



Final

DTTM Appendices

CR-510 from CR-512 to 58th Avenue
Project Development and Environment (PD&E) Study
Indian River County, Florida

Financial Management Number: 405606-2-22-02
ETDM Number: 14233

Florida Department of Transportation
District Four

January 2017

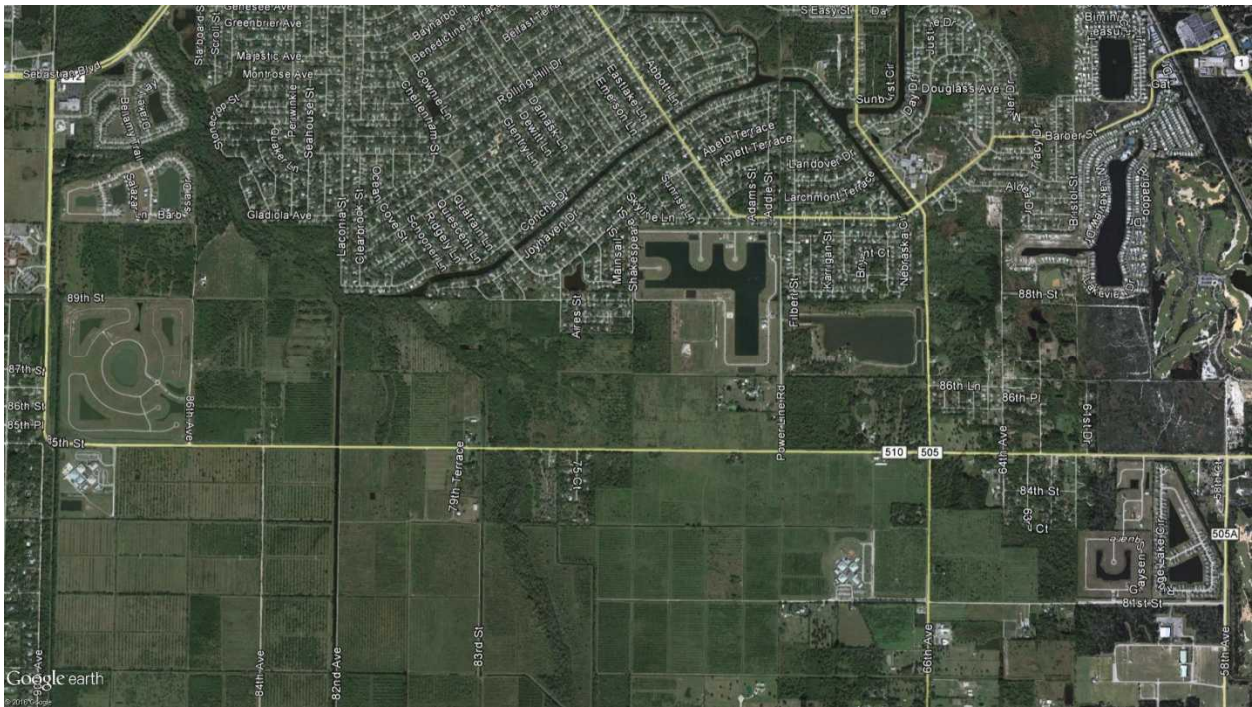
APPENDIX A

Pre-PD&E Traffic Study & Traffic Factors

Traffic Data Collection and Traffic Projections

CR-510 from CR-512 to 58th Avenue

FM No: 405606-2-22-01



Prepared for
Florida Department of Transportation, District 4



February 26, 2016

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1. Introduction

BMA Consulting Engineering, Inc. (CONSULTANT) was retained by the Florida Department of Transportation (FDOT), District 4 to perform Pre-PD&E Traffic activities to support the widening of CR-510 from 2-lanes to 4-lanes between CR-512 and 58th Avenue (5.3 miles), FM# 405606-2-22-01. Under this Task Work Order, the CONSULTANT assigned CH Perez & Associates to collect the existing traffic data and AECOM Technical Services, Inc. with developing the traffic projections.

The purpose of this effort is to provide the PD&E Team with the consistent traffic data and forecasting at the beginning of the study. The study corridor, shown in Figure 1 is in Indian River County.



Figure 1: CR-510 Study Corridor

This document summarizes the traffic forecasting work performed by AECOM Technical Services, Inc. The remainder of the report describes the following:

- A brief description of the traffic data collected within the study corridor;
- Summary of the traffic data for existing conditions, pertaining to the development of traffic forecasts;
- Review and comparison of the different forecasting methodologies to estimate growth rates for the study intersection links; and
- Annual Average Daily Traffic (AADT) projections for both the no-build and build scenarios.

2. Data Collection

CH Perez & Associates collected existing 2015 traffic counts on three consecutive weekdays (December 1st, 2nd and 3rd). 3-day full intersection data (3-hour morning (6-9AM) and evening (4-7PM) turning movement counts) and 24-hour approach/departure counts on each of the three consecutive days were collected at the following intersections:

- CR-510 at CR-512 (signalized)
- CR-510 at Mako Way (signalized)
- CR-510 at Hammerhead Way (signalized)
- CR-510 at 87th Street (signalized)
- CR-510 at Treasure Coast Elementary School (signalized)
- CR-510 at Powerline Road/70th Avenue (un-signalized)
- CR-510 at 66th Avenue (signalized)
- CR-510 at 58th Avenue (signalized)

In addition to turning movement vehicles, the intersection traffic counts included pedestrians, bicyclists, trucks and right-turn-on-red (RTOR) vehicle approaches at all signalized intersections. The classification counts were collected on CR-510 east of Powerline Road and west of Treasure Coast Elementary School.

The turning movement counts, approach/departure counts and the vehicle classification counts are included in Appendix A. Figure 2 shows the study intersections where the data was collected.

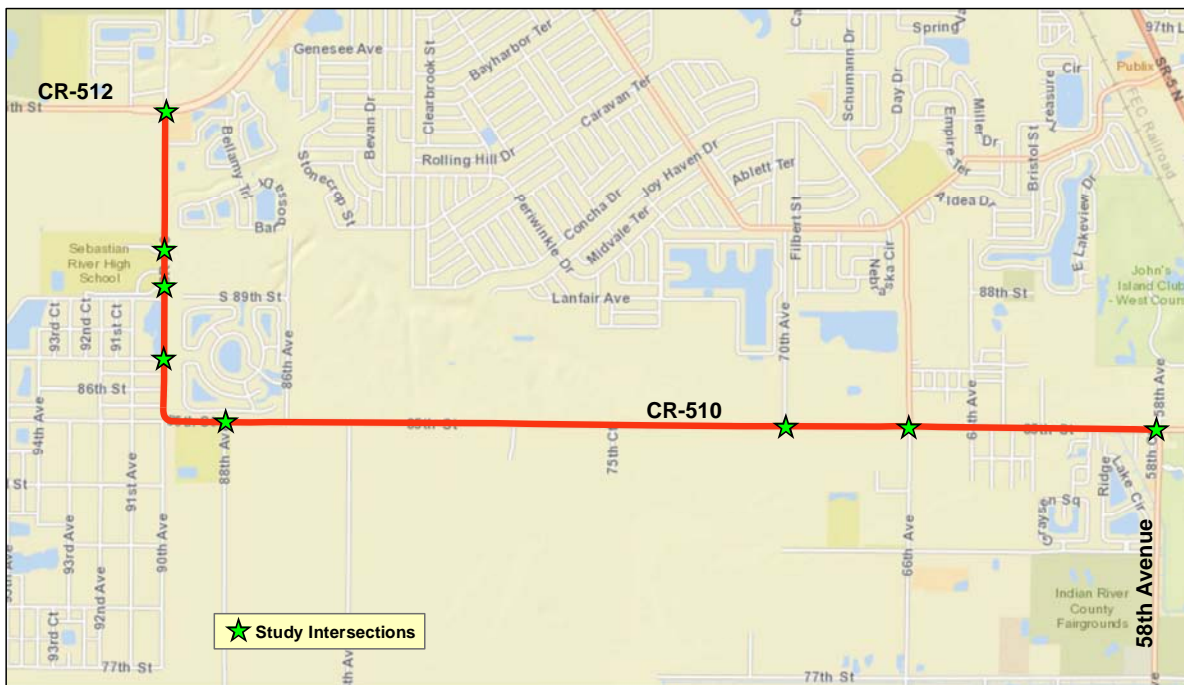


Figure 2: Study Intersections

3. Traffic Data Summary

The three-day average traffic volumes were used, together with the applicable axle adjustment and seasonal factors from the 2014 Florida Traffic Information (FTI) DVD, to calculate the 2015 AADTs for each approach of the study intersections.

The 2014 weekly axle category factor report and the corresponding seasonal factor report are included in Appendix B. The three-day traffic counts collected as part of this Task Work Order and the estimated 2015 AADTs for each approach of the study intersection is shown in Table 1. The AADTs were calculated by first averaging the three-day traffic counts at each approach and then multiplying this average with the axle adjustment and seasonal factors.

Table 1: 2015 Daily Counts Summary and AADT Calculation

Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2015 AADT
		Day 1	Day 2	Day 3	Average			
CR 512	CR 510 North of CR 512	717	654	691	687	0.98	1.00	670
	CR 510 South of CR 512	13,725	13,426	13,549	13,567	0.98	1.00	13,000
	CR 512 East of CR 510	17,536	17,204	17,407	17,382	0.98	1.00	17,000
	CR 512 West of CR 510	18,921	17,728	18,284	18,311	0.98	1.00	18,000
Mako Way	CR 510 North of Mako Way	13,669	13,457	13,586	13,571	0.98	1.00	13,000
	CR 510 South of Mako Way	13,999	13,693	13,847	13,846	0.98	1.00	14,000
	Mako Way West of CR 510	1,005	1,182	1,094	1,094	0.98	1.00	1,100
Hammerhead Way	CR 510 North of Hammerhead Way	13,841	13,532	13,519	13,631	0.98	1.00	13,000
	CR 510 South of Hammerhead Way	12,956	12,692	12,873	12,840	0.98	1.00	13,000
	Hammerhead Way West of CR 510	2,574	2,172	2,272	2,339	0.98	1.00	2,300
87th Street	CR 510 North of 87th Street	13,275	13,133	13,241	13,216	0.98	1.00	13,000
	CR 510 South of 87th Street	11,617	11,331	11,272	11,407	0.98	1.00	11,000
	87th Street West of CR 510	7,156	6,973	7,049	7,059	0.98	1.00	6,900
Treasure Coast Elementary School	CR 510 East of Treasure Coast Elementary School	13,867	14,010	12,731	13,536	0.98	1.00	13,000
	CR 510 West of Treasure Coast Elementary School	12,208	11,907	12,208	12,108	0.98	1.00	12,000
	Treasure Coast Elementary School South of CR 510	1,452	1,522	1,492	1,489	0.98	1.00	1,500
Powerline Road (70th Avenue)	CR 510 East of Powerline Road	14,147	13,922	14,096	14,055	0.98	1.00	14,000
	CR 510 West of Powerline Road	12,098	11,903	11,816	11,939	0.98	1.00	12,000
	Powerline Road North of CR 510	2,652	2,980	2,631	2,754	0.98	1.00	2,700
66th Avenue	66th Avenue North of CR 510	7,787	7,732	7,721	7,747	0.98	1.00	7,600
	66th Avenue South of CR 510	12,313	12,774	12,589	12,559	0.98	1.00	12,000
	CR 510 East of 66th Avenue	10,822	10,911	10,520	10,751	0.98	1.00	11,000
	CR 510 West of 66th Avenue	13,777	13,615	13,382	13,591	0.98	1.00	13,000
58th Avenue	58th Avenue North of CR 510	478	517	417	471	0.98	1.00	460
	58th Avenue South of CR 510	6,763	7,208	6,583	6,851	0.98	1.00	6,700
	CR 510 East of 58th Avenue	13,637	13,442	12,999	13,359	0.98	1.00	13,000
	CR 510 West of 58th Avenue	11,562	11,780	11,389	11,577	0.98	1.00	11,000

4. Traffic Forecasting

Various traffic forecasting methodologies were evaluated and summarized as part of this work. The purpose was to identify the most reasonable forecasting method which can be used to estimate the growth rates for all the study intersections' link approaches. The following forecasting methodologies were reviewed:

- Regression analysis of the last 7 years (2008-2014) of AADTs from FDOT count sites using FDOT Trend analysis spreadsheet. The detailed historical AADT volumes are included in Appendix C and the Trend analysis outputs are included in Appendix D.
- Regression analysis of the last 7 years (2008-2014) of AADTs from FDOT count sites and the 2040 model volumes from the January 13th, 2016 version of the Treasure Coast Regional Planning Model (TCRPM 4.0) using FDOT Trend analysis spreadsheet. After discussing with the FDOT Traffic Modeling Coordinator, the growth factors obtained from this methodology was removed even for comparison purposes because comparing historical AADTs with model volumes results in unrealistic growth rates, especially when the base year volumes are not represented properly in the model.
- Socioeconomic growth for TAZs within 2-mile buffer of the study corridor between the base year 2010 and future year 2040.
- Average growth rates from the model based on the 2010 and 2040 TCRPM 4.0 volumes. Three different model runs were performed – 2010 base year, 2040 full build scenario where CR-510 has 4 lanes in the study corridor, and 2040 no-build scenario where the number of lanes on CR-510 in the 2040 cost-feasible highway networks was reduced back to 2 lanes (existing conditions) in the study corridor. This resulted in two different growth rates – one for the no-build scenario and the other for the build scenario. The model volumes in the corridor are plotted and shown in Appendix E.

The growth rates of historical counts, TCRPM socioeconomic growth, and the model to model projections methodology were summarized and compared with each other. The growth rates comparison results are shown in Table 2. Based on the comparison and discussions with FDOT Traffic Modeling Coordinator, growth rates obtained from the model to model projections methodology were used to develop the future year AADTs. The 2015 AADT obtained from field counts for each approach, was grown based on the corresponding growth rates to obtain the 2040 no-build and build forecasted AADT. Then the 2020 and 2030 AADT was estimated by interpolating the 2015 AADT and the 2040 forecasted AADT.

In cases where the model didn't have a specific approach at a study intersection link (due to the coarse nature of the TAZ structure and highway network delineation in a regional travel demand model), a growth rate for that specific approach was assigned by looking at the turning movement counts at that intersection. For example, the north leg of the CR-510/CR-512 intersection was not coded in the regional model. To obtain the growth rate for this leg, the turning movement counts from the north leg were analyzed, and the movement (through, right-turn or left-turn) with the maximum number of vehicles was identified. In this case, the left-turn movement was dominant, and hence the growth rate from the east leg of the intersection was applied to this north leg.

The recommended growth rates and future AADTs for both the no-build and build scenarios are summarized in Table 3. The depictions of the AADT projections are shown in the Appendix F.

