 4 10 | REMOVAL OF EXISTING CONCRETE | SY | \$ 41.21 | 4,764 | \$ 196,342.76 | |
| | | | | | | Subtotal \$ 1,522,124.32 | |
| Install Hardened Centerline (NW 11 St to Sunrise Blvd) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
| | N/A | BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits) | LF | \$ 35.37 | 400 | \$ 14,148.00 | |
| | | | | | | Subtotal \$ 14,148.00 | |
| Add Center Lane Median (Near RRFB at W OP Blvd to NW 58 Tr, from Blueberry Ct to NW 22 Ct, Near RRFB at NW 18 Ct, and Near RRFB at NW 16 Ct to NW 15 St), and Extend / Reconstruct Medians Approaching Roundabouts | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.295 | \$ 147,723.26 | |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$ 38.87 | 9,808 | \$ 381,236.96 | |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 6,267 | \$ 35,218.67 | |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$ 24,590.00 | 5 | \$ 122,950.00 | |
| | | | | | | Subtotal \$ 687,128.88 | |
| 4x Raised Crossings with RRFBs (at Bus Stop 2785, NW 22 Ct, at NW 18 St, and NW 16 St.) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.110 | \$ 12,572.19 | |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 533 | \$ 1,914.67 | |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 176 | \$ 29,548.64 | |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 533 | \$ 120,010.67 | |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 88 | \$ 3,820.96 | |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 8 | \$ 661.20 | |
| | 0654 2 22 | MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK | AS | \$ 20,076.85 | 8 | \$ 160,614.80 | |
| 133 x Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalks) | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRATE | LF | \$ 429.16 | 192 | \$ 82,398.72 | |
| | | | | | | | Subtotal \$ 411,541.85 |
| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT | |
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$ 9.82 | 11,442 | \$ 112,360.44 | |
| | | | | | | Subtotal \$ 132,574.64 | |
| | | | | | | Subtotal \$ 244,935.08 | |

Cost Estimates: NW 56 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--------------|---|------|---------------|----------|---------------------------------|
| 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.32 | \$ 36,669.04 |
| 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 795 | \$ 1,565.93 |
| 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 262 | \$ 9,157.06 |
| 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 386 | \$ 70,663.42 |
| 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 159 | \$ 32,090.58 |
| 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$207.32 | 76 | \$ 15,710.25 |
| 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$18,197.98 | 4 | \$ 72,791.92 |
| 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 220 | \$ 8,551.40 |
| 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 435 | \$ 17,943.75 |
| 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$49.09 | 119 | \$ 5,841.71 |
| 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 54 | \$ 5,914.48 |
| 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$115.56 | 533 | \$ 61,632.00 |
| 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 689 | \$ 155,013.78 |
| 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 88 | \$ 3,820.96 |
| 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 132 | \$ 741.84 |
| 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 1 | \$ 24,590.00 |
| 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 320 | \$ 14,886.40 |
| 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.01 | \$ 99.09 |
| 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 4 | \$ 330.60 |
| 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.01 | \$ 79.42 |
| 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.08 | \$ 465.42 |
| 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$9.33 | 75.00 | \$ 699.75 |
| 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 4 | \$ 30,620.00 |
| 0654 2 22 | MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY- BACK TO BACK | AS | \$20,076.85 | 2 | \$ 40,153.70 |
| | | | | | Subtotal \$ 569,878.80 |
| PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.61 | \$ 183,345.20 |
| 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 3,630 | \$ 7,151.54 |
| 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 1,364 | \$ 47,738.08 |
| 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 1,156 | \$ 211,484.99 |
| 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 782 | \$ 157,887.04 |
| 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$207.32 | 303 | \$ 62,841.00 |
| 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$18,197.98 | 20 | \$ 363,959.60 |
| 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 715 | \$ 27,792.05 |
| 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 1,987 | \$ 81,963.75 |
| 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$49.09 | 476 | \$ 23,366.84 |
| 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 376 | \$ 41,315.82 |
| 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$115.56 | 2,267 | \$ 261,936.00 |
| 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 374 | \$ 16,239.08 |
| 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 685 | \$ 3,848.45 |
| 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 5 | \$ 122,950.00 |
| 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 1,440 | \$ 66,988.80 |
| 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.05 | \$ 433.52 |
| 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.09 | \$ 483.96 |
| 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.34 | \$ 1,880.72 |
| 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$9.33 | 457.00 | \$ 4,263.81 |
| 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 20 | \$ 153,100.00 |
| | | | | | Subtotal \$ 1,840,970.25 |

Cost Estimates: NW 56 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|------------|---|------|---------------|----------|--------------------------------------|
| 1 x Install Raised Intersections (NW 13 Ct) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.09 | \$ 10,476.83 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 444 | \$ 1,595.56 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 147 | \$ 24,623.87 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 444 | \$ 100,008.89 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 66 | \$ 2,865.72 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 3 | \$ 247.95 |
| | | | | | | Subtotal \$ 139,818.81 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 2 x Install Supplemental Raised Intersections (NW 14 Ct and NW 12 Ct) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.18 | \$ 20,953.65 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 889 | \$ 3,191.11 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 293 | \$ 49,247.73 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 889 | \$ 200,017.78 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 132 | \$ 5,731.44 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 6 | \$ 495.90 |
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$9.82 | 900 | \$ 8,838.00 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$17.38 | 600 | \$ 10,428.00 |
| | | | | | | Subtotal \$ 298,903.62 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 51 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection (NOTE: excluding Roundabouts as curb reconstruction are included in those Pay Items) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.756 | \$ 200,369.31 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 4,590 | \$ 189,337.50 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 3,173 | \$ 366,710.40 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 1,122 | \$ 48,717.24 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 8,500 | \$ 47,770.00 |
| | | | | | | Subtotal \$ 852,904.45 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 30 x Install Raised Side Street Crossings (NOTE: all intersections and major driveways where there are not roundabouts or raised crossings) | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 18 | \$ 64.62 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 44.00 | \$ 7,387.16 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 133 | \$ 30,002.67 |
| | | | | | | |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Intersection Improvements at NW 19 St: Curb Extension/Reduced Turn Radii, Hardened Centerlines, Bike Bend-outs, and Two-dedicated Bus-stop Areas (NOTE: Curb Extensions and Crossings/Conflict Markings are Part of Corridor Wide Treatments and Costs are not Included Here) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.08 | \$ 8,591.00 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$1.97 | 364 | \$ 717.96 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 364 | \$ 12,759.20 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 364 | \$ 40,081.60 |
| | N/A | BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits) | LF | \$ 35.37 | 280 | \$ 9,903.60 |
| | | | | | | |

Cost Estimates: NW 56 Av

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|--------------|---|------|---------------|----------|---|
| Intersection Improvements at NW 15 St: Curb Extensions / reduced Turn Radii, Hardened Centerlines on NW 15 St Legs, Median Noses <i>(NOTE: Curb Extensions and Crossings/Conflict Markings are Part of Corridor Wide Treatments and Costs are not Included Here)</i> | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.00 | \$ 188.58 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 8 | \$ 15.76 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 8 | \$ 280.08 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 0 | \$ - |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 8 | \$ 879.84 |
| | N/A | BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits) | LF | \$ 35.37 | 100 | \$ 3,537.00 |
| | | | | | | Subtotal \$ 4,901.26 |
| Lighting: Upgrade existing light poles to LED | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0715 21 2 | LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE | EA | \$22,965.80 | 54 | \$ 1,230,966.88 |
| | | | | | | Subtotal \$ 1,230,966.88 |
| | | | | | | SUBTOTAL \$ 9,555,110.61 |
| | | | | | | Mobilization 10% \$ 955,511.06 |
| | | | | | | Maintenance of Traffic (MOT) 10% \$ 955,511.06 |
| | | | | | | Misc. & Contingency (Not including major utility) 20% \$ 1,911,022.12 |
| | | | | | | PE/Design 20% \$ 1,911,022.12 |
| | | | | | | CEI 15% \$ 1,433,266.59 |
| | | | | | | CONSTRUCTION COST in 2025 dollars \$ 16,721,443.56 |

Cost Estimates: NW 19 St to County Regional Park

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|------------|--|------|---------------|--------------------------------------|--------------------------------------|
| Raised Bicycle Lane (From US 441 to the Alley behind South Coast Shipping) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.09 | \$ 10,466.35 |
| | 0425 1201 | INLETS, CURB, TYPE 9, <10' | EA | \$12,229.87 | 6.66 | \$ 81,450.93 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 666 | \$ 27,472.50 |
| | 0522 2 | CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 444 | \$ 51,308.64 |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$453.21 | 1 | \$ 228.67 |
| | | | | | | Subtotal \$ 170,927.09 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 9 x Bicycle Conflict Markings at all Street and Driveway Crossings | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.05 | \$ 436.62 |
| | 0920714100 | GREEN COLORED PAVEMENT MARKINGS, BIKE LANE | SF | \$ 9.99 | 846 | \$ 8,451.54 |
| | | | | | | Subtotal \$ 8,888.16 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Shared Use Path (SUP) from Pedestrian Bridge to NW 49 Av | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.27 | \$ 30,739.01 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 1,304.00 | \$ 150,690.24 |
| | | | | | | Subtotal \$ 181,429.25 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Paint Shared Lane Markings & Wayfinding (on NW 18 Ct, NW 47Av, NW 38 Av) | 0700 1111 | SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF | AS | \$584.15 | 16 | \$ 9,467.90 |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$453.21 | 16 | \$ 7,345.63 |
| | | | | | | Subtotal \$ 16,813.53 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 11 x Install Speed Hump/Tables (Spaced 500' on NW 19 St, NW 18 Ct, NW 47 Ave, NW 16 St) | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 880 | \$ 3,159.20 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 290 | \$ 48,755.26 |
| | 0523 3 | PATTERNEDED PAVEMENT | SY | \$225.02 | 880 | \$ 198,017.60 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 22 | \$ 1,818.30 |
| | | | | | | Subtotal \$ 251,750.36 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 4 x Install Raised Intersections (at NW 49 Av & NW 18 Ct, NW 47 Av & NW 16 St, NW 38 Av & NW 16 St, Access to New City Roadway) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.08 | \$ 9,429.14 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 1,600 | \$ 5,744.00 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 132 | \$ 22,161.48 |
| | 0523 3 | PATTERNEDED PAVEMENT | SY | \$225.02 | 1,600 | \$ 360,032.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 330 | \$ 14,328.60 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$82.65 | 60 | \$ 4,959.00 |
| | | | | | Subtotal \$ 416,654.22 | |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 3 x Raised Crossings with RRFB at NW 18 Ct, NW 46 Av and near NW 16 St & US 411 (east) Bus Stop | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.099 | \$ 11,314.97 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 480 | \$ 1,723.20 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 158 | \$ 26,593.78 |
| | 0523 3 | PATTERNEDED PAVEMENT | SY | \$225.02 | 480 | \$ 108,009.60 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 66 | \$ 2,865.72 |
| | 0654 2 22 | MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO BACK | AS | \$82.65 | 6 | \$ 495.90 |
| | 0700 1 11 | SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 SF | AS | \$20,076.85 | 3 | \$ 60,230.55 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRADE | LF | \$429.16 | 144 | \$ 61,799.04 |
| | | | | | Subtotal \$ 273,032.76 | |

Cost Estimates: NW 19 St to County Regional Park

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|--------------|---|----------|---------------|----------|---------------|
| 3 Miniature Roundabouts with Curb Extensions / Tightened Curb Radii (At NW 55 Av & NW 19 St, NW 19 St & NW 47 Av, NW 43 Te & NW 16 St) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.96 | \$ 110,007.12 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 1,549 | \$ 3,050.65 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 615 | \$ 21,538.93 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 477 | \$ 87,238.82 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 477 | \$ 96,271.74 |
| | 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$207.32 | 227 | \$ 47,130.75 |
| | 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$18,197.98 | 12 | \$ 218,375.76 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 385 | \$ 14,964.95 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 855 | \$ 35,268.75 |
| | 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$49.09 | 357 | \$ 17,525.13 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 94 | \$ 10,350.34 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$115.56 | 933 | \$ 107,856.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 154 | \$ 6,686.68 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 294 | \$ 1,651.03 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 3 | \$ 73,770.00 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 560 | \$ 26,051.20 |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.02 | \$ 173.41 |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$453.21 | 26 | \$ 11,783.46 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.04 | \$ 238.27 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.15 | \$ 814.49 |
| | 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$ 9.33 | 225.00 | \$ 2,099.25 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 12 | \$ 91,860.00 |
| | | | Subtotal | | | \$ 984,706.73 |
| 1 Supplemental Roundabout with Curb Extensions / Tightened Curb Radii (at NW 43 Av & NW 16 St) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.32 | \$ 36,669.04 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 795 | \$ 1,565.93 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 262 | \$ 9,157.06 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 159 | \$ 29,079.61 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 159 | \$ 32,090.58 |
| | 0350 30 13 | CONCRETE PAVEMENT FOR ROUNDABOUT APRON, 12" DEPTH | SY | \$207.32 | 76 | \$ 15,710.25 |
| | 0425 1312 | INLETS, CURB TYPE P-1, >10' | EA | \$18,197.98 | 4 | \$ 72,791.92 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 220 | \$ 8,551.40 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 435 | \$ 17,943.75 |
| | 0520 2 8 | CONCRETE CURB, TYPE RA | LF | \$49.09 | 119 | \$ 5,841.71 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$109.98 | 54 | \$ 5,914.48 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$115.56 | 533 | \$ 61,632.00 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 88 | \$ 3,820.96 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 132 | \$ 741.84 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 1 | \$ 24,590.00 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 320 | \$ 14,886.40 |
| | 0711 11144 | THERMOPLASTIC, STANDARD, WHITE, 2-2 DOTTED EXTENSION LINE, 12" FOR ROUNDABOUT | GM | \$8,174.97 | 0.01 | \$ 99.09 |
| | 0711 11160 | THERMOPLASTIC, STANDARD, WHITE, MESSAGE OR SYMBOL | EA | \$453.21 | 12 | \$ 5,438.52 |
| | 0711 16101 | THERMOPLASTIC, STANDARD-OTHER SURFACES, WHITE, SOLID, 6" | GM | \$5,591.49 | 0.01 | \$ 79.42 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 0.08 | \$ 465.42 |
| | 0711 11180 | PAINTED PAVEMENT MARKINGS, STANDARD, WHITE, YIELD LINE | LF | \$ 9.33 | 75.00 | \$ 699.75 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 4 | \$ 30,620.00 |
| | | | Subtotal | | | \$ 378,389.13 |
| Install Hardened Centerline (At Midblock Crossing on NW 16 St at NW 46 Av) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | N/A | BASIC HARDENED CENTERLINE KIT (https://www.barcoproducts.com/basic-safe-left-turn-kits) | LF | \$ 35.37 | 125 | \$ 4,421.25 |
| | | | Subtotal | | | \$ 4,421.25 |

Cost Estimates: NW 19 St to County Regional Park

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|--------------|---|------|----------------|----------|-----------------|
| Add Center Lane Median (Creating 4 new Right-in and -outs at City of Lauderhill Golf Course, Univ of Ft Laud, at the 4200 Office Building) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.083 | \$ 9,523.44 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 606 | \$ 23,555.22 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 404 | \$ 2,270.48 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 1 | \$ 24,590.00 |
| | | | | | Subtotal | \$ 59,939.14 |
| 2 x Raise and Eliminate Driveways at Chevron (NW corner US 441 and NW 16 St) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 96 | \$ 3,960.00 |
| | 0522 2 | CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 107 | \$ 12,326.40 |
| | | | | | Subtotal | \$ 16,286.40 |
| New Pedestrian Bridge at NW 38 Av to Future Bike Path (Estimated using FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758)) (NOTE: Costs based on email dated 9/17/2025 from James Brown / Florida Turnpike Enterprises) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | n/a | New Pedestrian and Bike Bridge across Florida's Turnpike | EA | \$6,900,000.00 | 1 | \$ 6,900,000.00 |
| | | | | | Subtotal | \$ 6,900,000.00 |
| 37 x Stripe Crosswalks (Special Emphasis, All Intersections, Including Replacing Existing Crosswalks) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$9.82 | 5,820 | \$ 57,152.40 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$17.38 | 3,880 | \$ 67,434.40 |
| | | | | | Subtotal | \$ 124,586.80 |
| 33 x Extend Curbs/Reduce Turning Radii at Each Side Street and Intersection (NOTE: excluding Roundabouts as curb reconstruction are included in those Pay Items) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.136 | \$ 129,650.73 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 2,970 | \$ 122,512.50 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 2,053 | \$ 237,283.20 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 726 | \$ 31,522.92 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 5,500 | \$ 30,910.00 |
| | | | | | Subtotal | \$ 551,879.35 |
| Reconstruct Roads Along Entire Corridor with Curb and Gutters, Drainage, and New Asphalt (Curb Extensions/Tighten Curb Radii Excluded) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 14.14 | \$ 1,613,501.17 |
| | 0120 1 | REGULAR EXCAVATION | CY | \$9.77 | 22816 | \$ 222,910.39 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$1.97 | 68,447 | \$ 134,841.39 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$35.01 | 68,447 | \$ 2,396,343.73 |
| | 0334 1 53 | SUPERPAVE ASPHALTIC CONCRETE, TRAFFIC C, PG 76-22 | TN | \$182.92 | 5,647 | \$ 1,032,932.98 |
| | 0337 7 82 | ASPHALT CONCRETE FRICTION COURSE, TRAFFIC C, FC-9.5, PG 76-22 | TN | \$201.86 | 5,647 | \$ 1,139,885.48 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 35,540 | \$ 1,466,025.00 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 19,744 | \$ 110,963.78 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$5,585.05 | 6.73 | \$ 37,593.31 |
| | 0425 1201 | INLETS, CURB, TYPE 9, <10' | EA | \$12,229.87 | 178 | \$ 1,222,987.00 |
| | | | | | Subtotal | \$ 9,377,984.23 |

Cost Estimates: NW 19 St to County Regional Park

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|--|---|--|------|-------------|-----------------|-------------------------|
| | 0715 21 2 | LIGHTING REPAIRS AND RETROFITS, LED RETROFIT KIT FOR EXISTING LUMINAIRE | EA | \$22,965.80 | 89 | \$ 2,040,511.33 |
| | | | | | Subtotal | \$ 2,040,511.33 |
| SUP Lighting: Add New pedestrian/bike assemblies along new SUP (50' spacing assumed) | PAY ITEMS NO | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 978 | \$ 45,496.56 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 20 | \$ 31,449.74 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 20 | \$ 149,731.80 |
| | | | | | Subtotal | \$ 226,678.10 |
| | | | | | SUBTOTAL | \$ 21,984,877.83 |
| | Mobilization | | | | 10% | \$ 2,198,487.78 |
| | Maintenance of Traffic (MOT) | | | | 10% | \$ 2,198,487.78 |
| | Misc. & Contingency (Not including major utility) | | | | 20% | \$ 4,396,975.57 |
| | PE/Design | | | | 20% | \$ 4,396,975.57 |
| | CEI | | | | 15% | \$ 3,297,731.67 |
| | CONSTRUCTION COST in 2025 dollars | | | | | \$ 38,473,536.20 |

Cost Estimates: Sunrise Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|------------|---|------|---------------|----------|--|
| 12 ft Wide Shared Use Path (SUP) (North side of Roadway) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 1.44 | \$ 164,790.67 |
| | 0425 1201 | INLETS, CURB, TYPE 9, <10' | EA | \$12,229.87 | 52.43 | \$ 641,212.08 |
| | 0520 1 10 | CONCRETE CURB & GUTTER, TYPE F | LF | \$41.25 | 5,243 | \$ 216,273.75 |
| | 0522 2 | CONCRETE SIDEWALK, BIKEWAY, AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 6,991 | \$ 807,841.44 |
| | | | | | | Subtotal \$ 1,830,117.94 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 9 x Stripe SUP Crossings (Special Emphasis, All Intersections and Side streets Including Replacing Existing Crosswalks) | 0711 14123 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 12" FOR CROSSWALK | LF | \$9.82 | 1,176 | \$ 11,548.32 |
| | 0711 14125 | THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK | LF | \$17.38 | 3,528 | \$ 61,316.64 |
| | | | | | | Subtotal \$ 72,864.96 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| 1x Signalized Raised Crossings with Pedestrian Signal (At Swap Shop Drive W) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.055 | \$ 6,286.10 |
| | 0327 70 5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$3.59 | 267 | \$ 957.33 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$167.89 | 88 | \$ 14,774.32 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$225.02 | 267 | \$ 60,005.33 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$43.42 | 22 | \$ 955.24 |
| | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 100 | \$ 4,652.00 |
| | 0632 7 1 | SIGNAL CABLE- NEW OR RECONSTRUCTED INTERSECTION, FURNISH & INSTALL | PI | \$11,597.39 | 1 | \$ 11,597.39 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 2 | \$ 3,215.72 |
| | 0646 1 11 | ALUMINUM SIGNALS POLE, PEDESTAL | EA | \$2,635.08 | 2 | \$ 5,270.16 |
| | 0653 1 11 | PEDESTRIAN SIGNAL, FURNISH & INSTALL LED COUNTDOWN, 1 WAY | AS | \$1,064.54 | 2 | \$ 2,129.08 |
| | 0649 21 1 | STEEL MAST ARM ASSEMBLY, FURNISH AND INSTALL, SINGLE ARM 30' | EA | \$55,000.00 | 1 | \$ 55,000.00 |
| | 0650 1 14 | TRAFFIC SIGNAL, FURNISH & INSTALL ALUMINUM, 3 SECTION, 1 WAY | AS | \$1,821.46 | 2 | \$ 3,642.92 |
| | 0670 5140 | TRAFFIC CONTROLLER ASSEMBLY, FURNISH & INSTALL MODEL 2070 | AS | \$43,423.79 | 1 | \$ 43,423.79 |
| | 0700 1111 | SINGLE COLUMN GROUND SIGN ASSEMBLY, F&I GROUND MOUNT, LESS THAN 12 SF | AS | \$584.15 | 2 | \$ 1,168.30 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRADE | LF | \$429.16 | 48 | \$ 20,599.68 |
| | | | | | | Subtotal \$ 233,677.36 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Add Center Lane Median (Removing left-turn movement into Swap Shop Drive W) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.157 | \$ 17,894.42 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$38.87 | 976 | \$ 37,937.12 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$5.62 | 759 | \$ 4,266.20 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$24,590.00 | 1 | \$ 24,590.00 |
| | | | | | | Subtotal \$ 84,687.74 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Access Paths to FDOT SUP - South of Canal (from NW 38 Av, NW 35 Av, and to SFWMD Utility Bridge) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.05 | \$ 5,657.49 |
| | 0522 2 | CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK | SY | \$ 115.56 | 240 | \$ 27,734.40 |
| | | | | | | Subtotal \$ 33,391.89 |