Table 2: Growth Rates Summary

Intersection	Location	Historical	CR-510 2-lane			CR-510 4-lane			TCRPM 4 TAZ (2-mile buffer)					
			TCRPM 4.0 Model Volumes			TCRPM 4.0 Model Volumes			Population			Employment		
			2010	2040	Model Growth Rate	2010	2040	Model Growth Rate	2010	2040	Growth Rate	2010	2040	Growth Rate
CR 512	CR 510 North of CR 512	0.84%							21,096	34,434	1.65%	3,421	5,588	1.65%
	CR 510 South of CR 512		14,500	18,900	0.89%	14,500	21,500	1.32%						
	CR 512 East of CR 510		24,500	29,000	0.56%	24,500	28,800	0.54%						
	CR 512 West of CR 510		24,800	33,800	1.04%	24,800	34,800	1.14%						
Mako Way	CR 510 North of Mako Way		10,300	14,500	1.15%	10,300	16,600	1.60%						
	CR 510 South of Mako Way													
	Mako Way West of CR 510													
Hammerhead Way	CR 510 North of Hammerhead Way		10,300	14,500	1.15%	10,300	16,600	1.60%						
	CR 510 South of Hammerhead Way													
	Hammerhead Way West of CR 510													
87th Street	CR 510 North of 87th Street		10,300	14,500	1.15%	10,300	16,600	1.60%						
	CR 510 South of 87th Street		10,500	17,100	1.64%	10,500	18,700	1.94%						
	87th Street West of CR 510													
Treasure Coast Elementary School	CR 510 East of Treasure Coast Elementary School		10,500	17,100	1.64%	10,500	18,700	1.94%						
	CR 510 West of Treasure Coast Elementary School													
	Treasure Coast Elementary School South of CR 510													
Powerline Road (70th Avenue)	CR 510 East of Powerline Road		10,900	19,700	1.99%	10,900	22,800	2.49%						
	CR 510 West of Powerline Road		10,900	19,600	1.98%	10,900	22,800	2.49%						
	Powerline Road North of CR 510					-								
66th Avenue	66th Avenue North of CR 510		10,600	15,800	1.34%	10,600	16,300	1.44%						
	66th Avenue South of CR 510		11,300	20,400	1.99%	11,300	19,700	1.87%						
	CR 510 East of 66th Avenue	0.93%	8,500	14,300	1.75%	8,500	18,300	2.59%						
	CR 510 West of 66th Avenue		10,900	19,700	1.99%	10,900	22,800	2.49%						
58th Avenue	58th Avenue North of CR 510													
	58th Avenue South of CR 510		6,500	9,700	1.34%	6,500	9,300	1.20%						
	CR 510 East of 58th Avenue		13,700	22,000	1.59%	13,700	25,300	2.07%						
	CR 510 West of 58th Avenue		8,700	14,700	1.76%	8,700	18,700	2.58%						

Table 3: Recommended Future AADT

Intersection	Location	2015 AADT	No-Build (2-lane) Forecast				Build (4-lane) Forecast			
			Growth rate	2020 AADT	2030 AADT	2040 AADT	Growth rate	2020 AADT	2030 AADT	2040 AADT
CR 512	CR 510 North of CR 512	670	0.56%	690	730	770	0.54%	690	730	770
	CR 510 South of CR 512	13,000	0.89%	14,000	15,000	16,000	1.32%	14,000	16,000	18,000
	CR 512 East of CR 510	17,000	0.56%	18,000	19,000	20,000	0.54%	17,000	18,000	19,000
	CR 512 West of CR 510	18,000	1.04%	19,000	21,000	23,000	1.14%	19,000	22,000	24,000
Mako Way	CR 510 North of Mako Way	13,000	1.15%	14,000	15,000	17,000	1.60%	14,000	17,000	19,000
	CR 510 South of Mako Way	14,000	1.15%	15,000	17,000	19,000	1.60%	15,000	18,000	21,000
	Mako Way West of CR 510	1,100	1.15%	1,200	1,300	1,500	1.60%	1,200	1,400	1,600
Hammerhead Way	CR 510 North of Hammerhead Way	13,000	1.15%	14,000	15,000	17,000	1.60%	14,000	17,000	19,000
	CR 510 South of Hammerhead Way	13,000	1.15%	14,000	15,000	17,000	1.60%	14,000	17,000	19,000
	Hammerhead Way West of CR 510	2,300	1.15%	2,500	2,800	3,100	1.60%	2,500	3,000	3,400
87th Street	CR 510 North of 87th Street	13,000	1.15%	14,000	15,000	17,000	1.60%	14,000	17,000	19,000
	CR 510 South of 87th Street	11,000	1.64%	12,000	15,000	17,000	1.94%	12,000	15,000	18,000
	87th Street West of CR 510	6,900	1.15%	7,400	8,300	9,200	1.60%	7,500	8,800	10,000
Treasure Coast Elementary School	CR 510 East of Treasure Coast Elementary School	13,000	1.64%	14,000	17,000	20,000	1.94%	15,000	18,000	21,000
	CR 510 West of Treasure Coast Elementary School	12,000	1.64%	13,000	16,000	18,000	1.94%	13,000	16,000	19,000
	Treasure Coast Elementary School South of CR 510	1,500	1.64%	1,700	2,000	2,300	1.94%	1,700	2,000	2,400
Powerline Road (70th Avenue)	CR 510 East of Powerline Road	14,000	1.99%	16,000	19,000	23,000	2.49%	16,000	21,000	26,000
	CR 510 West of Powerline Road	12,000	1.98%	14,000	17,000	20,000	2.49%	14,000	18,000	22,000
	Powerline Road North of CR 510	2,700	1.99%	3,000	3,700	4,400	2.49%	3,200	4,100	5,000
66th Avenue	66th Avenue North of CR 510	7,600	1.34%	8,300	9,600	11,000	1.44%	8,300	9,600	11,000
	66th Avenue South of CR 510	12,000	1.99%	14,000	17,000	20,000	1.87%	13,000	16,000	19,000
	CR 510 East of 66th Avenue	11,000	1.75%	12,000	15,000	17,000	2.59%	13,000	17,000	21,000
	CR 510 West of 66th Avenue	13,000	1.99%	15,000	18,000	21,000	2.49%	15,000	20,000	24,000
58th Avenue	58th Avenue North of CR 510	460	1.59%	500	590	680	2.07%	520	650	770
	58th Avenue South of CR 510	6,700	1.34%	7,200	8,300	9,400	1.20%	7,200	8,100	9,000
	CR 510 East of 58th Avenue	13,000	1.59%	14,000	17,000	19,000	2.07%	15,000	18,000	22,000
	CR 510 West of 58th Avenue	11,000	1.76%	12,000	15,000	17,000	2.58%	13,000	17,000	21,000

Appendix A

Traffic Data Collection

3-Day 6-Hour Turning Movement Counts

CR-510 at 58th Avenue

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
 Site Code : 51058002
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	4	0	0	5	7
06:15 AM	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	0	9	0	0	9	14
06:30 AM	0	0	0	0	0	0	4	0	0	4	1	0	5	0	6	0	9	0	0	9	19
06:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	7	0	8	1	3	0	0	4	13
Total	0	0	0	0	0	0	7	0	0	7	3	0	16	0	19	2	25	0	0	27	53
07:00 AM	0	0	0	0	0	0	1	1	0	2	0	0	5	0	5	4	9	0	0	13	20
07:15 AM	0	0	0	0	0	0	1	2	0	3	1	0	3	0	4	2	12	0	0	14	21
07:30 AM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	2	9	0	0	11	14
07:45 AM	0	0	0	0	0	0	4	3	0	7	4	0	4	0	8	3	13	0	0	16	31
Total	0	0	0	0	0	0	8	6	0	14	6	0	12	0	18	11	43	0	0	54	86
08:00 AM	0	0	1	0	1	0	8	2	0	10	5	0	5	0	10	4	15	0	0	19	40
08:15 AM	0	0	0	0	0	1	7	1	0	9	2	0	6	0	8	4	12	0	0	16	33
08:30 AM	0	0	0	0	0	0	3	4	0	7	3	0	8	0	11	5	7	1	0	13	31
08:45 AM	0	0	0	0	0	0	6	2	0	8	5	0	2	0	7	0	8	0	0	8	23
Total	0	0	1	0	1	1	24	9	0	34	15	0	21	0	36	13	42	1	0	56	127
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	9	5	0	14	1	0	3	0	4	4	2	0	0	6	24
04:15 PM	0	0	0	0	0	0	10	2	0	12	3	0	3	0	6	0	2	0	0	2	20
04:30 PM	0	0	0	0	0	0	10	2	0	12	2	0	5	0	7	1	4	0	0	5	24
04:45 PM	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	1	0	0	0	1	11
Total	0	0	0	0	0	0	36	10	0	46	6	0	13	0	19	6	8	0	0	14	79
05:00 PM	0	0	0	0	0	0	5	1	0	6	1	0	4	0	5	2	4	0	0	6	17
05:15 PM	0	0	0	0	0	0	7	2	0	9	0	0	3	0	3	1	2	0	0	3	15
05:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	2	3	1	0	6	10
05:45 PM	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	1	1	0	0	2	7
Total	0	0	0	0	0	0	18	4	0	22	2	0	8	0	10	6	10	1	0	17	49
06:00 PM	0	1	0	0	1	0	3	1	0	4	0	0	5	0	5	0	1	0	0	1	11
06:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	9
06:30 PM	0	0	0	0	0	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	5
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total	0	1	0	0	1	0	12	1	0	13	1	0	6	0	7	3	4	0	0	7	28
Grand Total	0	1	1	0	2	1	105	30	0	136	33	0	76	0	109	41	132	2	0	175	422
Apprch %	0	50	50	0		0.7	77.2	22.1	0		30.3	0	69.7	0		23.4	75.4	1.1	0		
Total %	0	0.2	0.2	0	0.5	0.2	24.9	7.1	0	32.2	7.8	0	18	0	25.8	9.7	31.3	0.5	0	41.5	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	11	2	0	13	8	0	6	0	14	9	51	0	0	60	87
06:15 AM	0	2	0	0	2	1	18	5	0	24	11	3	1	0	15	15	51	0	0	66	107
06:30 AM	0	0	0	0	0	1	16	13	0	30	11	1	0	0	12	15	130	0	0	145	187
06:45 AM	0	0	0	0	0	1	30	14	0	45	17	2	3	0	22	22	142	0	0	164	231
Total	0	2	0	0	2	3	75	34	0	112	47	6	10	0	63	61	374	0	0	435	612
07:00 AM	0	0	0	0	0	2	35	26	0	63	14	0	10	2	26	14	140	0	0	154	243
07:15 AM	0	0	0	0	0	2	39	18	0	59	39	0	15	0	54	30	144	0	0	174	287
07:30 AM	1	0	0	0	1	0	38	20	0	58	23	1	15	0	39	33	127	0	0	160	258
07:45 AM	0	1	0	0	1	5	43	30	0	78	32	0	15	0	47	33	124	1	0	158	284
Total	1	1	0	0	2	9	155	94	0	258	108	1	55	2	166	110	535	1	0	646	1072
08:00 AM	0	0	2	0	2	10	31	48	0	89	24	0	13	0	37	22	109	0	0	131	259
08:15 AM	1	1	0	0	2	11	32	29	0	72	25	0	8	0	33	18	123	0	0	141	248
08:30 AM	0	2	2	0	4	7	39	23	0	69	20	0	9	0	29	24	113	0	0	137	239
08:45 AM	0	0	1	0	1	3	34	25	0	62	11	2	14	1	28	28	112	2	0	142	233
Total	1	3	5	0	9	31	136	125	0	292	80	2	44	1	127	92	457	2	0	551	979
*** BREAK ***																					
04:00 PM	1	1	1	0	3	1	118	43	0	162	31	1	18	0	50	17	51	0	0	68	283
04:15 PM	0	0	5	0	5	0	124	42	0	166	44	1	32	0	77	14	60	0	0	74	322
04:30 PM	0	2	6	0	8	1	121	42	0	164	40	0	27	0	67	15	58	0	2	75	314
04:45 PM	1	0	4	0	5	1	131	36	0	168	33	1	37	0	71	17	46	0	0	63	307
Total	2	3	16	0	21	3	494	163	0	660	148	3	114	0	265	63	215	0	2	280	1226
05:00 PM	2	1	0	0	3	0	144	40	0	184	39	0	28	0	67	13	34	0	0	47	301
05:15 PM	0	0	0	0	0	0	143	30	0	173	39	0	30	0	69	18	44	0	0	62	304
05:30 PM	0	0	6	0	6	0	150	28	0	178	40	0	33	0	73	7	46	2	0	55	312
05:45 PM	2	1	1	0	4	1	69	18	0	88	32	1	32	0	65	12	52	0	0	64	221
Total	4	2	7	0	13	1	506	116	0	623	150	1	123	0	274	50	176	2	0	228	1138
06:00 PM	0	0	3	0	3	1	75	22	0	98	18	2	25	0	45	13	44	1	0	58	204
06:15 PM	0	0	0	0	0	0	75	26	0	101	24	1	24	0	49	9	47	0	0	56	206
06:30 PM	0	0	0	0	0	0	57	24	0	81	22	0	18	0	40	11	33	1	0	45	166
06:45 PM	1	0	0	0	1	0	57	13	0	70	12	0	18	0	30	7	25	0	0	32	133
Total	1	0	3	0	4	1	264	85	0	350	76	3	85	0	164	40	149	2	0	191	709
Grand Total	9	11	31	0	51	48	1630	617	0	2295	609	16	431	3	1059	416	1906	7	2	2331	5736
Apprch %	17.6	21.6	60.8	0		2.1	71	26.9	0		57.5	1.5	40.7	0.3		17.8	81.8	0.3	0.1		
Total %	0.2	0.2	0.5	0	0.9	0.8	28.4	10.8	0	40	10.6	0.3	7.5	0.1	18.5	7.3	33.2	0.1	0	40.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	12	2	0	14	8	0	7	0	15	10	55	0	0	65	94
06:15 AM	0	2	0	0	2	1	19	5	0	25	12	3	4	0	19	15	60	0	0	75	121
06:30 AM	0	0	0	0	0	1	20	13	0	34	12	1	5	0	18	15	139	0	0	154	206
06:45 AM	0	0	0	0	0	1	31	14	0	46	18	2	10	0	30	23	145	0	0	168	244
Total	0	2	0	0	2	3	82	34	0	119	50	6	26	0	82	63	399	0	0	462	665
07:00 AM	0	0	0	0	0	2	36	27	0	65	14	0	15	2	31	18	149	0	0	167	263
07:15 AM	0	0	0	0	0	2	40	20	0	62	40	0	18	0	58	32	156	0	0	188	308
07:30 AM	1	0	0	0	1	0	40	20	0	60	24	1	15	0	40	35	136	0	0	171	272
07:45 AM	0	1	0	0	1	5	47	33	0	85	36	0	19	0	55	36	137	1	0	174	315
Total	1	1	0	0	2	9	163	100	0	272	114	1	67	2	184	121	578	1	0	700	1158
08:00 AM	0	0	3	0	3	10	39	50	0	99	29	0	18	0	47	26	124	0	0	150	299
08:15 AM	1	1	0	0	2	12	39	30	0	81	27	0	14	0	41	22	135	0	0	157	281
08:30 AM	0	2	2	0	4	7	42	27	0	76	23	0	17	0	40	29	120	1	0	150	270
08:45 AM	0	0	1	0	1	3	40	27	0	70	16	2	16	1	35	28	120	2	0	150	256
Total	1	3	6	0	10	32	160	134	0	326	95	2	65	1	163	105	499	3	0	607	1106
*** BREAK ***																					
04:00 PM	1	1	1	0	3	1	127	48	0	176	32	1	21	0	54	21	53	0	0	74	307
04:15 PM	0	0	5	0	5	0	134	44	0	178	47	1	35	0	83	14	62	0	0	76	342
04:30 PM	0	2	6	0	8	1	131	44	0	176	42	0	32	0	74	16	62	0	2	80	338
04:45 PM	1	0	4	0	5	1	138	37	0	176	33	1	39	0	73	18	46	0	0	64	318
Total	2	3	16	0	21	3	530	173	0	706	154	3	127	0	284	69	223	0	2	294	1305
05:00 PM	2	1	0	0	3	0	149	41	0	190	40	0	32	0	72	15	38	0	0	53	318
05:15 PM	0	0	0	0	0	0	150	32	0	182	39	0	33	0	72	19	46	0	0	65	319
05:30 PM	0	0	6	0	6	0	153	28	0	181	40	0	34	0	74	9	49	3	0	61	322
05:45 PM	2	1	1	0	4	1	72	19	0	92	33	1	32	0	66	13	53	0	0	66	228
Total	4	2	7	0	13	1	524	120	0	645	152	1	131	0	284	56	186	3	0	245	1187
06:00 PM	0	1	3	0	4	1	78	23	0	102	18	2	30	0	50	13	45	1	0	59	215
06:15 PM	0	0	0	0	0	0	80	26	0	106	24	1	25	0	50	10	49	0	0	59	215
06:30 PM	0	0	0	0	0	0	59	24	0	83	23	0	18	0	41	12	34	1	0	47	171
06:45 PM	1	0	0	0	1	0	59	13	0	72	12	0	18	0	30	8	25	0	0	33	136
Total	1	1	3	0	5	1	276	86	0	363	77	3	91	0	171	43	153	2	0	198	737
Grand Total	9	12	32	0	53	49	1735	647	0	2431	642	16	507	3	1168	457	2038	9	2	2506	6158
Apprch %	17	22.6	60.4	0		2	71.4	26.6	0		55	1.4	43.4	0.3		18.2	81.3	0.4	0.1		
Total %	0.1	0.2	0.5	0	0.9	0.8	28.2	10.5	0	39.5	10.4	0.3	8.2	0	19	7.4	33.1	0.1	0	40.7	
Passenger Cars	9	11	31	0	51	48	1630	617	0	2295	609	16	431	3	1059	416	1906	7	2	2331	5736
% Passenger Cars																					
Heavy Vehicles	0	1	1	0	2	1	105	30	0	136	33	0	76	0	109	41	132	2	0	175	422
% Heavy Vehicles	0	8.3	3.1	0	3.8	2	6.1	4.6	0	5.6	5.1	0	15	0	9.3	9	6.5	22.2	0	7	6.9

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

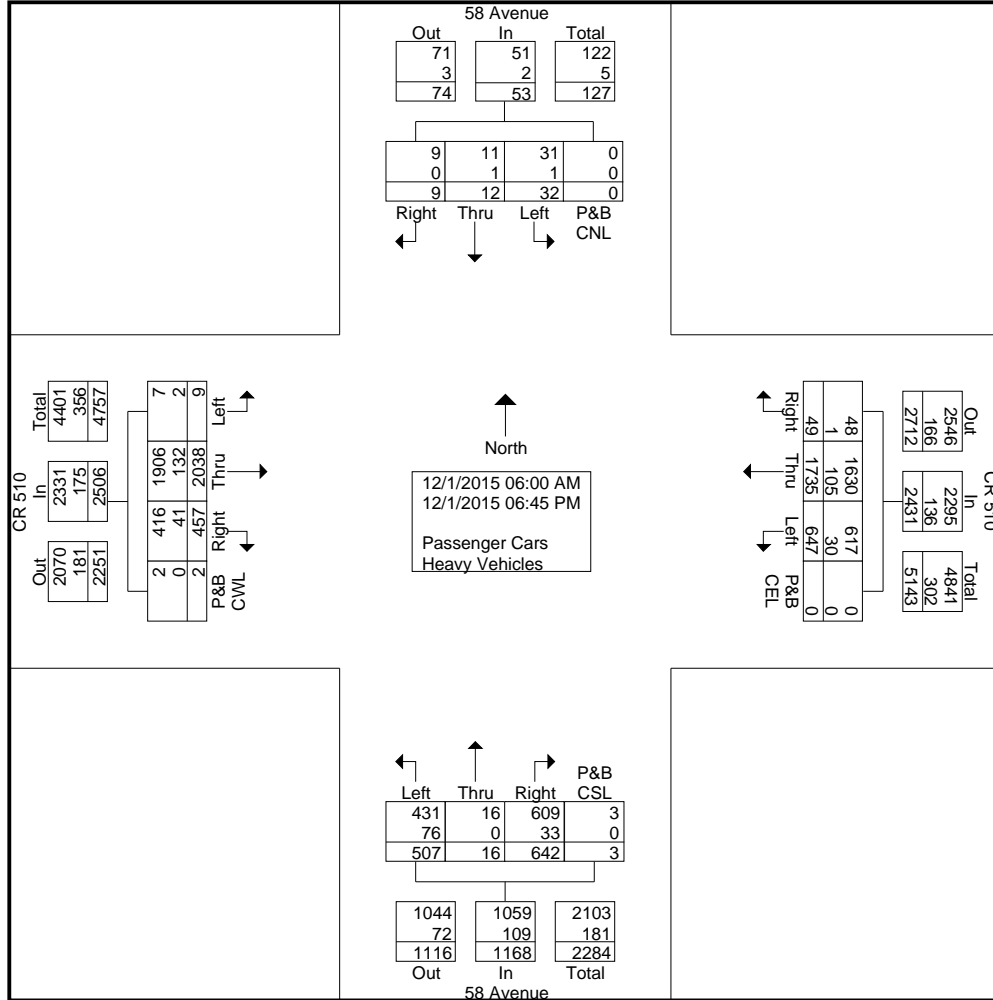
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 2



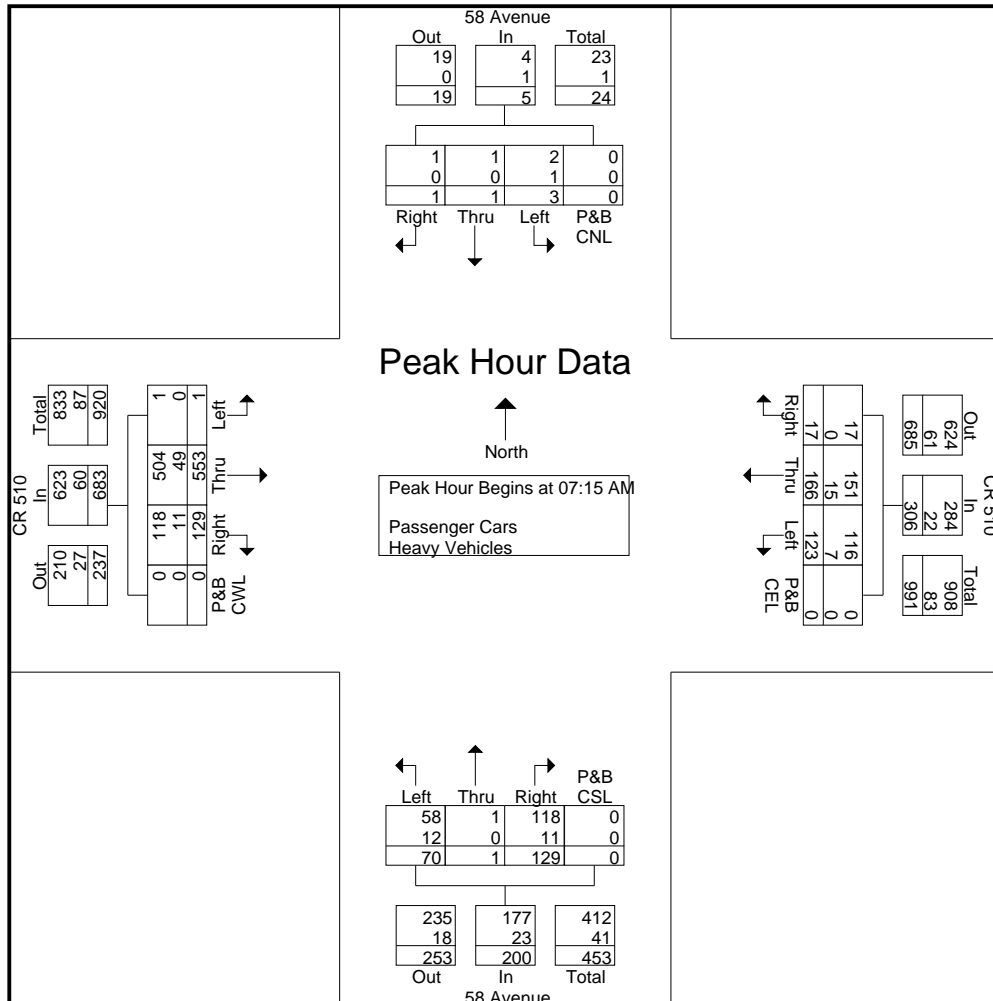
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 3

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	2	40	20	0	62	40	0	18	0	58	32	156	0	0	188	308
07:30 AM	1	0	0	0	1	0	40	20	0	60	24	1	15	0	40	35	136	0	0	171	272
07:45 AM	0	1	0	0	1	5	47	33	0	85	36	0	19	0	55	36	137	1	0	174	315
08:00 AM	0	0	3	0	3	10	39	50	0	99	29	0	18	0	47	26	124	0	0	150	299
Total Volume	1	1	3	0	5	17	166	123	0	306	129	1	70	0	200	129	553	1	0	683	1194
% App. Total	20	20	60	0		5.6	54.2	40.2	0		64.5	0.5	35	0		18.9	81	0.1	0		
PHF	.250	.250	.250	.000	.417	.425	.883	.615	.000	.773	.806	.250	.921	.000	.862	.896	.886	.250	.000	.908	.948
Passenger Cars	1	1	2	0	4	17	151	116	0	284	118	1	58	0	177	118	504	1	0	623	1088
% Passenger Cars																					
Heavy Vehicles	0	0	1	0	1	0	15	7	0	22	11	0	12	0	23	11	49	0	0	60	106
% Heavy Vehicles	0	0	33.3	0	20.0	0	9.0	5.7	0	7.2	8.5	0	17.1	0	11.5	8.5	8.9	0	0	8.8	8.9

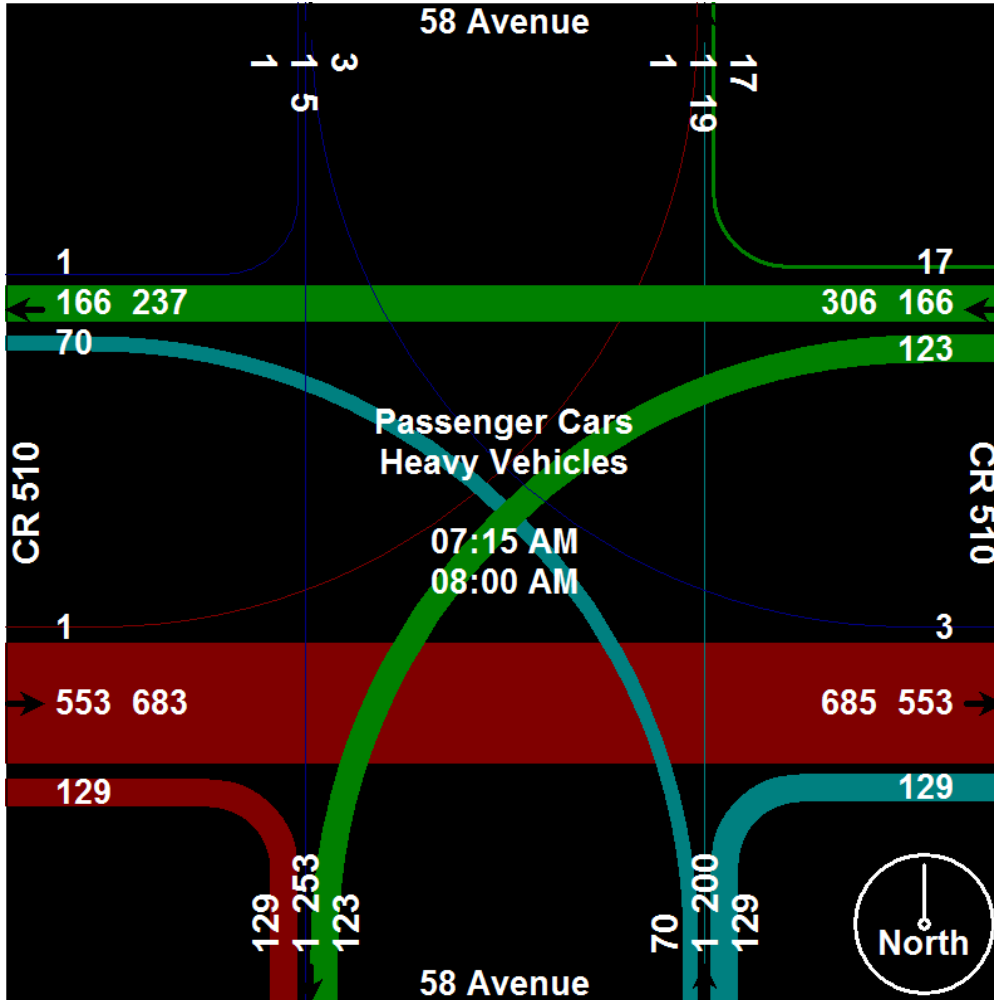


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 4



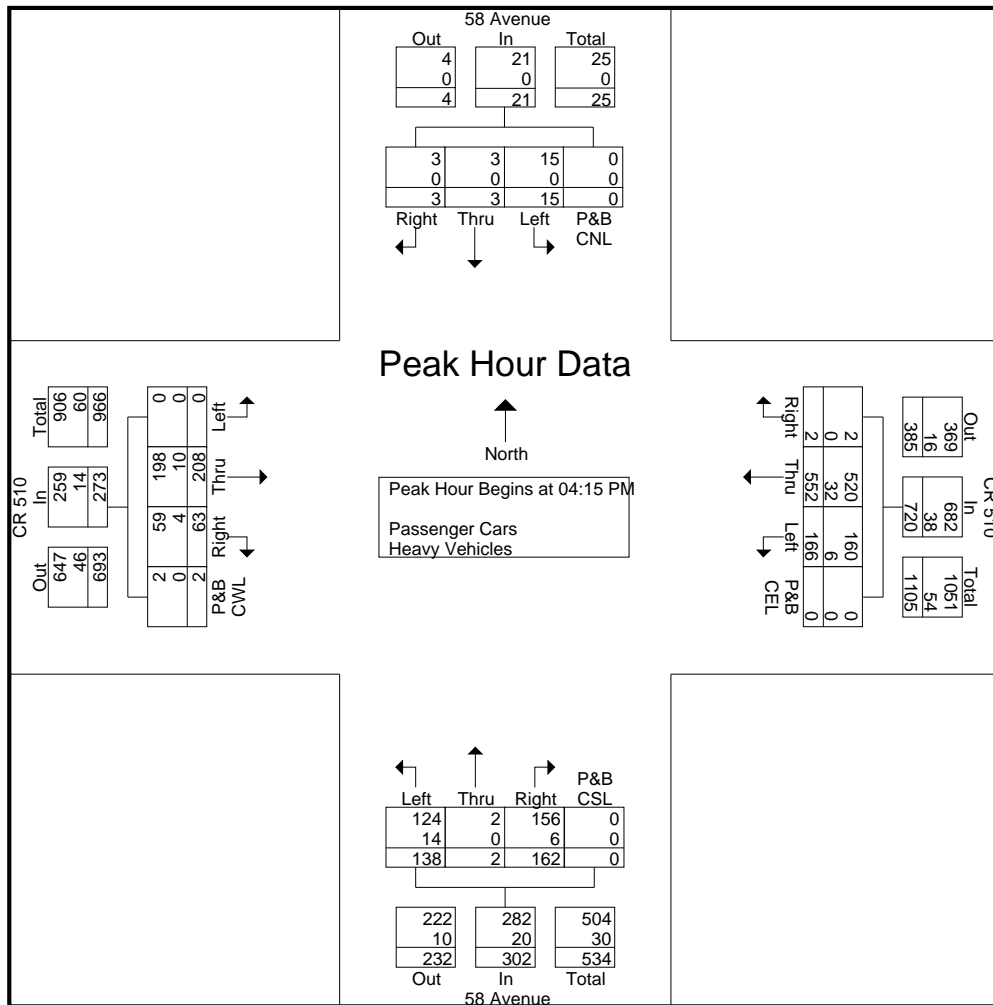
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 5

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	5	0	5	0	134	44	0	178	47	1	35	0	83	14	62	0	0	76	342
04:30 PM	0	2	6	0	8	1	131	44	0	176	42	0	32	0	74	16	62	0	2	80	338
04:45 PM	1	0	4	0	5	1	138	37	0	176	33	1	39	0	73	18	46	0	0	64	318
05:00 PM	2	1	0	0	3	0	149	41	0	190	40	0	32	0	72	15	38	0	0	53	318
Total Volume	3	3	15	0	21	2	552	166	0	720	162	2	138	0	302	63	208	0	2	273	1316
% App. Total	14.3	14.3	71.4	0		0.3	76.7	23.1	0		53.6	0.7	45.7	0		23.1	76.2	0	0.7		
PHF	.375	.375	.625	.000	.656	.500	.926	.943	.000	.947	.862	.500	.885	.000	.910	.875	.839	.000	.250	.853	.962
Passenger Cars	3	3	15	0	21	2	520	160	0	682	156	2	124	0	282	59	198	0	2	259	1244
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	32	6	0	38	6	0	14	0	20	4	10	0	0	14	72
% Heavy Vehicles	0	0	0	0	0	0	5.8	3.6	0	5.3	3.7	0	10.1	0	6.6	6.3	4.8	0	0	5.1	5.5