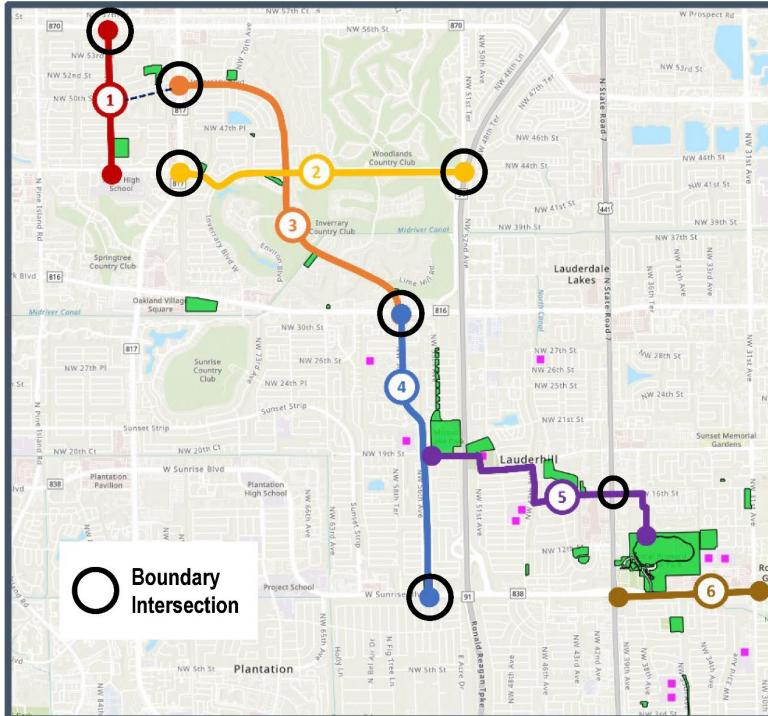
Cost Estimates: Sunrise Blvd

Based on FDOT Historical Item Average Unit Cost History for Broward County (Area 12) 10/1/2024 to 9/30/2025, unless noted

| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
|---|------------|--|------|-----------------|----------|---|
| 1 x Raised Crossings with RRFB for FDOT SUP - South of Canal (NW 38 Av) | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.039 | \$ 4,400.27 |
| | 0327 70.5 | MILLING EXISTING ASPHALT PAVEMENT, 2" AVG DEPTH | SY | \$ 3.59 | 187 | \$ 670.13 |
| | 0334 1 13 | SUPERPAVE ASPHALTIC CONC, TRAFFIC C | TN | \$ 167.89 | 62 | \$ 10,342.02 |
| | 0523 3 | PATTERNEDE PAVEMENT | SY | \$ 225.02 | 187 | \$ 42,003.73 |
| | 0527 2 | DETECTABLE WARNINGS | SF | \$ 43.42 | 22 | \$ 955.24 |
| | 0711 11170 | THERMOPLASTIC, STANDARD, WHITE, ARROW | EA | \$ 82.65 | 2 | \$ 165.30 |
| | 0654 2 22 | MIDBLOCK CROSSWALK: RECTANGULAR RAPID FLASHING BEACON, FURNISH & INSTALL- SOLAR, COMPLETE SIGN ASSEMBLY - BACK TO BACK | AS | \$ 20,076.85 | 2 | \$ 40,153.70 |
| | 0920520100 | RAISED CROSSWALK, TYPE RC CURB WIITH PLATE/GRADE | LF | \$ 429.16 | 48 | \$ 20,599.68 |
| | | | | | | Subtotal \$ 119,290.08 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Intersection Improvements at NW 34 Av: Tighten Curb Radii, Add Median Noses, and New Medians and Pedestrian Islands | 0110 1 1 | CLEARING & GRUBBING | AC | \$ 114,093.10 | 0.05 | \$ 5,447.95 |
| | 0160 4 | TYPE B STABILIZATION | SY | \$ 1.97 | 231 | \$ 455.29 |
| | 0285709 | OPTIONAL BASE, BASE GROUP 09 | SY | \$ 35.01 | 231 | \$ 8,091.20 |
| | 0590 70 | IRRIGATION SYSTEM | LS | \$ 24,590.00 | 1 | \$ 24,590.00 |
| | 0520 1 7 | CONCRETE CURB & GUTTER, TYPE E | LF | \$ 552.00 | 552 | \$ 304,704.00 |
| | 0570 1 2 | PERFORMANCE TURF, SOD | SY | \$ 5.62 | 231 | \$ 1,298.84 |
| | 0520 70 | CONCRETE TRAFFIC SEPARATOR, SPECIAL, VARIABLE WIDTH | SY | \$ 109.98 | 5 | \$ 586.56 |
| | 0711 16201 | THERMOPLASTIC, STANDARD-OTHER SURFACES, YELLOW, SOLID, 6" | GM | \$ 5,585.05 | 0.10 | \$ 583.89 |
| | | | | | | Subtotal \$ 345,757.73 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| New Pedestrian Bridge at NW 38 Av to Future Bike Path (Estimated using FPID #440448-1 Legacy Trail over Clark Rd (SR 72) and Bee Ridge Rd (SR 758)) (NOTE: Costs based on email dated 9/17/2025 from James Brown / Florida Turnpike Enterprises) | n/a | New Pedestrian and Bike Bridge across Sunrise Boulevard | EA | \$ 6,900,000.00 | 1 | \$ 6,900,000.00 |
| | | | | | | Subtotal \$ 6,900,000.00 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| Upgrade SFWMD Utility Bridge over North Fork New River (NOTE: No Pay item available. Best Practice is \$325 per SF) | n/a | Reconstruction of Pedestrian Bridge over Middle River | SF | \$ 325.00 | 560 | \$ 182,000.00 |
| | | | | | | Subtotal \$ 182,000.00 |
| PAY ITEMS NO | | DESCRIPTION | UNIT | UNIT COST | QUANTITY | AMOUNT |
| SUP Lighting: Add New pedestrian assembly along length of Shared Use Path (NOTE: 50' spacing assumed) | 0630 2 12 | CONDUIT, FURNISH & INSTALL, DIRECTIONAL BORE | LF | \$ 46.52 | 5,243 | \$ 243,904.36 |
| | 0635 2 11 | PULL & SPLICING BOX, F&I, 13" x 24" COVER SIZE | EA | \$ 1,607.86 | 105 | \$ 168,600.20 |
| | 0715516115 | LIGHT POLE COMPLETE - SPECIAL DESIGN, F&I, POLE TOP MOUNT, ALUMINUM, 15' | EA | \$ 7,655.00 | 105 | \$ 802,703.30 |
| | | | | | | \$ 1,215,207.86 |
| | | | | | | SUBTOTAL \$ 11,016,995.57 |
| NOTES: A potential new traffic signal at Swap Shop Driveway East is recommended for consideration to improve access and circulation; however, this improvement is not included in the current cost estimate. A separate evaluation would be needed to confirm feasibility and develop associated costs. | | Mobilization | | | 10% | \$ 1,101,699.56 |
| | | Maintenance of Traffic (MOT) | | | 10% | \$ 1,101,699.56 |
| | | Misc. & Contingency (Not including major utility) | | | 20% | \$ 2,203,399.11 |
| | | PE/Design | | | 20% | \$ 2,203,399.11 |
| | | CEI | | | 15% | \$ 1,652,549.34 |
| | | | | | | CONSTRUCTION COST in 2025 dollars \$ 19,279,742.24 |

M. Quick Build Projects

Quick Build / Near Term Projects: Boundary Intersection Toolkit



A “**Boundary Intersection**” is the end point of a Plan Study Area Roadway which is not owned by the City. This includes intersections on roadways owned by Broward County and Florida Department of Transportation: Commercial Blvd, University Dr, Rock Island Rd, Oakland Park Blvd, Sunrise Blvd, and US-441

The **Boundary Intersections Toolkit** is a set of improvements applicable to all the Boundary Intersections. The improvements or “Toolkit” are general in nature and include proven safety countermeasures to address current conditions, as well as long-term connectivity enhancements. They are intended to be implemented in coordination with Broward County or FDOT

Walking Improvements

- Restripe or stripe crosswalks with **high visibility pavement markings**
- Add **crosswalks at all legs** of the intersection if possible
- Add **leading pedestrian intervals**
- Upgrade to **directional curb ramps** and **tactical striping** where missing
- Construct **median refuge islands** with median noses extended beyond the crosswalk; if refuge islands are not feasible, consider **hardened centerlines**

Biking Improvements

- **Bike boxes or protected intersections** can be added to help permit left-turn movements and increase comfort of people biking
- Add **green pavement markings**

Turning Speeds

- Implement **protected left turn signal phase**
- **Harden the centerline** to guide left turns
- Add **curb extensions** / sharpen turn radii to slow speed for right turns (as space permits)