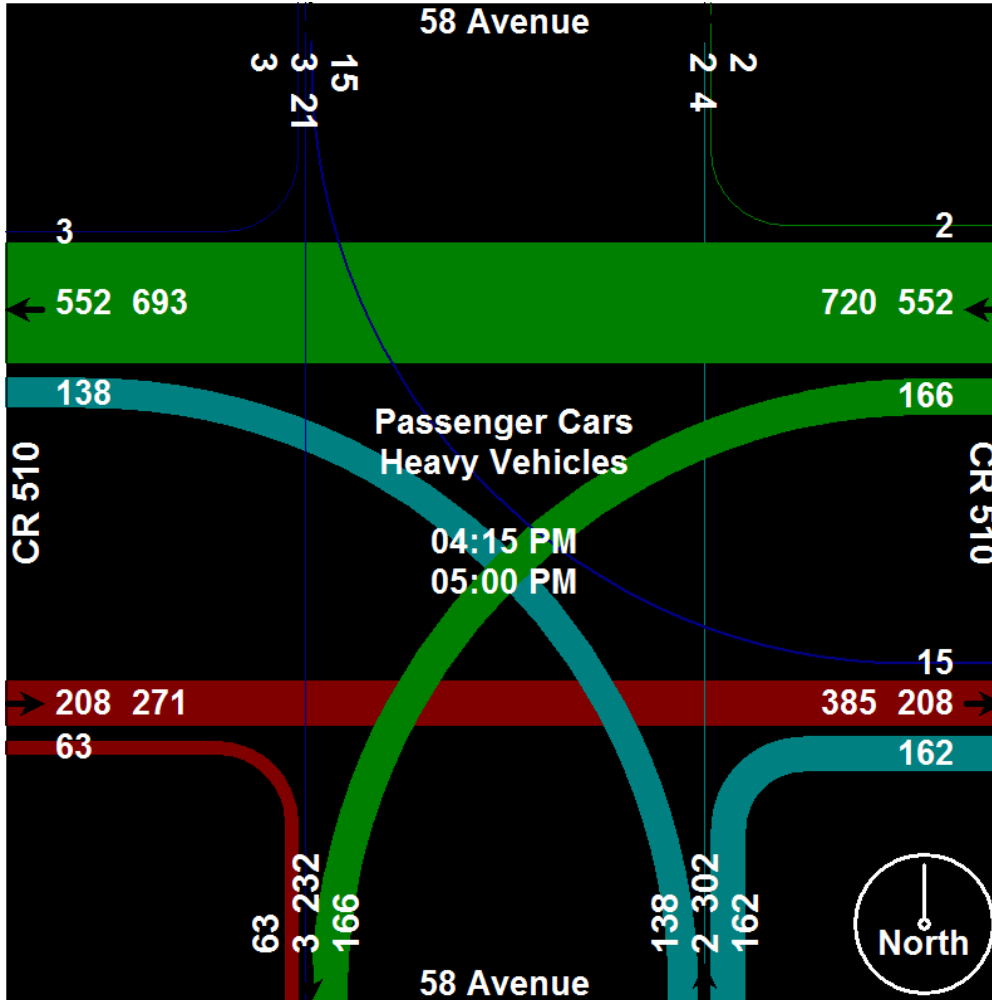


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058002
Start Date : 12/1/2015
Page No : 6



CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
 Site Code : 51058004
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	3	0	3	0	4	1	0	5	11
06:15 AM	0	0	0	0	0	0	4	0	0	4	1	0	3	0	4	1	3	0	0	4	12
06:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	4	0	4	0	9	2	0	11	17
06:45 AM	0	0	0	0	0	0	3	1	0	4	1	0	3	0	4	1	5	2	0	8	16
Total	0	0	0	0	0	0	12	1	0	13	2	0	13	0	15	2	21	5	0	28	56
07:00 AM	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	2	8	0	0	10	15
07:15 AM	0	0	0	0	0	0	6	2	0	8	0	0	4	0	4	2	10	0	0	12	24
07:30 AM	0	0	0	0	0	0	7	1	0	8	2	0	6	0	8	1	14	0	0	15	31
07:45 AM	0	0	0	0	0	0	8	1	0	9	6	0	5	0	11	4	10	0	0	14	34
Total	0	0	0	0	0	0	24	5	0	29	8	0	16	0	24	9	42	0	0	51	104
08:00 AM	0	0	0	0	0	0	8	3	0	11	3	0	4	0	7	2	12	0	0	14	32
08:15 AM	0	0	0	0	0	0	5	8	0	13	8	0	4	0	12	4	6	0	0	10	35
08:30 AM	0	0	0	0	0	0	6	2	0	8	3	0	2	0	5	0	3	0	0	3	16
08:45 AM	0	0	0	0	0	0	8	3	0	11	3	0	3	0	6	1	4	0	0	5	22
Total	0	0	0	0	0	0	27	16	0	43	17	0	13	0	30	7	25	0	0	32	105
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	0	2	0	0	2	14
04:15 PM	0	0	0	0	0	0	8	1	0	9	3	0	2	0	5	1	2	0	0	3	17
04:30 PM	0	0	0	0	0	0	9	3	0	12	1	0	1	0	2	1	3	0	0	4	18
04:45 PM	0	0	0	0	0	0	8	3	0	11	0	0	3	0	3	0	2	0	0	2	16
Total	0	0	0	0	0	0	35	8	0	43	4	0	7	0	11	2	9	0	0	11	65
05:00 PM	0	0	0	0	0	0	6	4	0	10	0	0	1	0	1	3	3	0	0	6	17
05:15 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	3	0	0	4	10
05:30 PM	0	0	0	0	0	0	5	1	0	6	0	0	3	0	3	2	0	0	0	2	11
05:45 PM	0	0	0	0	0	0	5	0	0	5	1	0	1	0	2	2	0	0	0	2	9
Total	0	0	0	0	0	0	20	5	0	25	2	0	6	0	8	8	6	0	0	14	47
06:00 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	2	1	0	0	3	7
06:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
06:30 PM	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	1	0	0	0	1	7
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Total	0	0	0	0	0	0	9	2	0	11	1	0	2	0	3	4	2	0	0	6	20
Grand Total	0	0	0	0	0	0	127	37	0	164	34	0	57	0	91	32	105	5	0	142	397
Apprch %	0	0	0	0	0	0	77.4	22.6	0		37.4	0	62.6	0		22.5	73.9	3.5	0		
Total %	0	0	0	0	0	0	32	9.3	0	41.3	8.6	0	14.4	0	22.9	8.1	26.4	1.3	0	35.8	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	14	3	0	17	10	0	0	0	10	10	50	0	0	60	87
06:15 AM	0	0	2	0	2	0	11	5	0	16	7	4	0	0	11	12	58	0	0	70	99
06:30 AM	0	1	0	0	1	0	11	14	0	25	15	0	6	0	21	18	121	0	0	139	186
06:45 AM	0	0	0	0	0	2	19	11	0	32	16	0	12	0	28	18	132	0	0	150	210
Total	0	1	2	0	3	2	55	33	0	90	48	4	18	0	70	58	361	0	0	419	582
07:00 AM	1	0	0	0	1	0	28	16	0	44	20	0	7	0	27	15	141	0	0	156	228
07:15 AM	0	1	1	0	2	4	33	26	0	63	25	1	7	0	33	28	153	0	0	181	279
07:30 AM	0	0	0	0	0	9	28	30	0	67	23	1	14	0	38	21	138	0	0	159	264
07:45 AM	1	0	0	0	1	3	33	34	0	70	28	0	17	0	45	38	131	0	2	171	287
Total	2	1	1	0	4	16	122	106	0	244	96	2	45	0	143	102	563	0	2	667	1058
08:00 AM	1	0	1	0	2	5	38	32	0	75	27	0	3	0	30	26	130	1	0	157	264
08:15 AM	0	0	1	0	1	2	38	29	0	69	12	1	11	0	24	19	125	0	0	144	238
08:30 AM	0	0	1	0	1	1	36	27	0	64	44	0	12	0	56	17	117	0	0	134	255
08:45 AM	0	0	0	0	0	6	40	22	0	68	25	0	14	0	39	12	102	2	0	116	223
Total	1	0	3	0	4	14	152	110	0	276	108	1	40	0	149	74	474	3	0	551	980
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	117	54	0	171	55	0	34	0	89	16	51	1	0	68	329
04:15 PM	0	1	3	0	4	0	133	32	0	165	40	0	28	0	68	23	56	0	0	79	316
04:30 PM	1	0	1	0	2	1	128	36	0	165	39	0	54	0	93	58	56	1	0	115	375
04:45 PM	0	0	0	0	0	1	108	35	0	144	87	1	93	0	181	50	43	0	0	93	418
Total	1	1	5	0	7	2	486	157	0	645	221	1	209	0	431	147	206	2	0	355	1438
05:00 PM	0	0	1	0	1	4	111	40	0	155	67	0	74	0	141	18	55	0	0	73	370
05:15 PM	0	1	0	0	1	6	142	36	0	184	36	0	35	0	71	22	55	0	0	77	333
05:30 PM	1	1	0	0	2	0	124	28	0	152	47	1	66	0	114	15	42	1	0	58	326
05:45 PM	0	0	0	0	0	6	125	23	0	154	39	0	44	0	83	19	40	1	0	60	297
Total	1	2	1	0	4	16	502	127	0	645	189	1	219	0	409	74	192	2	0	268	1326
06:00 PM	3	0	0	0	3	0	86	19	0	105	52	2	45	0	99	18	37	2	0	57	264
06:15 PM	0	0	0	0	0	0	63	22	0	85	31	1	33	1	66	11	38	0	0	49	200
06:30 PM	1	0	1	0	2	0	55	13	0	68	13	0	24	0	37	13	41	2	0	56	163
06:45 PM	0	1	0	0	1	0	51	22	0	73	15	0	19	0	34	10	34	0	0	44	152
Total	4	1	1	0	6	0	255	76	0	331	111	3	121	1	236	52	150	4	0	206	779
Grand Total	9	6	13	0	28	50	1572	609	0	2231	773	12	652	1	1438	507	1946	11	2	2466	6163
Apprch %	32.1	21.4	46.4	0		2.2	70.5	27.3	0		53.8	0.8	45.3	0.1		20.6	78.9	0.4	0.1		
Total %	0.1	0.1	0.2	0	0.5	0.8	25.5	9.9	0	36.2	12.5	0.2	10.6	0	23.3	8.2	31.6	0.2	0	40	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	17	3	0	20	10	0	3	0	13	10	54	1	0	65	98
06:15 AM	0	0	2	0	2	0	15	5	0	20	8	4	3	0	15	13	61	0	0	74	111
06:30 AM	0	1	0	0	1	0	13	14	0	27	15	0	10	0	25	18	130	2	0	150	203
06:45 AM	0	0	0	0	0	2	22	12	0	36	17	0	15	0	32	19	137	2	0	158	226
Total	0	1	2	0	3	2	67	34	0	103	50	4	31	0	85	60	382	5	0	447	638
07:00 AM	1	0	0	0	1	0	31	17	0	48	20	0	8	0	28	17	149	0	0	166	243
07:15 AM	0	1	1	0	2	4	39	28	0	71	25	1	11	0	37	30	163	0	0	193	303
07:30 AM	0	0	0	0	0	9	35	31	0	75	25	1	20	0	46	22	152	0	0	174	295
07:45 AM	1	0	0	0	1	3	41	35	0	79	34	0	22	0	56	42	141	0	2	185	321
Total	2	1	1	0	4	16	146	111	0	273	104	2	61	0	167	111	605	0	2	718	1162
08:00 AM	1	0	1	0	2	5	46	35	0	86	30	0	7	0	37	28	142	1	0	171	296
08:15 AM	0	0	1	0	1	2	43	37	0	82	20	1	15	0	36	23	131	0	0	154	273
08:30 AM	0	0	1	0	1	1	42	29	0	72	47	0	14	0	61	17	120	0	0	137	271
08:45 AM	0	0	0	0	0	6	48	25	0	79	28	0	17	0	45	13	106	2	0	121	245
Total	1	0	3	0	4	14	179	126	0	319	125	1	53	0	179	81	499	3	0	583	1085
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	127	55	0	182	55	0	35	0	90	16	53	1	0	70	343
04:15 PM	0	1	3	0	4	0	141	33	0	174	43	0	30	0	73	24	58	0	0	82	333
04:30 PM	1	0	1	0	2	1	137	39	0	177	40	0	55	0	95	59	59	1	0	119	393
04:45 PM	0	0	0	0	0	1	116	38	0	155	87	1	96	0	184	50	45	0	0	95	434
Total	1	1	5	0	7	2	521	165	0	688	225	1	216	0	442	149	215	2	0	366	1503
05:00 PM	0	0	1	0	1	4	117	44	0	165	67	0	75	0	142	21	58	0	0	79	387
05:15 PM	0	1	0	0	1	6	146	36	0	188	37	0	36	0	73	23	58	0	0	81	343
05:30 PM	1	1	0	0	2	0	129	29	0	158	47	1	69	0	117	17	42	1	0	60	337
05:45 PM	0	0	0	0	0	6	130	23	0	159	40	0	45	0	85	21	40	1	0	62	306
Total	1	2	1	0	4	16	522	132	0	670	191	1	225	0	417	82	198	2	0	282	1373
06:00 PM	3	0	0	0	3	0	89	20	0	109	52	2	45	0	99	20	38	2	0	60	271
06:15 PM	0	0	0	0	0	0	64	23	0	87	31	1	33	1	66	12	38	0	0	50	203
06:30 PM	1	0	1	0	2	0	59	13	0	72	14	0	25	0	39	14	41	2	0	57	170
06:45 PM	0	1	0	0	1	0	52	22	0	74	15	0	20	0	35	10	35	0	0	45	155
Total	4	1	1	0	6	0	264	78	0	342	112	3	123	1	239	56	152	4	0	212	799
Grand Total	9	6	13	0	28	50	1699	646	0	2395	807	12	709	1	1529	539	2051	16	2	2608	6560
Apprch %	32.1	21.4	46.4	0		2.1	70.9	27	0		52.8	0.8	46.4	0.1		20.7	78.6	0.6	0.1		
Total %	0.1	0.1	0.2	0	0.4	0.8	25.9	9.8	0	36.5	12.3	0.2	10.8	0	23.3	8.2	31.3	0.2	0	39.8	
Passenger Cars	9	6	13	0	28	50	1572	609	0	2231	773	12	652	1	1438	507	1946	11	2	2466	6163
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	127	37	0	164	34	0	57	0	91	32	105	5	0	142	397
% Heavy Vehicles	0	0	0	0	0	0	7.5	5.7	0	6.8	4.2	0	8	0	6	5.9	5.1	31.2	0	5.4	6.1

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

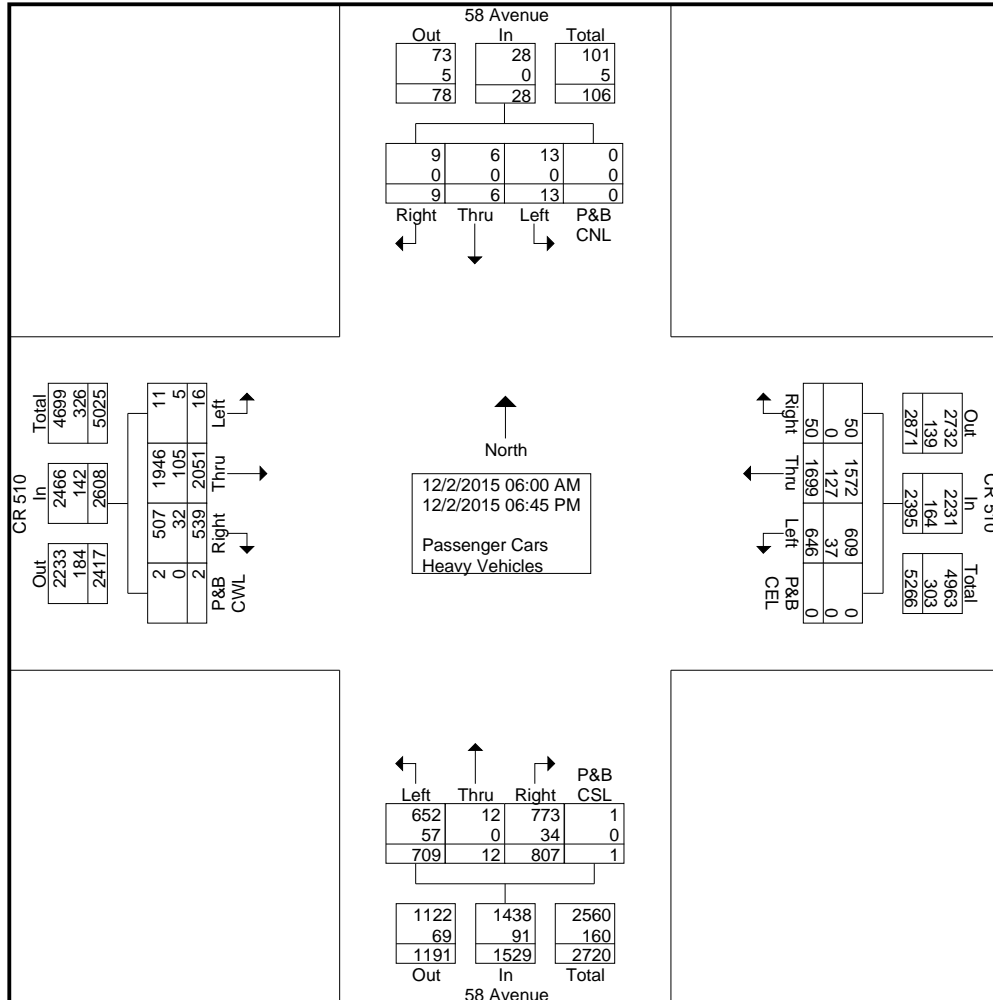
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 2



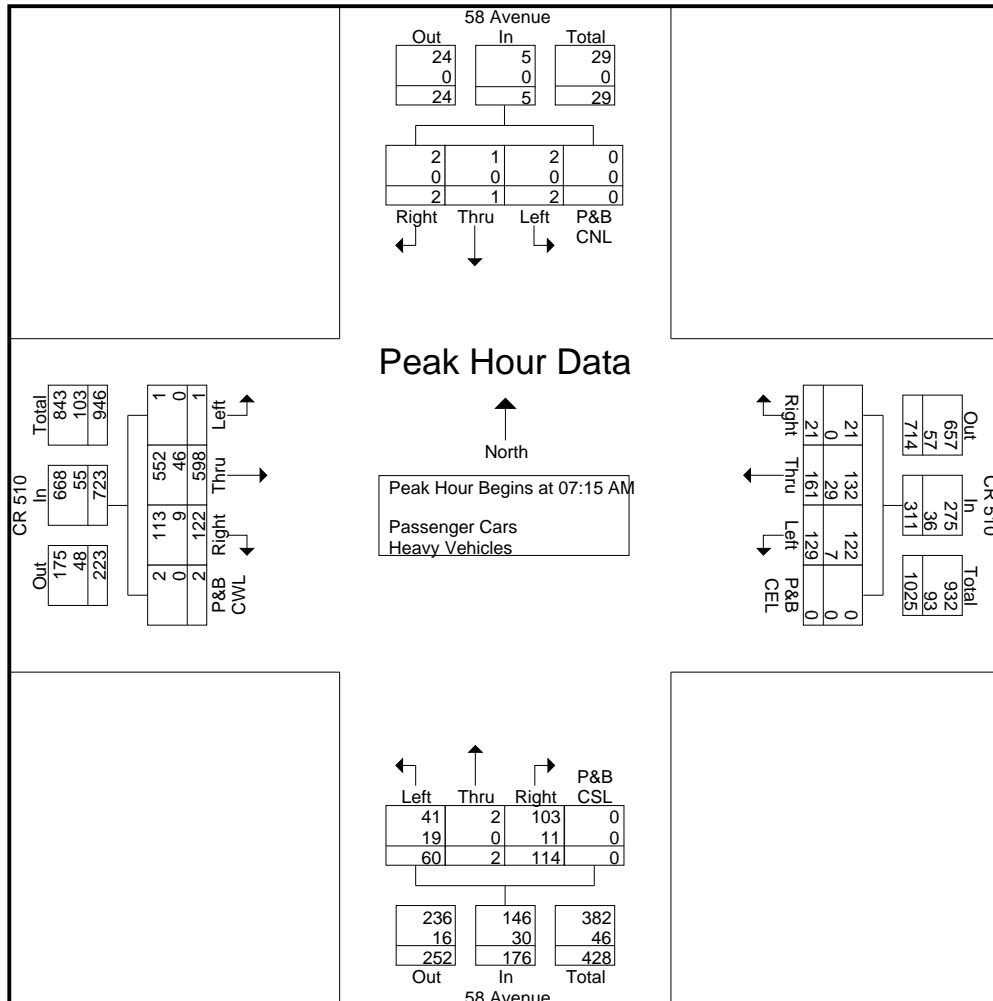
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 3

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 12:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	1	1	0	2	4	39	28	0	71	25	1	11	0	37	30	163	0	0	193	303
07:30 AM	0	0	0	0	0	9	35	31	0	75	25	1	20	0	46	22	152	0	0	174	295
07:45 AM	1	0	0	0	1	3	41	35	0	79	34	0	22	0	56	42	141	0	2	185	321
08:00 AM	1	0	1	0	2	5	46	35	0	86	30	0	7	0	37	28	142	1	0	171	296
Total Volume	2	1	2	0	5	21	161	129	0	311	114	2	60	0	176	122	598	1	2	723	1215
% App. Total	40	20	40	0		6.8	51.8	41.5	0		64.8	1.1	34.1	0		16.9	82.7	0.1	0.3		
PHF	.500	.250	.500	.000	.625	.583	.875	.921	.000	.904	.838	.500	.682	.000	.786	.726	.917	.250	.250	.937	.946
Passenger Cars	2	1	2	0	5	21	132	122	0	275	103	2	41	0	146	113	552	1	2	668	1094
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	29	7	0	36	11	0	19	0	30	9	46	0	0	55	121
% Heavy Vehicles	0	0	0	0	0	0	18.0	5.4	0	11.6	9.6	0	31.7	0	17.0	7.4	7.7	0	0	7.6	10.0

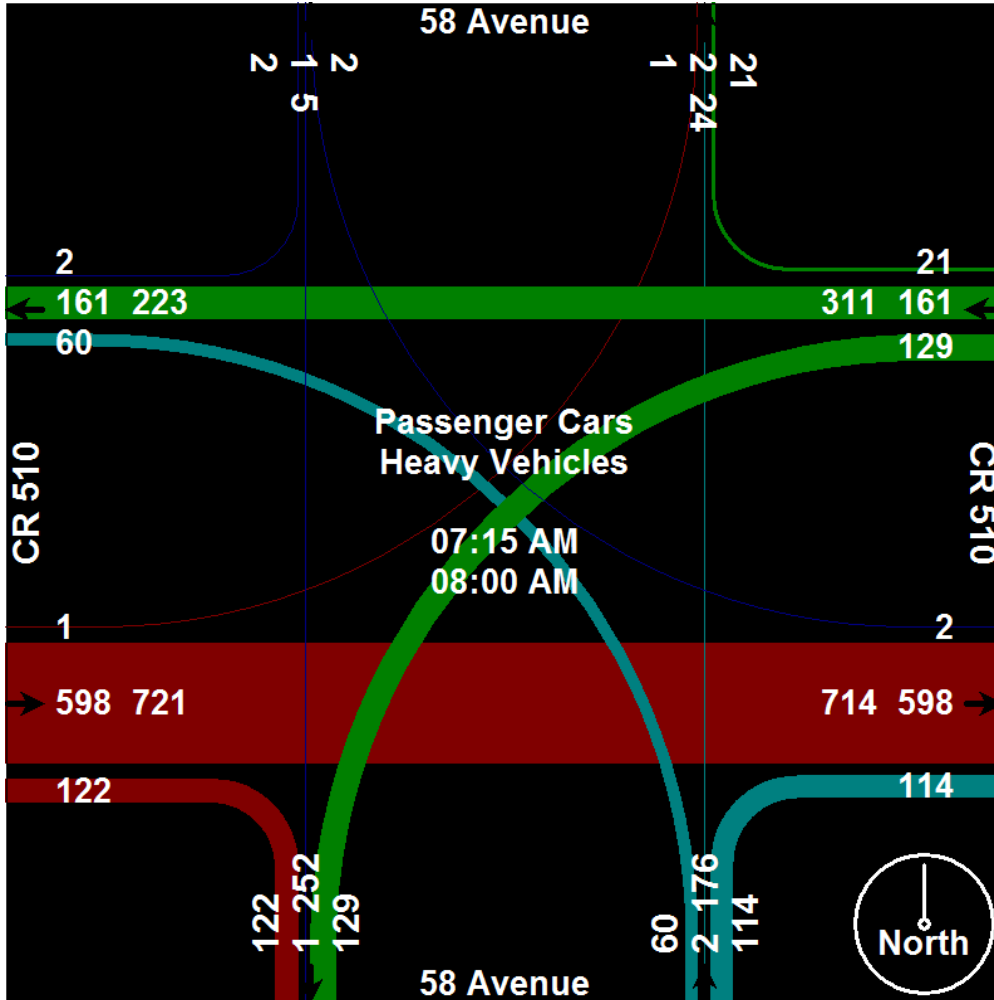


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 4



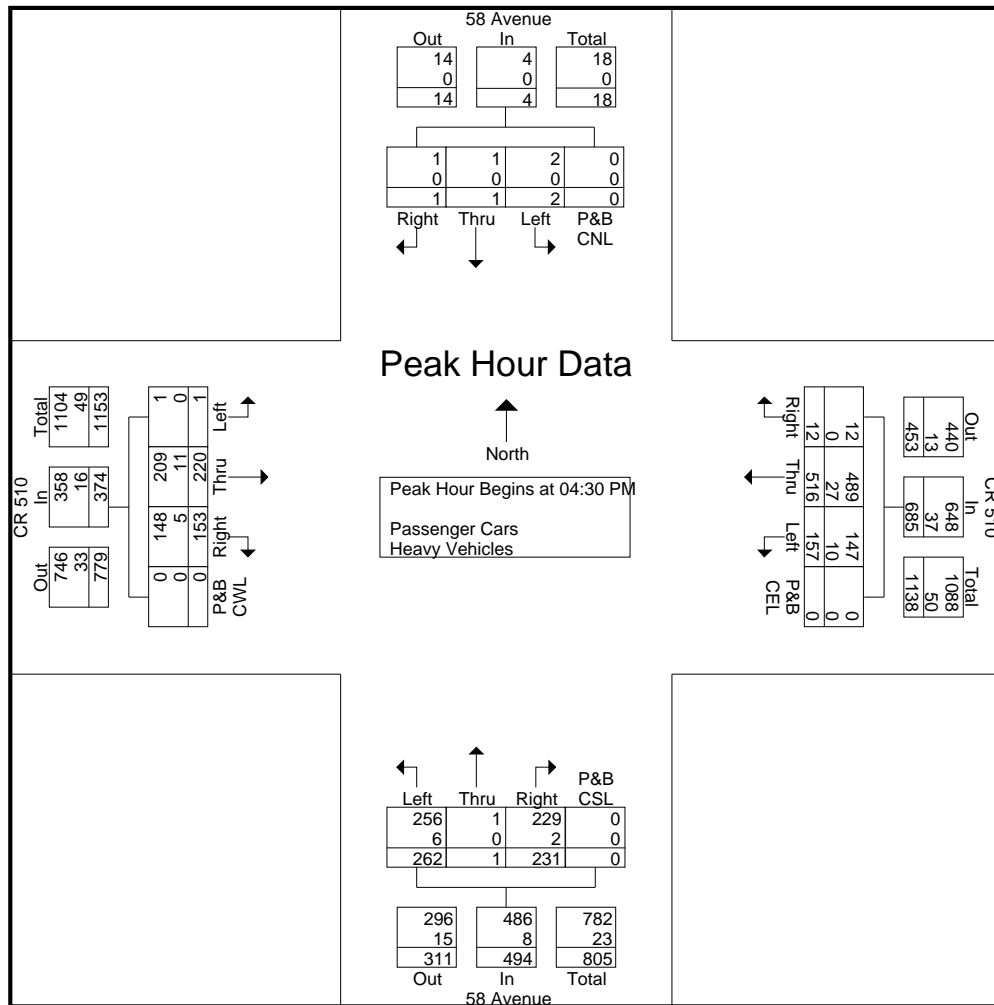
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 5

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 12:45 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	1	0	1	0	2	1	137	39	0	177	40	0	55	0	95	59	59	1	0	119	393
04:45 PM	0	0	0	0	0	1	116	38	0	155	87	1	96	0	184	50	45	0	0	95	434
05:00 PM	0	0	1	0	1	4	117	44	0	165	67	0	75	0	142	21	58	0	0	79	387
05:15 PM	0	1	0	0	1	6	146	36	0	188	37	0	36	0	73	23	58	0	0	81	343
Total Volume	1	1	2	0	4	12	516	157	0	685	231	1	262	0	494	153	220	1	0	374	1557
% App. Total	.25	.25	.50	.00	.500	1.8	75.3	22.9	0	911	46.8	0.2	53	0	671	40.9	58.8	0.3	0	786	897
PHF	.250	.250	.500	.000	.500	.500	.884	.892	.000	.911	.664	.250	.682	.000	.671	.648	.932	.250	.000	.786	.897
Passenger Cars	1	1	2	0	4	12	489	147	0	648	229	1	256	0	486	148	209	1	0	358	1496
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	27	10	0	37	2	0	6	0	8	5	11	0	0	16	61
% Heavy Vehicles	0	0	0	0	0	0	5.2	6.4	0	5.4	0.9	0	2.3	0	1.6	3.3	5.0	0	0	4.3	3.9

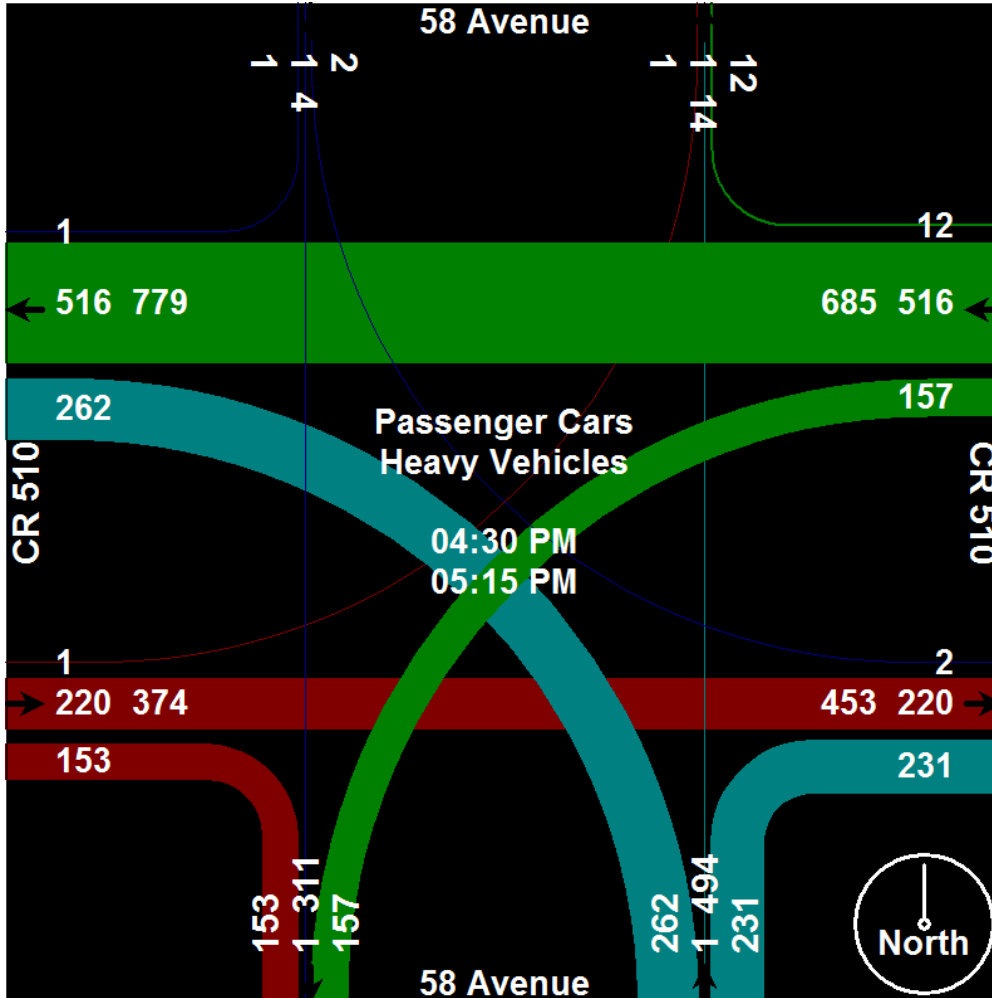


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR 510 at 58 Avenue
Site Code : 51058004
Start Date : 12/2/2015
Page No : 6



CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
 Site Code : 51058006
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	1	0	0	0	1	0	2	1	0	3	1	0	1	0	2	2	2	0	0	4	10
06:15 AM	2	0	0	0	2	0	2	0	0	2	0	0	4	0	4	0	6	0	0	6	14
06:30 AM	0	0	0	0	0	0	3	1	0	4	2	0	8	0	10	1	6	0	0	7	21
06:45 AM	0	0	0	0	0	0	3	0	0	3	1	0	7	0	8	1	7	2	0	10	21
Total	3	0	0	0	3	0	10	2	0	12	4	0	20	0	24	4	21	2	0	27	66
07:00 AM	2	0	0	0	2	0	3	0	0	3	0	0	2	0	2	2	8	1	0	11	18
07:15 AM	3	0	1	0	4	0	5	1	0	6	1	0	2	0	3	2	11	1	0	14	27
07:30 AM	2	0	0	0	2	0	6	2	0	8	3	0	6	0	9	1	16	0	0	17	36
07:45 AM	3	0	0	0	3	0	5	1	0	6	5	0	4	0	9	2	8	1	1	12	30
Total	10	0	1	0	11	0	19	4	0	23	9	0	14	0	23	7	43	3	1	54	111
08:00 AM	2	0	0	0	2	0	4	3	0	7	5	0	4	0	9	1	9	0	0	10	28
08:15 AM	0	0	0	0	0	0	5	2	0	7	3	1	4	0	8	3	3	0	0	6	21
08:30 AM	2	0	0	0	2	1	4	2	0	7	1	0	3	0	4	1	2	0	0	3	16
08:45 AM	0	0	1	0	1	0	6	2	0	8	2	0	4	0	6	2	5	0	0	7	22
Total	4	0	1	0	5	1	19	9	0	29	11	1	15	0	27	7	19	0	0	26	87
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	9	3	0	12	0	0	1	0	1	0	1	0	0	1	14
04:15 PM	0	0	0	0	0	0	9	5	0	14	3	0	3	0	6	1	2	0	0	3	23
04:30 PM	0	0	0	0	0	0	4	2	0	6	2	0	4	0	6	2	2	1	0	5	17
04:45 PM	2	0	0	0	2	0	4	7	0	11	1	0	1	0	2	2	2	0	0	4	19
Total	2	0	0	0	2	0	26	17	0	43	6	0	9	0	15	5	7	1	0	13	73
05:00 PM	0	0	0	0	0	0	3	1	0	4	2	0	2	0	4	1	3	0	0	4	12
05:15 PM	0	0	0	0	0	0	5	4	0	9	1	0	2	0	3	1	3	0	0	4	16
05:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	2	3	0	0	5	12
05:45 PM	2	0	0	0	2	0	2	1	0	3	1	0	3	0	4	1	0	0	0	1	10
Total	2	0	0	0	2	0	17	6	0	23	4	0	7	0	11	5	9	0	0	14	50
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	1	1	1	0	3	7
06:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	1	2	0	0	3	9
06:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	1	0	0	1	5
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	4
Total	0	0	0	0	0	0	12	0	0	12	1	0	3	0	4	3	5	1	0	9	25
Grand Total	21	0	2	0	23	1	103	38	0	142	35	1	68	0	104	31	104	7	1	143	412
Apprch %	91.3	0	8.7	0		0.7	72.5	26.8	0		33.7	1	65.4	0		21.7	72.7	4.9	0.7		
Total %	5.1	0	0.5	0	5.6	0.2	25	9.2	0	34.5	8.5	0.2	16.5	0	25.2	7.5	25.2	1.7	0.2	34.7	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	1	12	5	0	18	8	0	4	0	12	5	51	1	0	57	87
06:15 AM	0	1	0	0	1	0	18	9	0	27	14	2	3	0	19	15	65	1	0	81	128
06:30 AM	0	1	0	0	1	0	10	5	0	15	13	2	1	0	16	11	109	0	0	120	152
06:45 AM	0	0	1	0	1	2	37	19	0	58	16	0	3	0	19	16	130	1	0	147	225
Total	0	2	1	0	3	3	77	38	0	118	51	4	11	0	66	47	355	3	0	405	592
07:00 AM	0	1	0	0	1	1	35	24	0	60	12	1	8	0	21	18	142	0	0	160	242
07:15 AM	0	0	0	0	0	2	17	23	0	42	28	0	12	0	40	27	144	0	0	171	253
07:30 AM	0	0	0	0	0	0	37	26	0	63	25	2	9	0	36	39	124	0	0	163	262
07:45 AM	0	0	0	0	0	0	34	31	0	65	32	0	16	0	48	44	132	2	1	179	292
Total	0	1	0	0	1	3	123	104	0	230	97	3	45	0	145	128	542	2	1	673	1049
08:00 AM	1	0	0	0	1	0	34	30	0	64	22	1	11	0	34	30	118	2	0	150	249
08:15 AM	1	0	2	0	3	1	38	25	0	64	24	1	7	0	32	23	132	1	0	156	255
08:30 AM	0	0	0	0	0	2	46	25	0	73	37	0	14	0	51	22	142	0	0	164	288
08:45 AM	1	0	0	0	1	8	42	28	0	78	21	0	13	0	34	18	124	1	0	143	256
Total	3	0	2	0	5	11	160	108	0	279	104	2	45	0	151	93	516	4	0	613	1048
*** BREAK ***																					
04:00 PM	2	1	0	0	3	0	101	38	0	139	30	0	23	0	53	15	51	1	0	67	262
04:15 PM	0	0	0	0	0	0	142	41	0	183	42	0	25	0	67	13	52	0	0	65	315
04:30 PM	0	0	1	0	1	1	94	33	0	127	32	0	43	0	75	12	54	0	0	66	269
04:45 PM	0	0	1	0	1	2	117	25	0	144	29	0	32	0	61	15	50	2	0	67	273
Total	2	1	2	0	5	2	454	137	0	593	133	0	123	0	256	55	207	3	0	265	1119
05:00 PM	1	0	3	0	4	1	122	36	0	159	37	0	22	0	59	14	50	1	0	65	287
05:15 PM	2	0	1	0	3	2	133	29	0	164	37	1	31	0	69	12	42	0	0	54	290
05:30 PM	1	2	2	0	5	0	130	41	0	171	31	1	38	0	70	10	40	1	0	51	297
05:45 PM	0	0	0	0	0	1	98	23	0	122	16	0	30	0	46	12	50	0	0	62	230
Total	4	2	6	0	12	4	483	129	0	616	121	2	121	0	244	48	182	2	0	232	1104
06:00 PM	0	1	0	0	1	0	67	24	0	91	22	0	25	0	47	8	34	0	0	42	181
06:15 PM	0	0	0	0	0	0	79	15	0	94	23	1	24	0	48	12	31	2	0	45	187
06:30 PM	0	1	0	0	1	0	83	10	0	93	19	0	15	0	34	6	34	1	0	41	169
06:45 PM	0	0	0	0	0	0	61	16	0	77	15	0	9	0	24	8	22	0	0	30	131
Total	0	2	0	0	2	0	290	65	0	355	79	1	73	0	153	34	121	3	0	158	668
Grand Total	9	8	11	0	28	23	1587	581	0	2191	585	12	418	0	1015	405	1923	17	1	2346	5580
Apprch %	32.1	28.6	39.3	0		1	72.4	26.5	0		57.6	1.2	41.2	0		17.3	82	0.7	0		
Total %	0.2	0.1	0.2	0	0.5	0.4	28.4	10.4	0	39.3	10.5	0.2	7.5	0	18.2	7.3	34.5	0.3	0	42	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	0	0	0	1	1	14	6	0	21	9	0	5	0	14	7	53	1	0	61	97
06:15 AM	2	1	0	0	3	0	20	9	0	29	14	2	7	0	23	15	71	1	0	87	142
06:30 AM	0	1	0	0	1	0	13	6	0	19	15	2	9	0	26	12	115	0	0	127	173
06:45 AM	0	0	1	0	1	2	40	19	0	61	17	0	10	0	27	17	137	3	0	157	246
Total	3	2	1	0	6	3	87	40	0	130	55	4	31	0	90	51	376	5	0	432	658
07:00 AM	2	1	0	0	3	1	38	24	0	63	12	1	10	0	23	20	150	1	0	171	260
07:15 AM	3	0	1	0	4	2	22	24	0	48	29	0	14	0	43	29	155	1	0	185	280
07:30 AM	2	0	0	0	2	0	43	28	0	71	28	2	15	0	45	40	140	0	0	180	298
07:45 AM	3	0	0	0	3	0	39	32	0	71	37	0	20	0	57	46	140	3	2	191	322
Total	10	1	1	0	12	3	142	108	0	253	106	3	59	0	168	135	585	5	2	727	1160
08:00 AM	3	0	0	0	3	0	38	33	0	71	27	1	15	0	43	31	127	2	0	160	277
08:15 AM	1	0	2	0	3	1	43	27	0	71	27	2	11	0	40	26	135	1	0	162	276
08:30 AM	2	0	0	0	2	3	50	27	0	80	38	0	17	0	55	23	144	0	0	167	304
08:45 AM	1	0	1	0	2	8	48	30	0	86	23	0	17	0	40	20	129	1	0	150	278
Total	7	0	3	0	10	12	179	117	0	308	115	3	60	0	178	100	535	4	0	639	1135
*** BREAK ***																					
04:00 PM	2	1	0	0	3	0	110	41	0	151	30	0	24	0	54	15	52	1	0	68	276
04:15 PM	0	0	0	0	0	0	151	46	0	197	45	0	28	0	73	14	54	0	0	68	338
04:30 PM	0	0	1	0	1	0	98	35	0	133	34	0	47	0	81	14	56	1	0	71	286
04:45 PM	2	0	1	0	3	2	121	32	0	155	30	0	33	0	63	17	52	2	0	71	292
Total	4	1	2	0	7	2	480	154	0	636	139	0	132	0	271	60	214	4	0	278	1192
05:00 PM	1	0	3	0	4	1	125	37	0	163	39	0	24	0	63	15	53	1	0	69	299
05:15 PM	2	0	1	0	3	2	138	33	0	173	38	1	33	0	72	13	45	0	0	58	306
05:30 PM	1	2	2	0	5	0	137	41	0	178	31	1	38	0	70	12	43	1	0	56	309
05:45 PM	2	0	0	0	2	1	100	24	0	125	17	0	33	0	50	13	50	0	0	63	240
Total	6	2	6	0	14	4	500	135	0	639	125	2	128	0	255	53	191	2	0	246	1154
06:00 PM	0	1	0	0	1	0	70	24	0	94	22	0	26	0	48	9	35	1	0	45	188
06:15 PM	0	0	0	0	0	0	84	15	0	99	23	1	25	0	49	13	33	2	0	48	196
06:30 PM	0	1	0	0	1	0	86	10	0	96	20	0	15	0	35	6	35	1	0	42	174
06:45 PM	0	0	0	0	0	0	62	16	0	78	15	0	10	0	25	9	23	0	0	32	135
Total	0	2	0	0	2	0	302	65	0	367	80	1	76	0	157	37	126	4	0	167	693
Grand Total	30	8	13	0	51	24	1690	619	0	2333	620	13	486	0	1119	436	2027	24	2	2489	5992
Apprch %	58.8	15.7	25.5	0		1	72.4	26.5	0		55.4	1.2	43.4	0		17.5	81.4	1	0.1		
Total %	0.5	0.1	0.2	0	0.9	0.4	28.2	10.3	0	38.9	10.3	0.2	8.1	0	18.7	7.3	33.8	0.4	0	41.5	
Passenger Cars	9	8	11	0	28	23	1587	581	0	2191	585	12	418	0	1015	405	1923	17	1	2346	5580
% Passenger Cars																					
Heavy Vehicles	21	0	2	0	23	1	103	38	0	142	35	1	68	0	104	31	104	7	1	143	412
% Heavy Vehicles	70	0	15.4	0	45.1	4.2	6.1	6.1	0	6.1	5.6	7.7	14	0	9.3	7.1	5.1	29.2	50	5.7	6.9

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

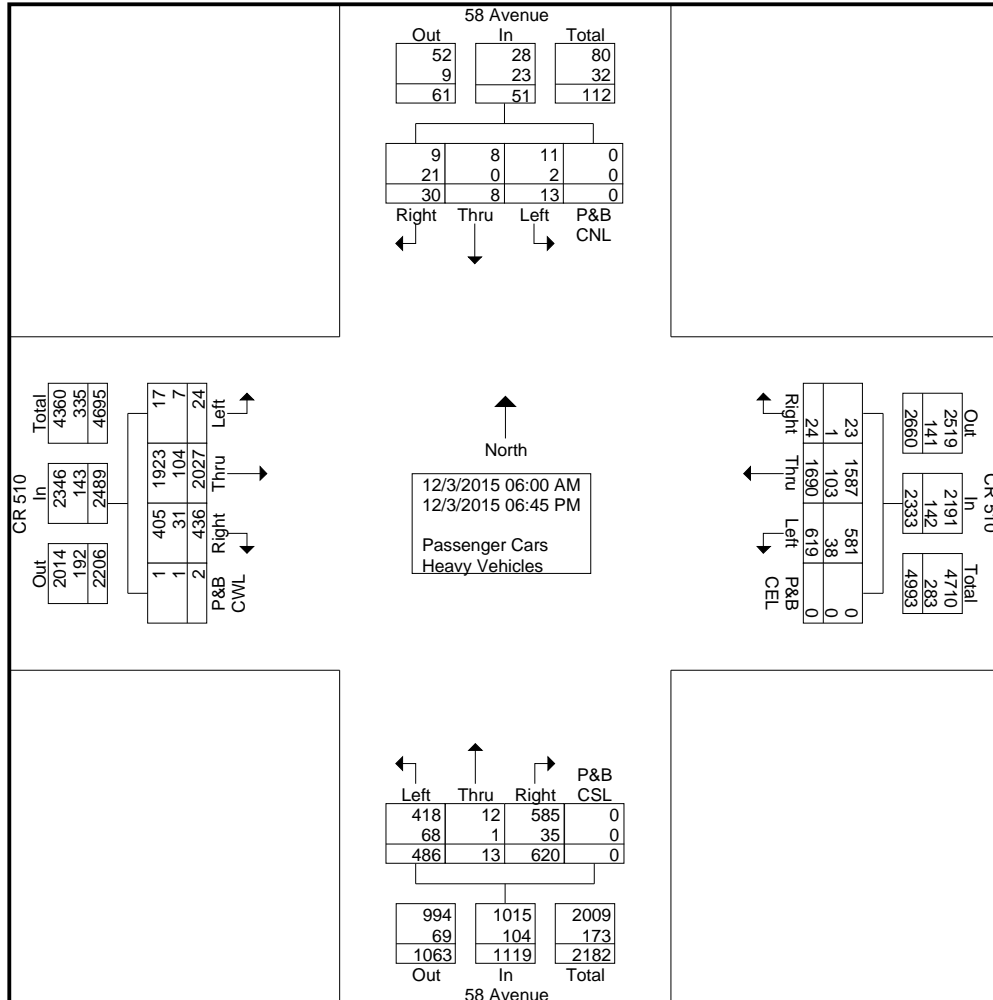
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 2