Toolkit Examples

Median Refuge Island



Hardened Centerline



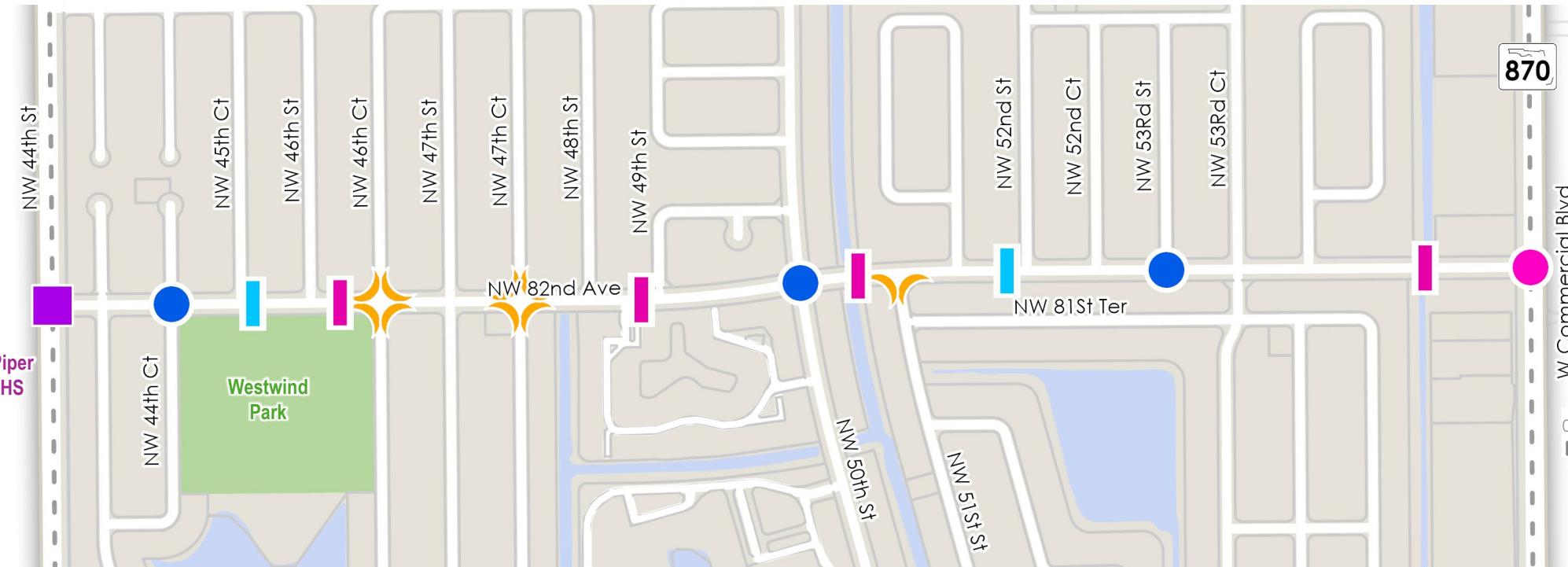
Direction Curb Ramps



Bike Boxes with Green Pavement Markings



Quick Build / Near Term Projects: NW 82 Av



NOTES

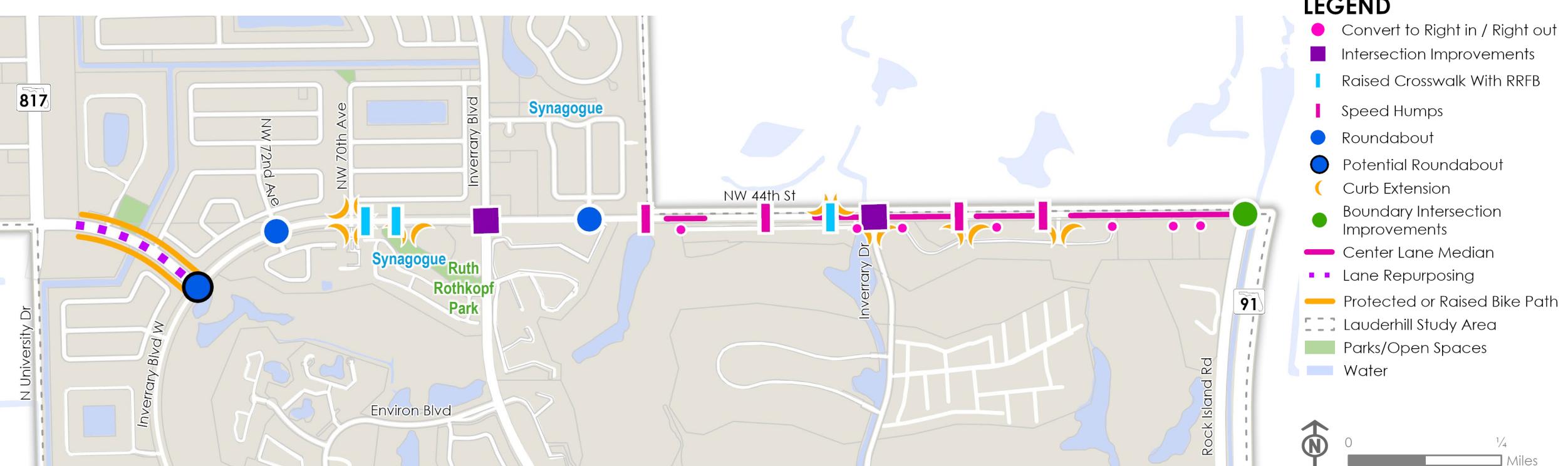
Raised Crosswalks:

- Raised Crosswalks require sidewalk construction, which may have drainage impacts.
- To avoid drainage impacts, the raised component may be removed.
- Rectangular Rapid Flashing Beacons (RRFB) are recommended for either crosswalk type

Intersection Improvements at NW 44 St:

- Curb extensions
- Median noses
- Leading pedestrian intervals
- Request County to evaluate the intersection for a protected left-turn phase

Quick Build / Near Term Projects: NW 44 St



Intersection Improvements at Inverrary Blvd:

- Leading pedestrian intervals
- Hardened Centerlines + Median Noses are only feasible on N/E/W legs at Inverrary Blvd / NW 44 St; not feasible on south leg due to Bus Queue Jump)
- Bike boxes where feasible

Green Pavement Markings (Not shown)

- For existing bike lanes
- To be located through intersections and driveways

Raised Crosswalk with RRFB

- Co-locate with modular median refuge island where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
- Rectangular Rapid Flashing Beacons (RRFB) are recommended for either crosswalk type
- Crosswalk at Synagogue would require installation of curb ramps

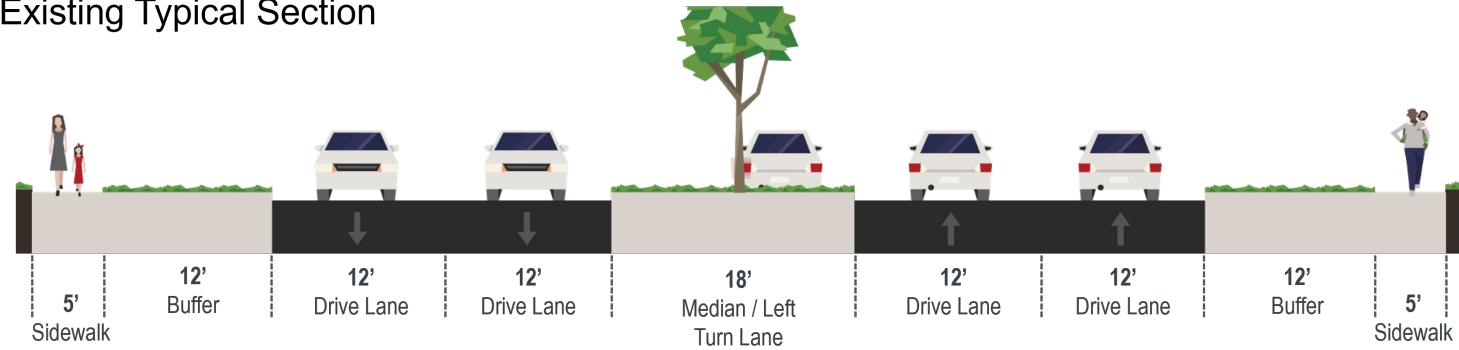
Quick Build / Near Term Projects: NW 44 St

Lane Repurposing: University Dr to Inverrary Blvd W

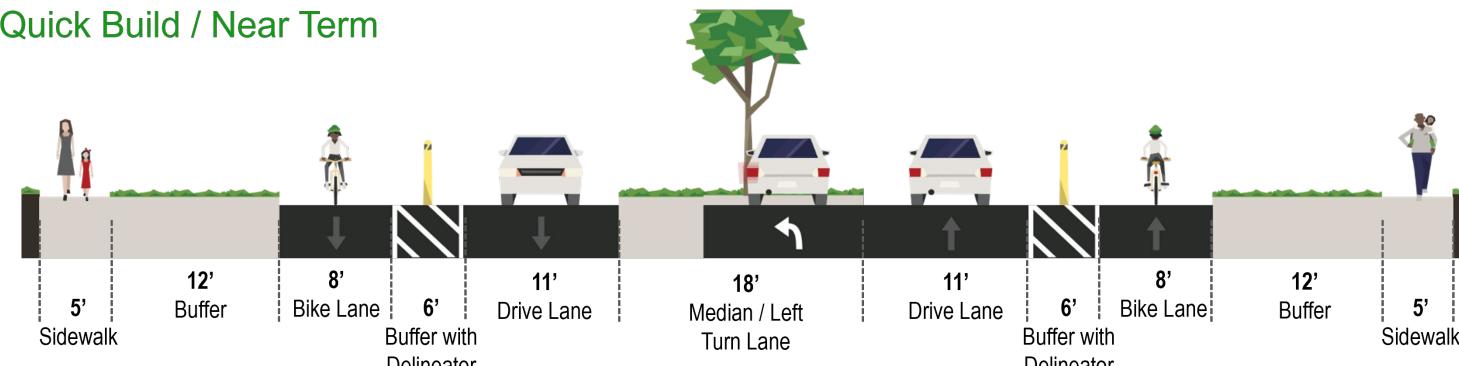
NOTES

- **Quick Build Lane Repurposing** involves converting one travel lane in each direction.
- **Remaining travel lanes** are reduced in width from 12 ft to 11 ft.
- **Repurposed pavement** becomes an 8 ft wide bike lane with a 6 ft wide buffer.
- **Buffer materials** may include plastic bollards, rubber / modular wheel stops, or other protective elements.
- **Painted pavement markings** are used to designate the bike lane and buffer zone

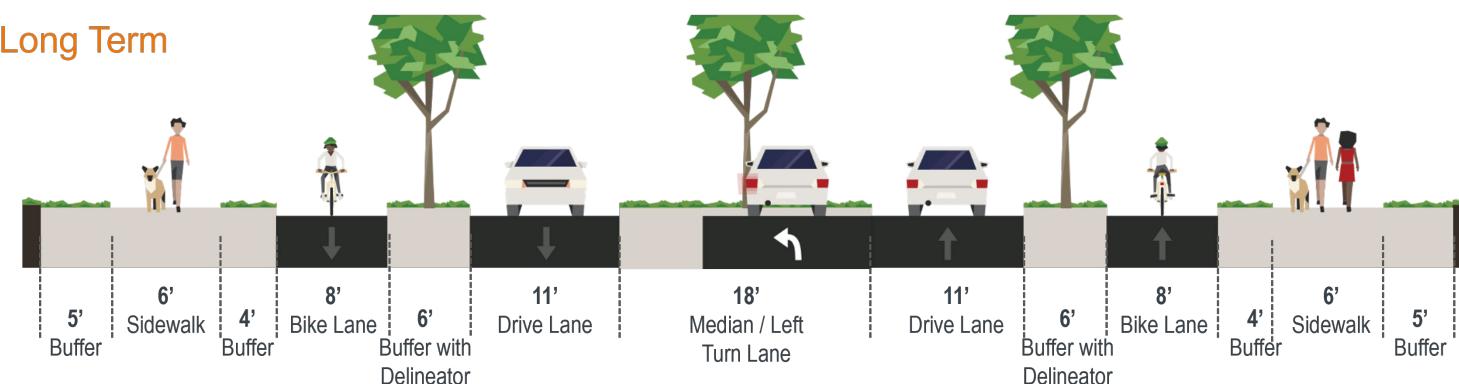
Existing Typical Section



→ Quick Build / Near Term



Long Term



Quick Build / Near Term Projects: Inverrary Blvd

NOTES

Intersection Improvements at NW 44 St:

- Leading pedestrian intervals
- Hardened Centerlines + Median Noses are only feasible on N/E/W legs at Inverrary Blvd / NW 44 St; not feasible on south leg due to Bus Queue Jump)
- Bike boxes where feasible

Intersection Improvements at Environ Blvd:

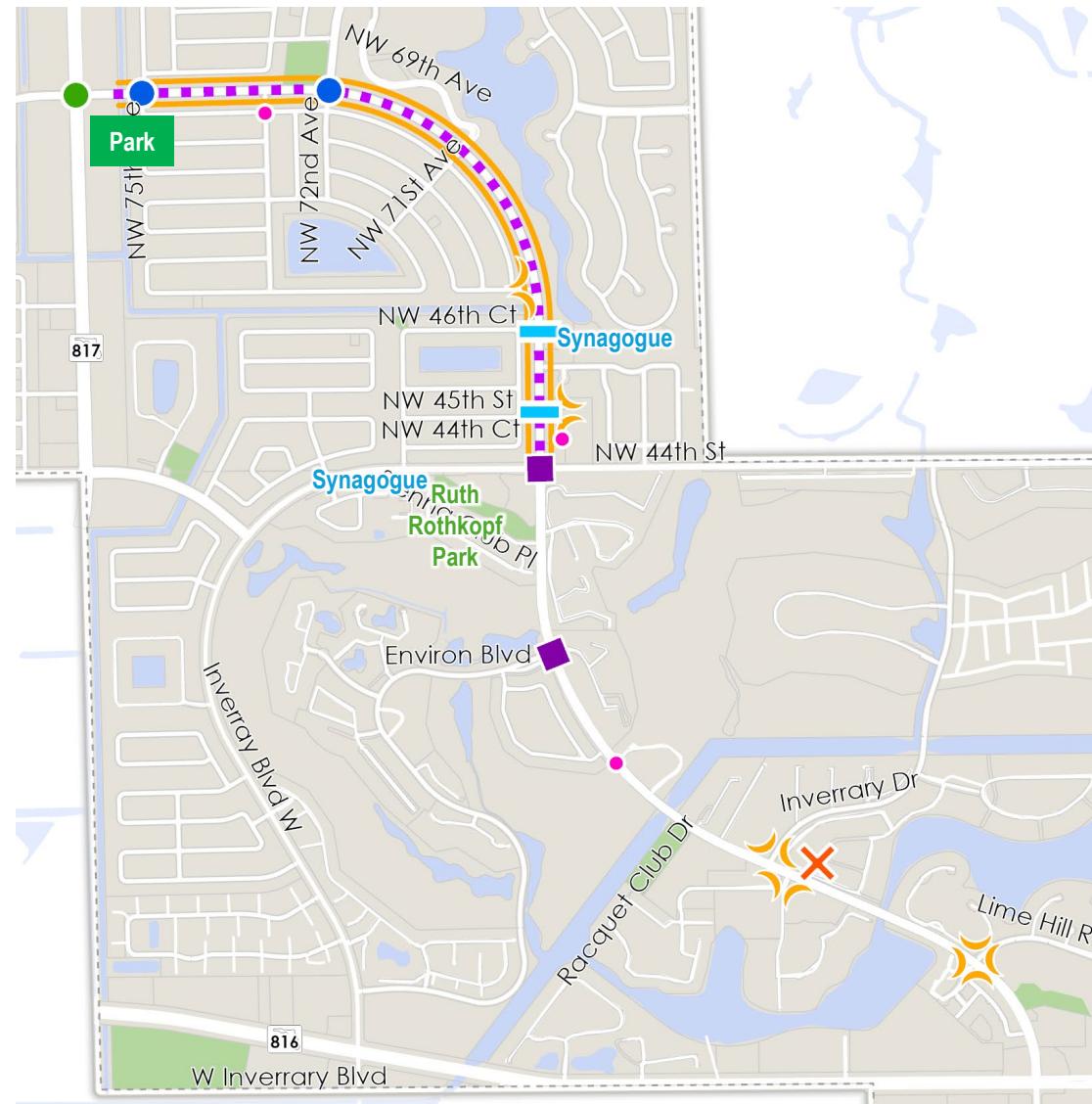
- Curb extensions
- Median noses
- Leading pedestrian intervals

Raised Crosswalk with RRFB

- Co-locate with modular median refuge island where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
- Rectangular Rapid Flashing Beacons (RRFB) are recommended for either crosswalk type

Green Pavement Markings (Not shown)

- For existing bike lanes
- To be located through intersections and driveways



LEGEND

- Convert to Right in / Right out
- ✖ Eliminate Bus Stop
- Raised Crosswalk with RRFB or Signal
- Intersection Improvements
- Roundabout
- Boundary Intersection Improvements
- Curb Extension
- Lane Repurposing
- Protected Bike Lanes
- Lauderhill Study Area
- Parks/Open Spaces
- Water

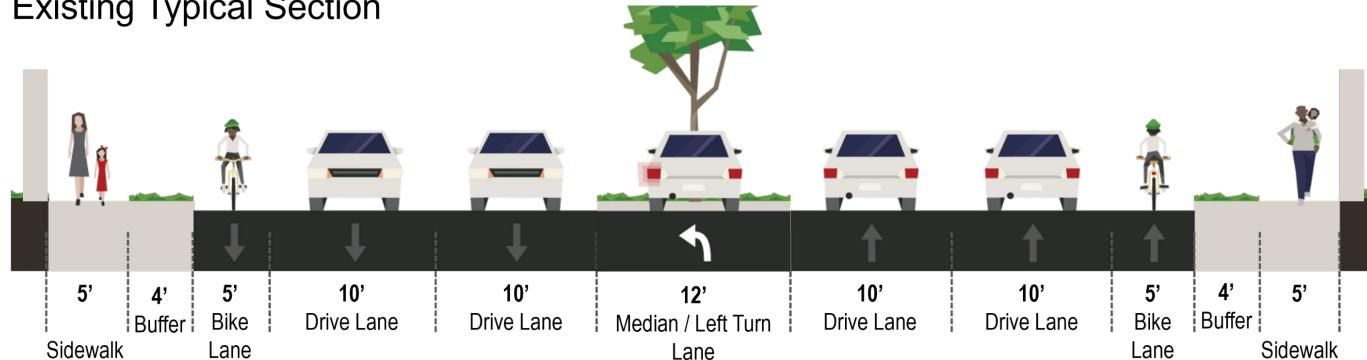
0 Miles
Source: City of Lauderhill; Broward MPO; Florida DOT

Quick Build / Near Term Projects: Inverrary Blvd

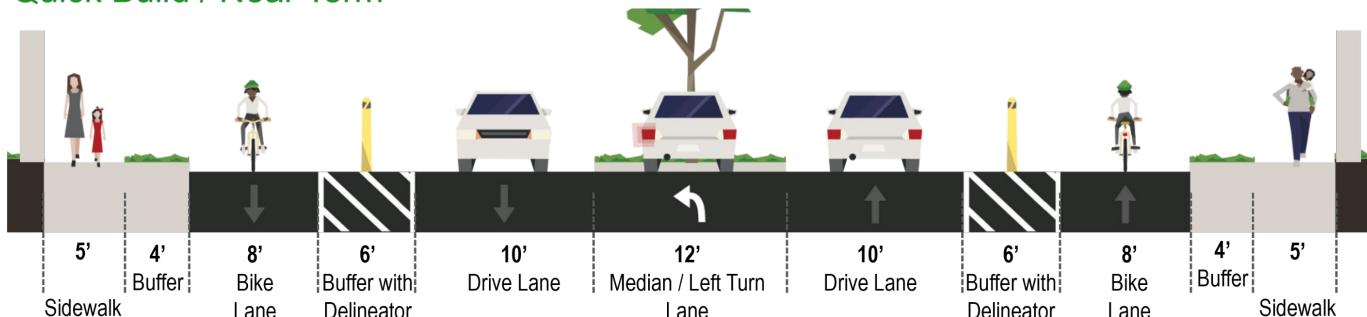
Lane Repurposing: University Dr to NW 44 St

- **Quick Build Lane Repurposing** involves converting one travel lane in each direction.
- **Repurposed pavement** becomes an 8 ft wide bike lane with a 6 ft wide buffer.
- **Buffer materials** may include plastic bollards, rubber / modular wheel stops, or other protective elements.
- **Painted pavement markings** are used to designate the bike lane and buffer zone