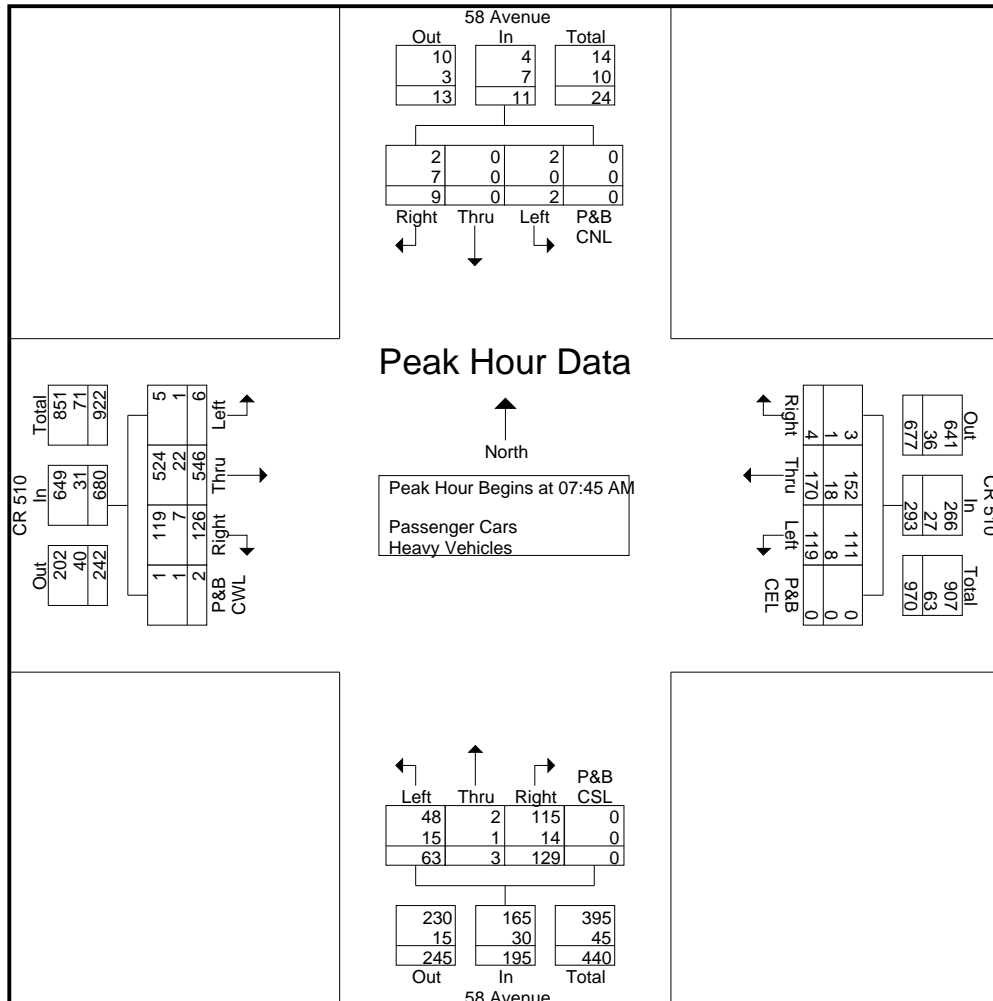
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 3

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	0	0	0	3	0	39	32	0	71	37	0	20	0	57	46	140	3	2	191	322
08:00 AM	3	0	0	0	3	0	38	33	0	71	27	1	15	0	43	31	127	2	0	160	277
08:15 AM	1	0	2	0	3	1	43	27	0	71	27	2	11	0	40	26	135	1	0	162	276
08:30 AM	2	0	0	0	2	3	50	27	0	80	38	0	17	0	55	23	144	0	0	167	304
Total Volume	9	0	2	0	11	4	170	119	0	293	129	3	63	0	195	126	546	6	2	680	1179
% App. Total	81.8	0	18.2	0		1.4	58	40.6	0		66.2	1.5	32.3	0		18.5	80.3	0.9	0.3		
PHF	.750	.000	.250	.000	.917	.333	.850	.902	.000	.916	.849	.375	.788	.000	.855	.685	.948	.500	.250	.890	.915
Passenger Cars	2	0	2	0	4	3	152	111	0	266	115	2	48	0	165	119	524	5	1	649	1084
% Passenger Cars																					
Heavy Vehicles	7	0	0	0	7	1	18	8	0	27	14	1	15	0	30	7	22	1	1	31	95
% Heavy Vehicles	77.8	0	0	0	63.6	25.0	10.6	6.7	0	9.2	10.9	33.3	23.8	0	15.4	5.6	4.0	16.7	50.0	4.6	8.1

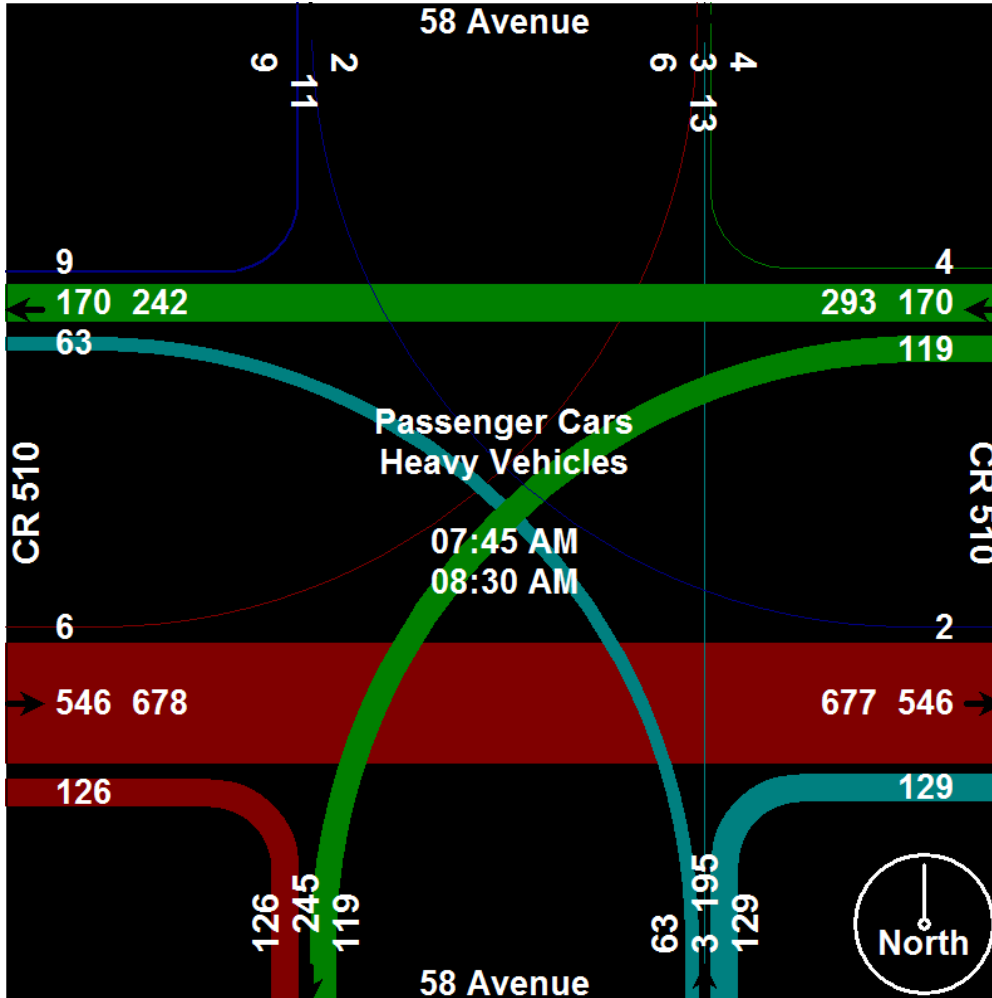


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 4



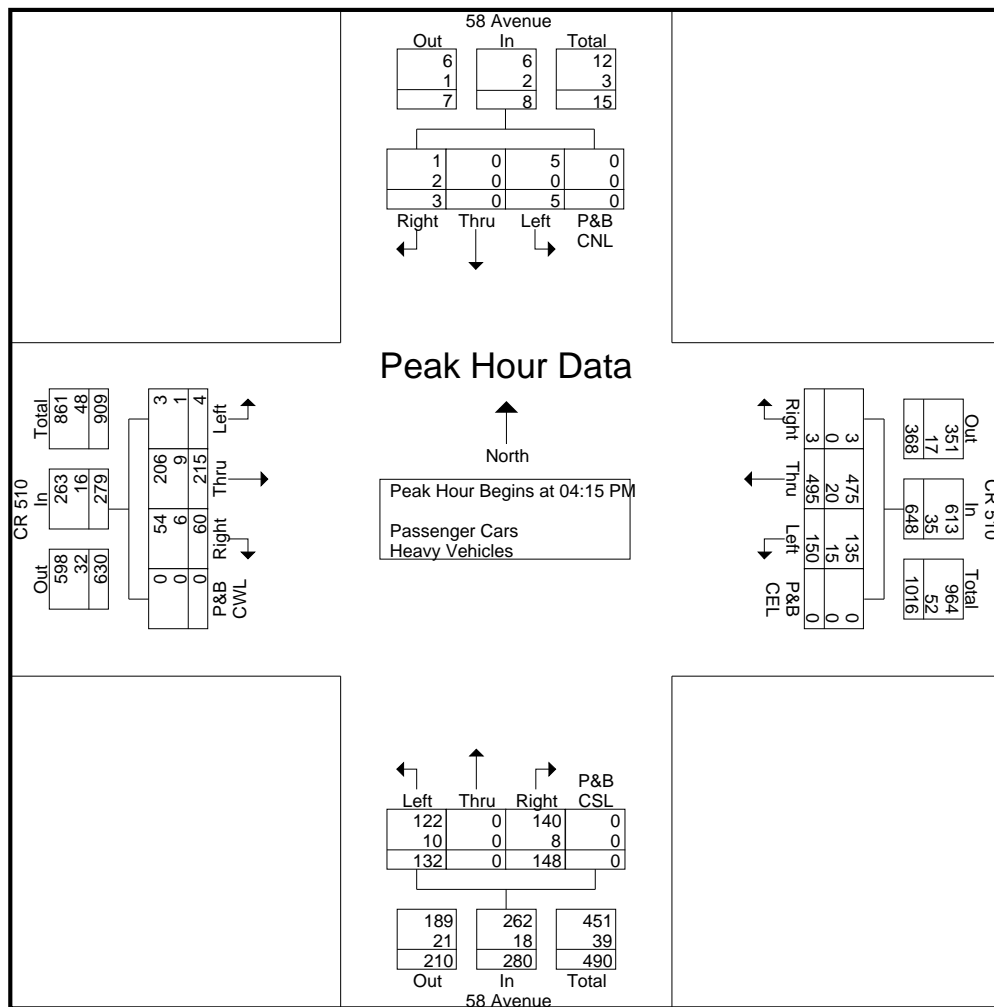
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 5

Start Time	58 Avenue Southbound					CR 510 Westbound					58 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	151	46	0	197	45	0	28	0	73	14	54	0	0	68	338
04:30 PM	0	0	1	0	1	0	98	35	0	133	34	0	47	0	81	14	56	1	0	71	286
04:45 PM	2	0	1	0	3	2	121	32	0	155	30	0	33	0	63	17	52	2	0	71	292
05:00 PM	1	0	3	0	4	1	125	37	0	163	39	0	24	0	63	15	53	1	0	69	299
Total Volume	3	0	5	0	8	3	495	150	0	648	148	0	132	0	280	60	215	4	0	279	1215
% App. Total	37.5	0	62.5	0		0.5	76.4	23.1	0		52.9	0	47.1	0		21.5	77.1	1.4	0		
PHF	.375	.000	.417	.000	.500	.375	.820	.815	.000	.822	.822	.000	.702	.000	.864	.882	.960	.500	.000	.982	.899
Passenger Cars	1	0	5	0	6	3	475	135	0	613	140	0	122	0	262	54	206	3	0	263	1144
% Passenger Cars																					
Heavy Vehicles	2	0	0	0	2	0	20	15	0	35	8	0	10	0	18	6	9	1	0	16	71
% Heavy Vehicles	66.7	0	0	0	25.0	0	4.0	10.0	0	5.4	5.4	0	7.6	0	6.4	10.0	4.2	25.0	0	5.7	5.8

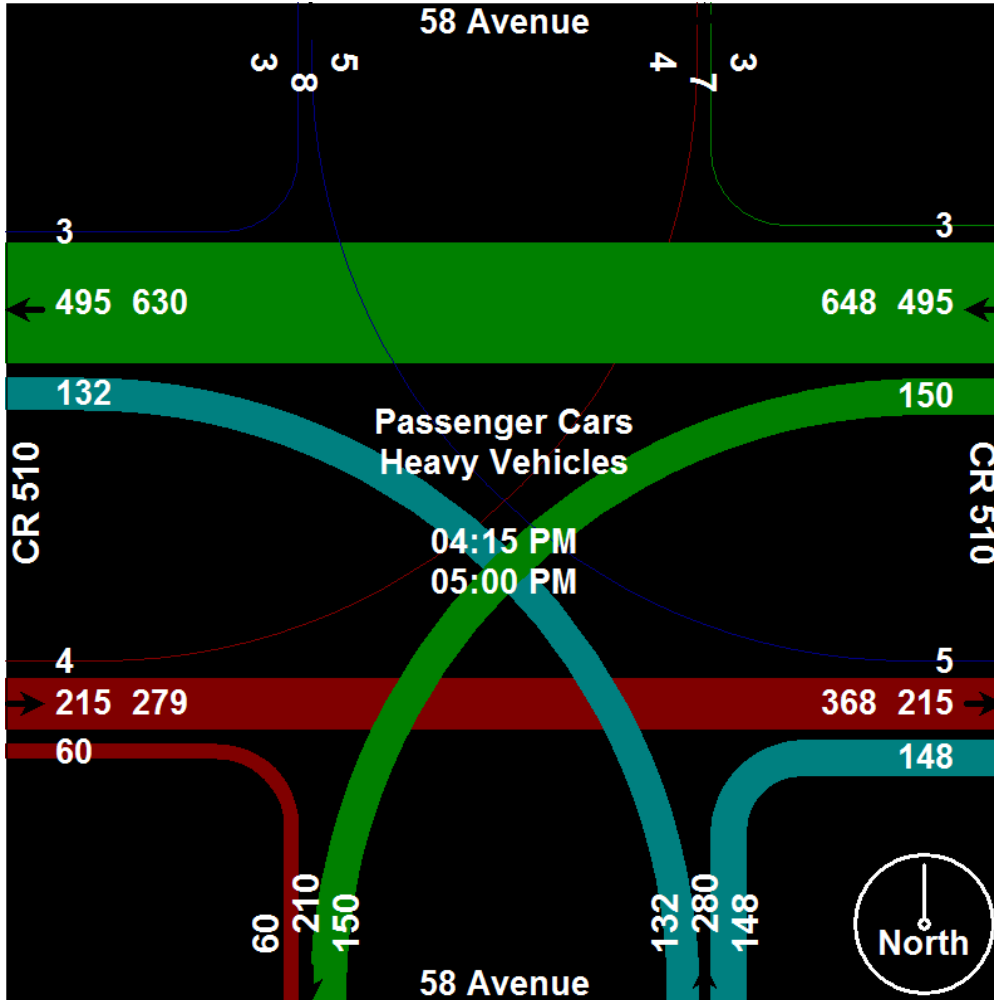


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 58 Avenue

File Name : CR -510 at 58 Avenue
Site Code : 51058006
Start Date : 12/3/2015
Page No : 6