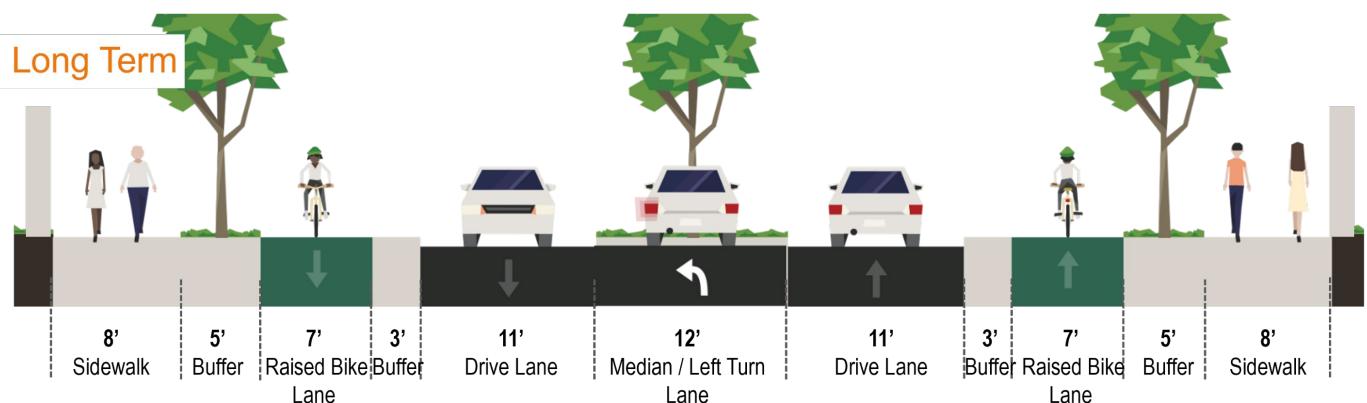
Existing Typical Section



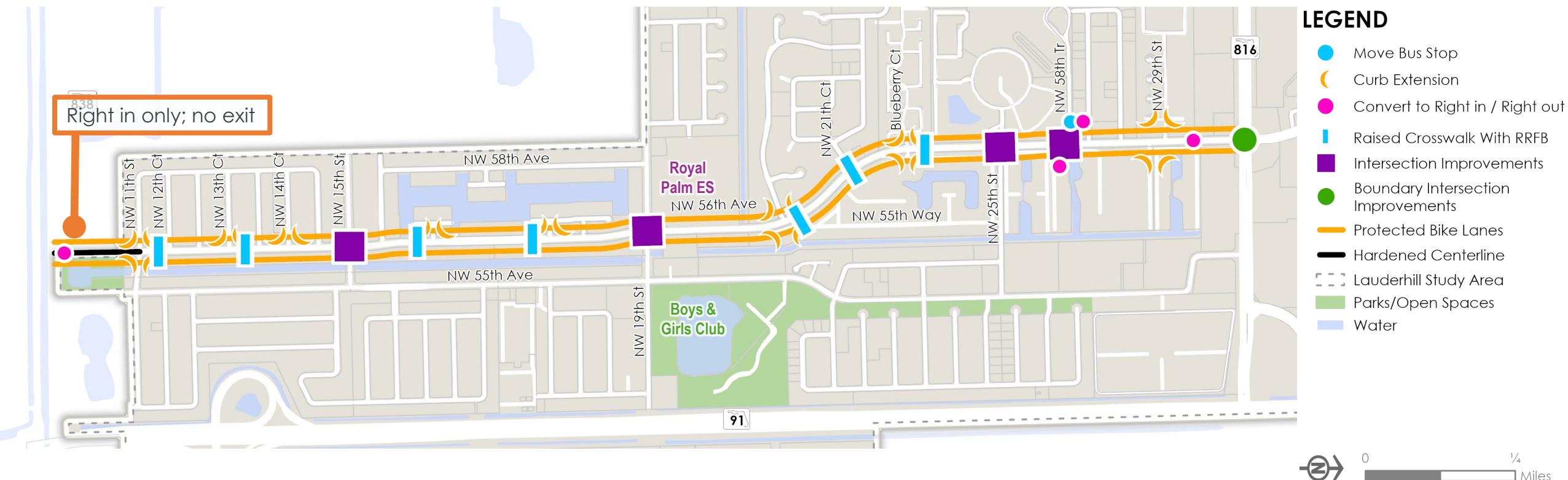
Quick Build / Near Term



Long Term



Quick Build / Near Term Projects: NW 56 Av



NOTES

Raised Crosswalk with RRFB

- Co-locate with modular median refuge island where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
- Rectangular Rapid Flashing Beacons (RRFB) are recommended for either crosswalk type

Intersection Improvements:

- Curb extensions
- Median Noses
- Bike boxes, where feasible
- Hardened Centerlines
- Leading Pedestrian Intervals

Green Pavement Markings (Not shown)

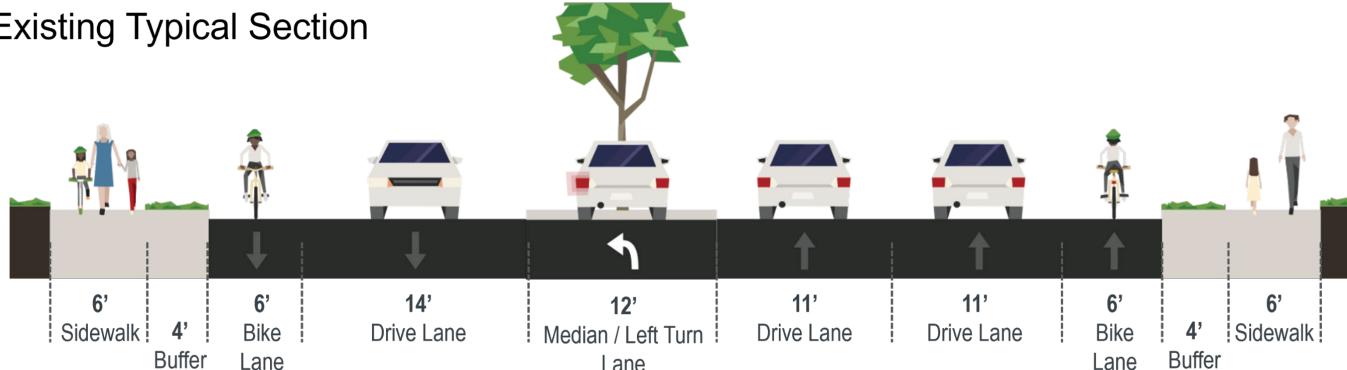
- For existing bike lanes
- To be located through intersections and driveways

Quick Build / Near Term Projects: NW 56 Av

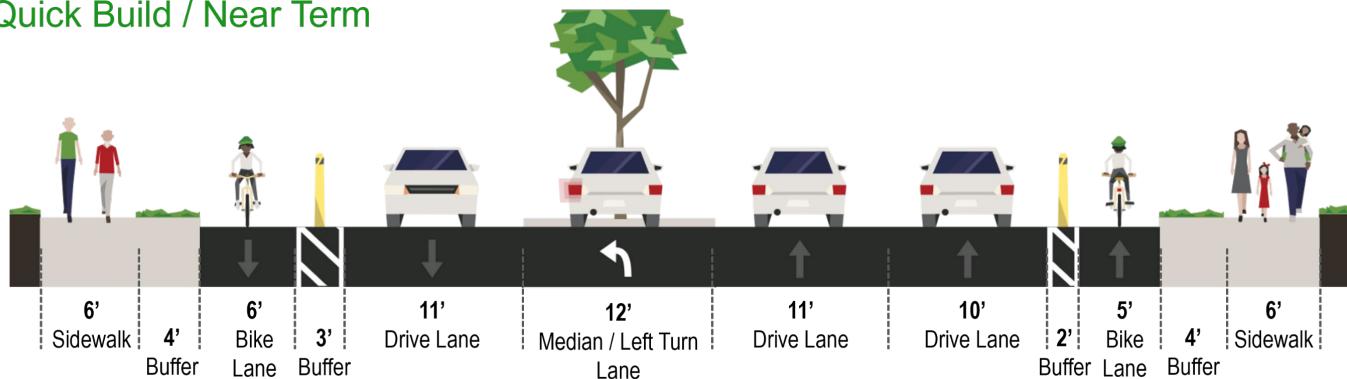
Lane Repurposing: Oakland Park Blvd to NW 19 St

- **Quick Build Lane Repurposing** reduces the southbound travel lane width from 14 ft to 11 ft and the outside northbound lane width from 11 ft to 10 ft.
- **Repurposed pavement in the west right-of-way (southbound)** provides space for a 3 ft wide buffer.
- **Repurposed pavement in the east right-of-way (northbound)** provides space for a 2 ft wide buffer.
- **Buffer materials** may include plastic bollards, rubber / modular wheel stops, or other protective elements.
- **Painted pavement markings** are used to designate the bike lane and buffer zone

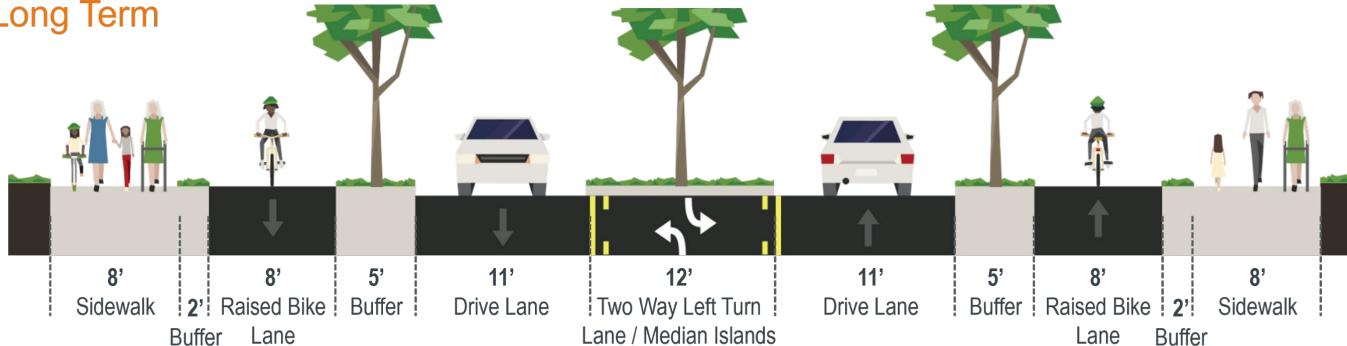
Existing Typical Section



Quick Build / Near Term



Long Term

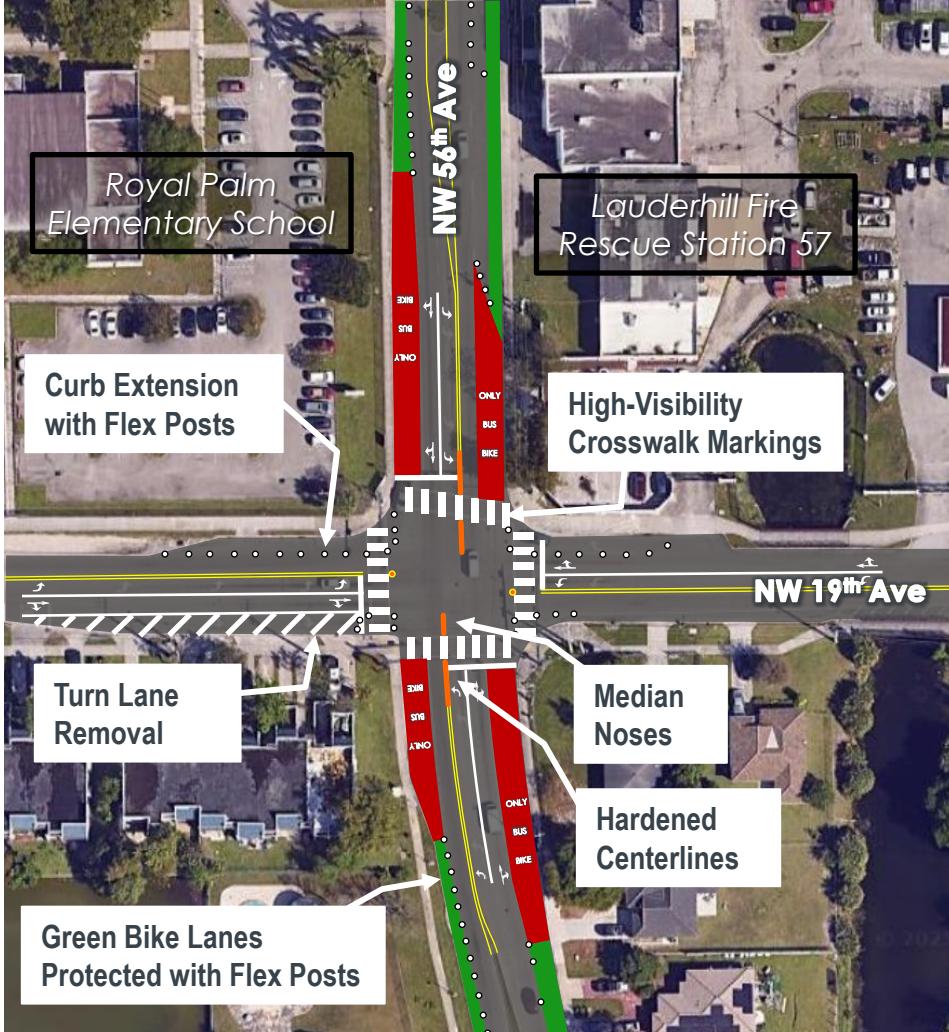


Quick Build / Near Term Projects: NW 56 Av

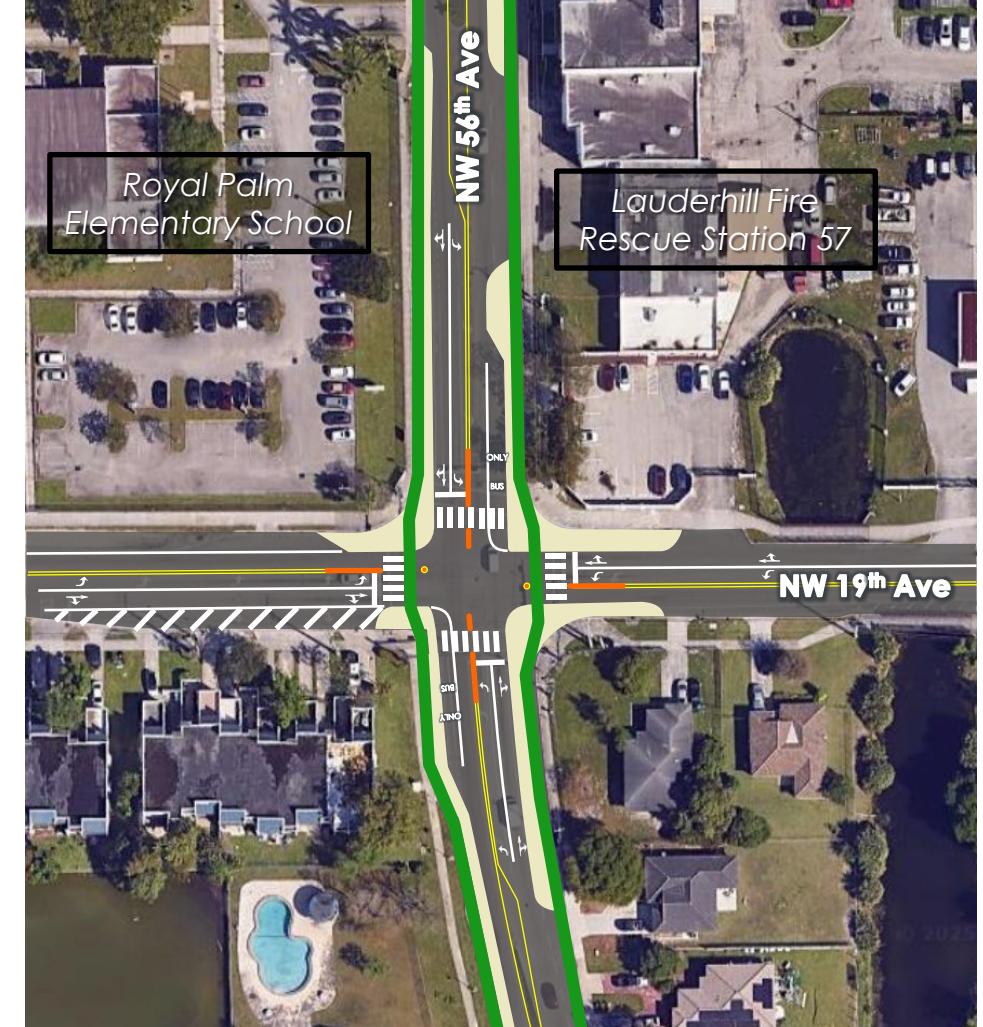
Intersection Improvements at NW 19 St



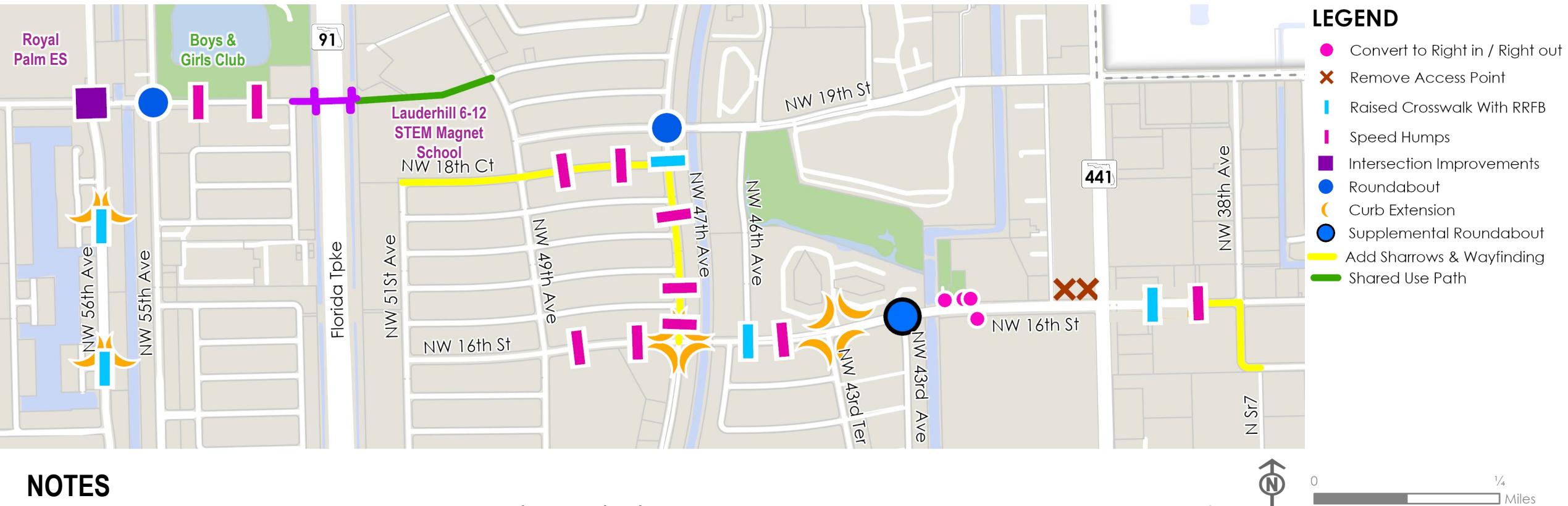
Near Term / Quick Build



Long Term



Quick Build / Near Term Projects: NW 19 St to County Regional Park



NOTES

Raised Crosswalk with RRFB

- Co-locate with modular median refuge island where feasible
- If raised crosswalk is infeasible, consider directional speed humps on the approaches to slow vehicles
- Rectangular Rapid Flashing Beacons (RRFB) are recommended for either crosswalk type

Intersection Improvements:

- Curb extensions
- Median Noses
- Bike boxes, where feasible
- Hardened Centerlines
- Leading Pedestrian Intervals

Green Pavement Markings (Not shown)

- For existing bike lanes
- To be located through intersections and driveways

N. Lighting Report

DRAFT FIELD INSPECTION REPORT

Project Name: Lauderhill TMP

Project #257760.017

Inspection Date: March 25, 2025

Inspected By: Nathalie Rodriguez / Misbaou Bah

Location: Lauderhill

Time Period: 8:00 pm to 9:30 pm

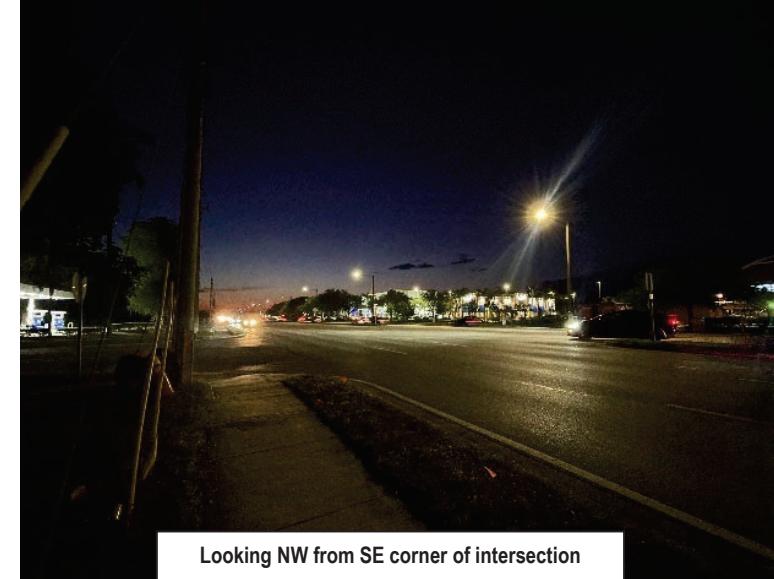
DESCRIPTION OF WORK INSPECTED

Lighting review along the following 6 corridors to inspect for the current lighting levels and lighting needs in each one of the areas. The inspection occurred on March 25, 2025 from 8:00 p.m. to 9:30 p.m. The sunset time was 7:34 p.m. with Civil Twilight at 7:57 p.m.

- Corridor 1: NW 82 Av: Commercial Blvd to NW 44 St
- Corridor 2: NW 44 St: University Dr to Rock Island Rd
- Corridor 3: Inverrary Blvd: University Dr to Oakland Park Blvd
- Corridor 4: NW 56 Av: Oakland Park Blvd to Sunrise Blvd
- Corridor 5: NW 19 St to County Regional Park
- Corridor 6: Sunrise Blvd: US 441 to NW 31 Ave

Corridor 1: NW 82 Av: Commercial Blvd to NW 44th Street

- Intersection of NW 82 Av and Commercial Blvd
 - There is lighting on the north side of the intersection.
 - The sidewalk with crosswalk on the south side to cross NW 82 Av is poorly illuminated with a max 0.07FC illumination.



Looking NW from SE corner of intersection



- Recommend adding roadway/pedestrian lighting on the south side to illuminate the sidewalk and crossing.
- Corridor
 - The west side of the corridor has one light pole on every block, which illuminates the west sidewalk.
 - There is no lighting on the east side of the corridor, where there is another sidewalk.



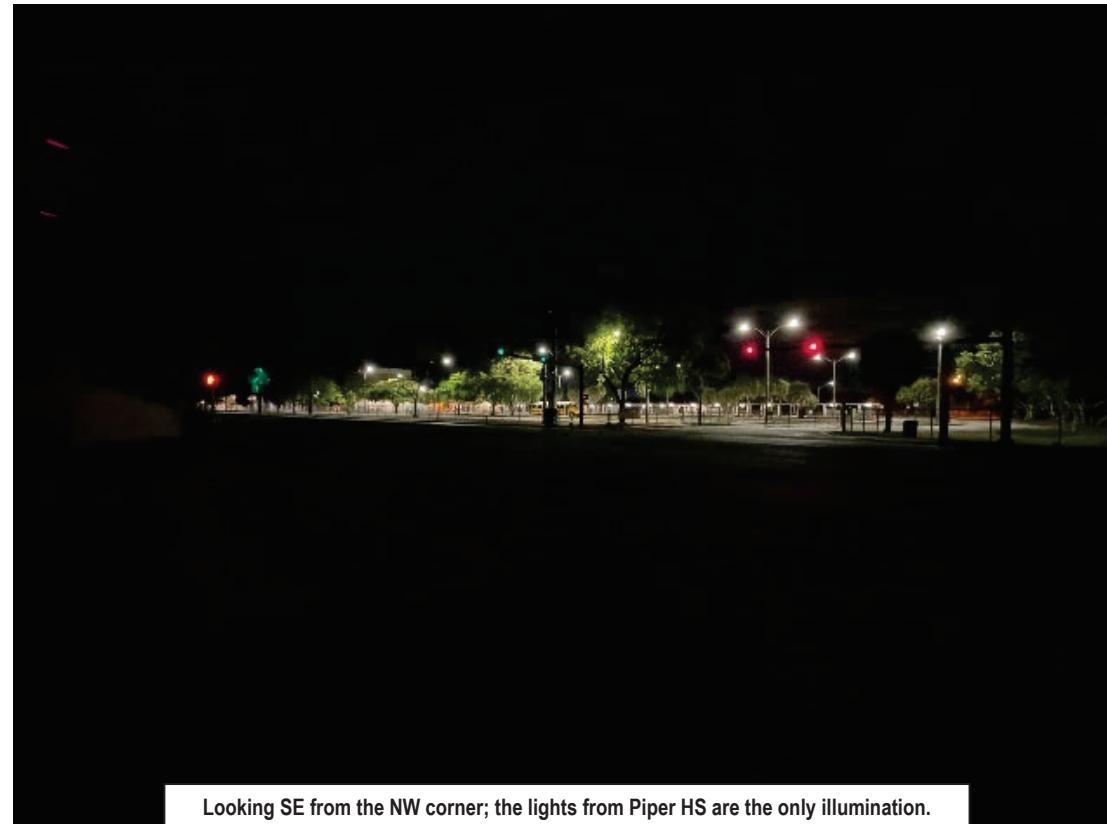
Looking south; west side sidewalk is illuminated



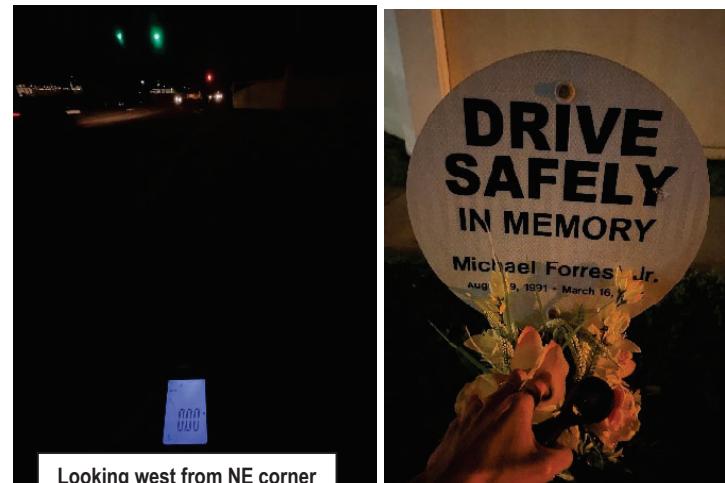
East sidewalk is dark



- **Recommend upgrading the existing light poles to LED lights and adding pedestrian light assemblies (decorative) with LED lighting on the East side of the corridor.**
- Area Adjacent to Westwind Park:
 - Lighting is adequate around Westwind Park between NW 46 Ct and NW 45 St.
- Intersection of NW 82 Av and NW 44 St:
 - No lighting other than the one light coming from Piper High School.
 - All crosswalks were in complete darkness.
 - There was a fatality in the NW Corner of the intersection.



Looking SE from the NW corner; the lights from Piper HS are the only illumination.

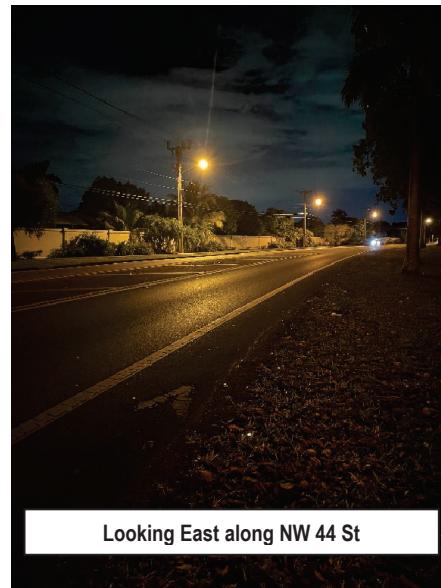


Looking west from NE corner

- **Recommend a full lighting analysis at this intersection to bring it up to compliance. Add light poles in all four corners not just for the intersection but for the pedestrians.**

Corridor 2: NW 44 St: University Dr to Rock Island Rd

- Corridor:
 - There is adequate lighting on the north side of the corridor, and no lighting fixtures on the south side.



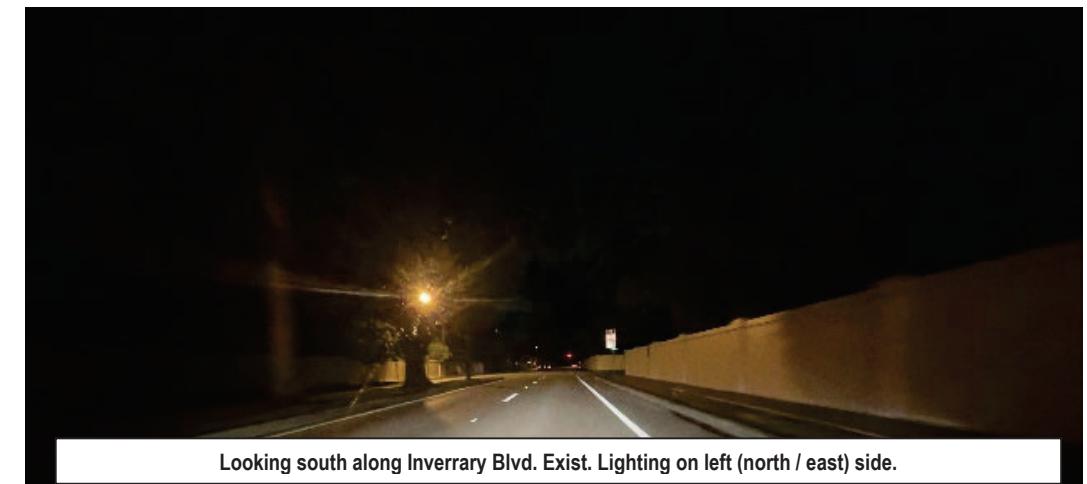
- Recommend upgrading lighting fixtures to LED's for better lighting levels and illumination and maintenance. Consider adding pedestrian light assemblies (decorative) with LED lighting on the South side of the corridor.
- Intersection of NW 44 St and Inverrary Blvd W.
 - Poor lighting, especially for the crosswalks



- Recommend adding light poles to the NE and SE Quadrants of the intersection to illuminate the crosswalks

Corridor 3: Inverrary Blvd: University Dr to Oakland Park Blvd

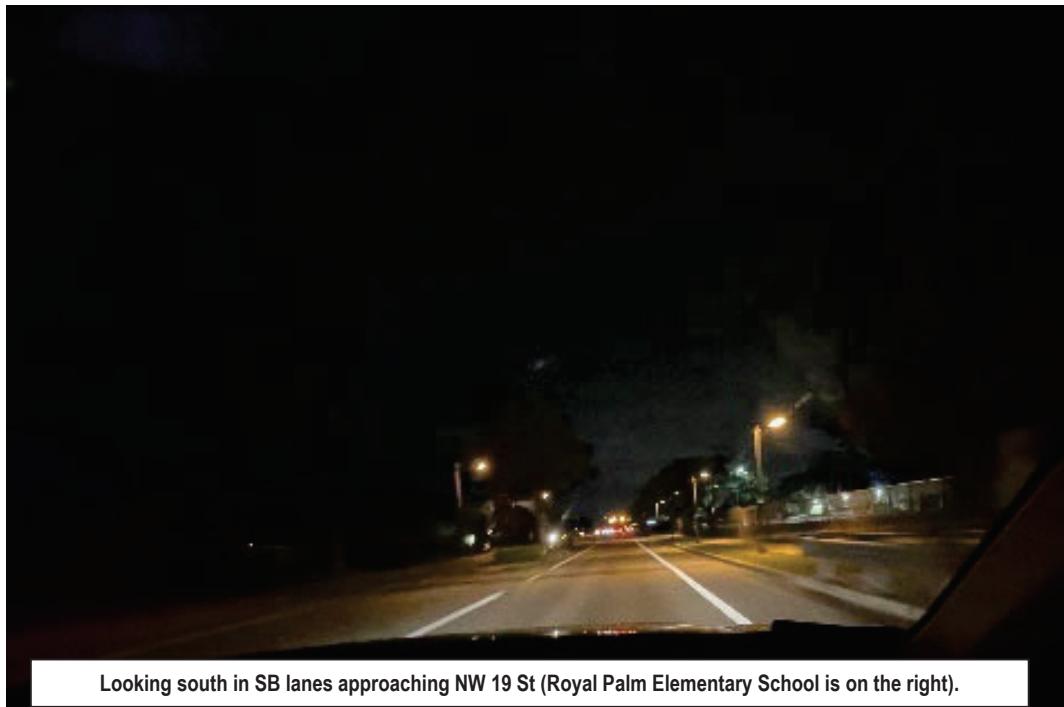
- Corridor (Driving North to South from University Drive to Oakland Park Blvd):
 - There are light poles on the left (north) side of the corridor up to NW 70 Ave / NE 72nd Ave.
 - Sporadic to no lighting on the left (north / east) side of the corridor after NW 70 Ave / NE 72nd Ave up to NW 47th PL.
 - Light poles shift to the right (west) side of the corridor after NW 47th PL up to Oakland Park Blvd.
 - There also seem to be some newly installed median fixtures south of Sienna Club Pl.



- Maintain existing fixtures, consider updating to LED.
- Consider adding pedestrian light assemblies (decorative) with LED lighting along the corridor.

Corridor 4: NW 56 Av: Oakland Park Blvd to Sunrise Blvd

- Corridor:
 - There is roadway lighting and pedestrian level lighting on the east side of the road.
 - There is pedestrian level lighting on the west side, however most of the lights were off when we drove by.
 - Area seems to be well illuminated overall.



Looking south in SB lanes approaching NW 19 St (Royal Palm Elementary School is on the right).

- **Recommend maintenance and LED lighting. Also recommend to repair the pedestrian lighting on the west side of the road.**

Corridor 5: NW 19 St to County Regional Park

- Corridor
 - Residential area west and east of the turnpike seems well illuminated
 - There are pedestrian lighting fixtures that have been vandalized.
 - Along NW 47 Av, in general area of NW 16 St, it was very residential and well lit.
 - Along MW 16 St, between NW 47 Av and NW 38 Av, there are some shopping plazas, and area seems well illuminated from the shopping area parking lighting.



Looking east in EB lanes of NW 16 St approaching NW 43 Ct



- **Recommend repairing all the broken lighting fixtures.**

- NW 38 Av towards the County Regional Park:
 - Area well illuminated
 - Decorative light poles have been added to the sidewalks
 - This portion of the corridor (out of all the corridors) is the best example of what to do in all the other areas with sidewalks missing adequate lighting



Corridor 6: Sunrise Blvd: US 441 to NW 31 Ave

- This is an FDOT Roadway.
- The corridor is already illuminated.
- No further recommendations, other than to ***consider adding pedestrian light assemblies (decorative) with LED lighting along the corridor, especially as future redevelopment occurs.***