CR-510 at 66th Avenue

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movemnet Counts
 CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
 Site Code : 51006601
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	4	0	0	4	0	2	0	0	2	0	4	0	0	4	2	5	2	0	9	19
06:15 AM	1	5	0	0	6	0	4	0	0	4	0	1	0	0	1	1	10	2	0	13	24
06:30 AM	0	4	0	0	4	0	9	0	0	9	0	1	1	0	2	2	8	2	0	12	27
06:45 AM	0	3	0	0	3	2	5	1	0	8	0	6	0	0	6	4	4	2	0	10	27
Total	1	16	0	0	17	2	20	1	0	23	0	12	1	0	13	9	27	8	0	44	97
07:00 AM	0	8	0	0	8	2	2	2	0	6	0	3	0	0	3	1	12	3	0	16	33
07:15 AM	0	2	0	0	2	1	1	3	0	5	0	7	0	0	7	1	8	1	0	10	24
07:30 AM	1	8	0	0	9	0	2	0	0	2	0	7	1	0	8	1	10	1	0	12	31
07:45 AM	0	3	3	0	6	4	1	3	0	8	3	0	0	0	3	1	8	0	0	9	26
Total	1	21	3	0	25	7	6	8	0	21	3	17	1	0	21	4	38	5	0	47	114
08:00 AM	0	9	5	0	14	6	4	3	0	13	4	0	0	0	4	1	6	1	0	8	39
08:15 AM	0	6	2	0	8	3	7	3	0	13	1	1	1	0	3	1	10	1	0	12	36
08:30 AM	0	5	0	0	5	0	11	0	0	11	0	4	0	0	4	0	12	0	0	12	32
08:45 AM	0	4	1	0	5	0	7	1	0	8	0	1	0	0	1	0	4	1	0	5	19
Total	0	24	8	0	32	9	29	7	0	45	5	6	1	0	12	2	32	3	0	37	126
*** BREAK ***																					
04:00 PM	1	4	1	0	6	2	9	1	0	12	1	6	0	0	7	0	4	0	0	4	29
04:15 PM	0	2	0	0	2	1	11	1	0	13	0	10	0	0	10	1	3	0	0	4	29
04:30 PM	2	8	0	0	10	0	13	0	0	13	0	1	3	0	4	0	2	0	0	2	29
04:45 PM	2	5	0	0	7	0	9	0	0	9	0	4	3	0	7	0	2	1	0	3	26
Total	5	19	1	0	25	3	42	2	0	47	1	21	6	0	28	1	11	1	0	13	113
05:00 PM	1	7	0	0	8	0	9	0	0	9	0	3	1	0	4	1	4	0	0	5	26
05:15 PM	0	3	0	0	3	0	10	0	0	10	0	4	0	0	4	0	2	0	0	2	19
05:30 PM	3	2	0	0	5	0	4	0	0	4	1	2	4	0	7	0	4	0	0	4	20
05:45 PM	2	1	0	0	3	0	3	0	0	3	0	6	1	0	7	0	4	0	0	4	17
Total	6	13	0	0	19	0	26	0	0	26	1	15	6	0	22	1	14	0	0	15	82
06:00 PM	0	1	0	0	1	0	8	0	0	8	0	4	1	0	5	1	1	1	0	3	17
06:15 PM	0	3	0	0	3	0	6	0	0	6	0	2	2	0	4	0	4	1	0	5	18
06:30 PM	2	3	0	0	5	0	2	0	0	2	0	2	1	0	3	0	3	0	0	3	13
06:45 PM	1	1	0	0	2	0	2	0	0	2	0	4	2	0	6	0	1	0	0	1	11
Total	3	8	0	0	11	0	18	0	0	18	0	12	6	0	18	1	9	2	0	12	59
Grand Total	16	101	12	0	129	21	141	18	0	180	10	83	21	0	114	18	131	19	0	168	591
Apprch %	12.4	78.3	9.3	0		11.7	78.3	10	0		8.8	72.8	18.4	0		10.7	78	11.3	0		
Total %	2.7	17.1	2	0	21.8	3.6	23.9	3	0	30.5	1.7	14	3.6	0	19.3	3	22.2	3.2	0	28.4	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movemnet Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	15	25	0	40	4	14	0	0	18	2	4	8	0	14	23	35	0	0	58	130
06:15 AM	3	18	24	0	45	4	14	2	0	20	1	5	11	0	17	44	42	0	0	86	168
06:30 AM	4	49	42	0	95	5	7	4	0	16	3	6	26	0	35	74	96	0	0	170	316
06:45 AM	2	77	48	0	127	4	28	2	0	34	6	3	55	0	64	68	103	0	0	171	396
Total	9	159	139	0	307	17	63	8	0	88	12	18	100	0	130	209	276	0	0	485	1010
07:00 AM	3	70	49	0	122	2	36	8	0	46	1	8	35	0	44	89	103	2	0	194	406
07:15 AM	4	100	64	0	168	9	35	11	0	55	6	23	43	0	72	79	104	4	0	187	482
07:30 AM	0	79	29	0	108	10	32	12	0	54	11	27	50	0	88	88	112	1	0	201	451
07:45 AM	3	114	64	0	181	11	36	6	0	53	15	40	46	0	101	106	83	2	0	191	526
Total	10	363	206	0	579	32	139	37	0	208	33	98	174	0	305	362	402	9	0	773	1865
08:00 AM	3	78	51	0	132	2	27	15	0	44	7	32	44	0	83	100	79	1	0	180	439
08:15 AM	4	96	56	0	156	4	21	12	0	40	19	44	48	0	111	92	73	12	0	177	484
08:30 AM	6	53	42	0	101	8	29	9	0	46	15	48	53	0	116	88	84	8	0	180	443
08:45 AM	8	53	52	0	113	14	22	14	0	50	20	39	53	0	112	55	78	4	0	137	412
Total	21	280	201	0	502	31	99	50	0	180	61	163	198	0	422	335	314	25	0	674	1778
*** BREAK ***																					
04:00 PM	3	35	10	0	48	33	89	13	0	135	9	79	90	0	178	49	49	4	0	102	463
04:15 PM	6	31	18	0	55	38	100	16	0	154	11	82	112	0	205	38	40	2	0	80	494
04:30 PM	4	50	29	0	83	35	98	11	0	144	11	74	88	0	173	45	36	4	0	85	485
04:45 PM	0	25	16	0	41	42	120	7	0	169	12	68	93	0	173	48	33	0	0	81	464
Total	13	141	73	0	227	148	407	47	0	602	43	303	383	0	729	180	158	10	0	348	1906
05:00 PM	7	53	8	0	68	42	113	17	0	172	11	68	95	0	174	44	34	0	0	78	492
05:15 PM	10	37	16	0	63	45	99	7	0	151	15	78	96	0	189	39	36	4	0	79	482
05:30 PM	1	29	12	0	42	50	128	8	0	186	7	88	98	0	193	30	38	8	0	76	497
05:45 PM	3	34	18	0	55	24	65	12	0	101	14	87	96	0	197	37	33	8	0	78	431
Total	21	153	54	0	228	161	405	44	0	610	47	321	385	0	753	150	141	20	0	311	1902
06:00 PM	6	24	10	0	40	30	64	8	0	102	11	61	73	0	145	38	35	4	0	77	364
06:15 PM	7	16	17	0	40	34	59	5	0	98	5	42	62	0	109	33	31	5	0	69	316
06:30 PM	2	22	18	0	42	14	52	6	1	73	7	39	43	1	90	23	20	5	0	48	253
06:45 PM	2	12	7	0	21	24	47	6	0	77	3	27	43	0	73	18	22	1	0	41	212
Total	17	74	52	0	143	102	222	25	1	350	26	169	221	1	417	112	108	15	0	235	1145
Grand Total	91	1170	725	0	1986	491	1335	211	1	2038	222	1072	1461	1	2756	1348	1399	79	0	2826	9606
Apprch %	4.6	58.9	36.5	0		24.1	65.5	10.4	0		8.1	38.9	53	0		47.7	49.5	2.8	0		
Total %	0.9	12.2	7.5	0	20.7	5.1	13.9	2.2	0	21.2	2.3	11.2	15.2	0	28.7	14	14.6	0.8	0	29.4	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movemnet Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	19	25	0	44	4	16	0	0	20	2	8	8	0	18	25	40	2	0	67	149
06:15 AM	4	23	24	0	51	4	18	2	0	24	1	6	11	0	18	45	52	2	0	99	192
06:30 AM	4	53	42	0	99	5	16	4	0	25	3	7	27	0	37	76	104	2	0	182	343
06:45 AM	2	80	48	0	130	6	33	3	0	42	6	9	55	0	70	72	107	2	0	181	423
Total	10	175	139	0	324	19	83	9	0	111	12	30	101	0	143	218	303	8	0	529	1107
07:00 AM	3	78	49	0	130	4	38	10	0	52	1	11	35	0	47	90	115	5	0	210	439
07:15 AM	4	102	64	0	170	10	36	14	0	60	6	30	43	0	79	80	112	5	0	197	506
07:30 AM	1	87	29	0	117	10	34	12	0	56	11	34	51	0	96	89	122	2	0	213	482
07:45 AM	3	117	67	0	187	15	37	9	0	61	18	40	46	0	104	107	91	2	0	200	552
Total	11	384	209	0	604	39	145	45	0	229	36	115	175	0	326	366	440	14	0	820	1979
08:00 AM	3	87	56	0	146	8	31	18	0	57	11	32	44	0	87	101	85	2	0	188	478
08:15 AM	4	102	58	0	164	10	28	15	0	53	20	45	49	0	114	93	83	13	0	189	520
08:30 AM	6	58	42	0	106	8	40	9	0	57	15	52	53	0	120	88	96	8	0	192	475
08:45 AM	8	57	53	0	118	14	29	15	0	58	20	40	53	0	113	55	82	5	0	142	431
Total	21	304	209	0	534	40	128	57	0	225	66	169	199	0	434	337	346	28	0	711	1904
*** BREAK ***																					
04:00 PM	4	39	11	0	54	35	98	14	0	147	10	85	90	0	185	49	53	4	0	106	492
04:15 PM	6	33	18	0	57	39	111	17	0	167	11	92	112	0	215	39	43	2	0	84	523
04:30 PM	6	58	29	0	93	35	111	11	0	157	11	75	91	0	177	45	38	4	0	87	514
04:45 PM	2	30	16	0	48	42	129	7	0	178	12	72	96	0	180	48	35	1	0	84	490
Total	18	160	74	0	252	151	449	49	0	649	44	324	389	0	757	181	169	11	0	361	2019
05:00 PM	8	60	8	0	76	42	122	17	0	181	11	71	96	0	178	45	38	0	0	83	518
05:15 PM	10	40	16	0	66	45	109	7	0	161	15	82	96	0	193	39	38	4	0	81	501
05:30 PM	4	31	12	0	47	50	132	8	0	190	8	90	102	0	200	30	42	8	0	80	517
05:45 PM	5	35	18	0	58	24	68	12	0	104	14	93	97	0	204	37	37	8	0	82	448
Total	27	166	54	0	247	161	431	44	0	636	48	336	391	0	775	151	155	20	0	326	1984
06:00 PM	6	25	10	0	41	30	72	8	0	110	11	65	74	0	150	39	36	5	0	80	381
06:15 PM	7	19	17	0	43	34	65	5	0	104	5	44	64	0	113	33	35	6	0	74	334
06:30 PM	4	25	18	0	47	14	54	6	1	75	7	41	44	1	93	23	23	5	0	51	266
06:45 PM	3	13	7	0	23	24	49	6	0	79	3	31	45	0	79	18	23	1	0	42	223
Total	20	82	52	0	154	102	240	25	1	368	26	181	227	1	435	113	117	17	0	247	1204
Grand Total	107	1271	737	0	2115	512	1476	229	1	2218	232	1155	1482	1	2870	1366	1530	98	0	2994	10197
Apprch %	5.1	60.1	34.8	0		23.1	66.5	10.3	0		8.1	40.2	51.6	0		45.6	51.1	3.3	0		
Total %	1	12.5	7.2	0	20.7	5	14.5	2.2	0	21.8	2.3	11.3	14.5	0	28.1	13.4	15	1	0	29.4	
Passenger Cars	91	1170	725	0	1986	491	1335	211	1	2038	222	1072	1461	1	2756	1348	1399	79	0	2826	9606
% Passenger Cars																					
Heavy Vehicles	16	101	12	0	129	21	141	18	0	180	10	83	21	0	114	18	131	19	0	168	591
% Heavy Vehicles	15	7.9	1.6	0	6.1	4.1	9.6	7.9	0	8.1	4.3	7.2	1.4	0	4	1.3	8.6	19.4	0	5.6	5.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

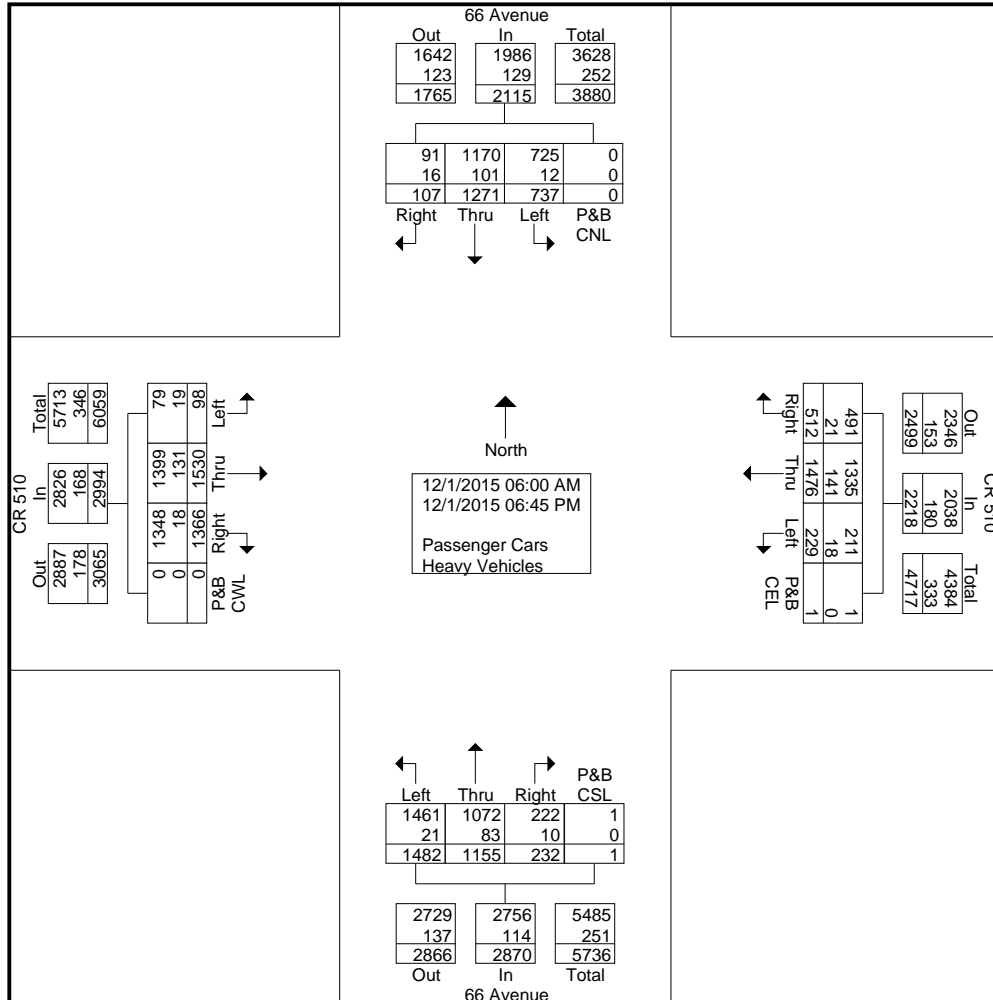
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 2



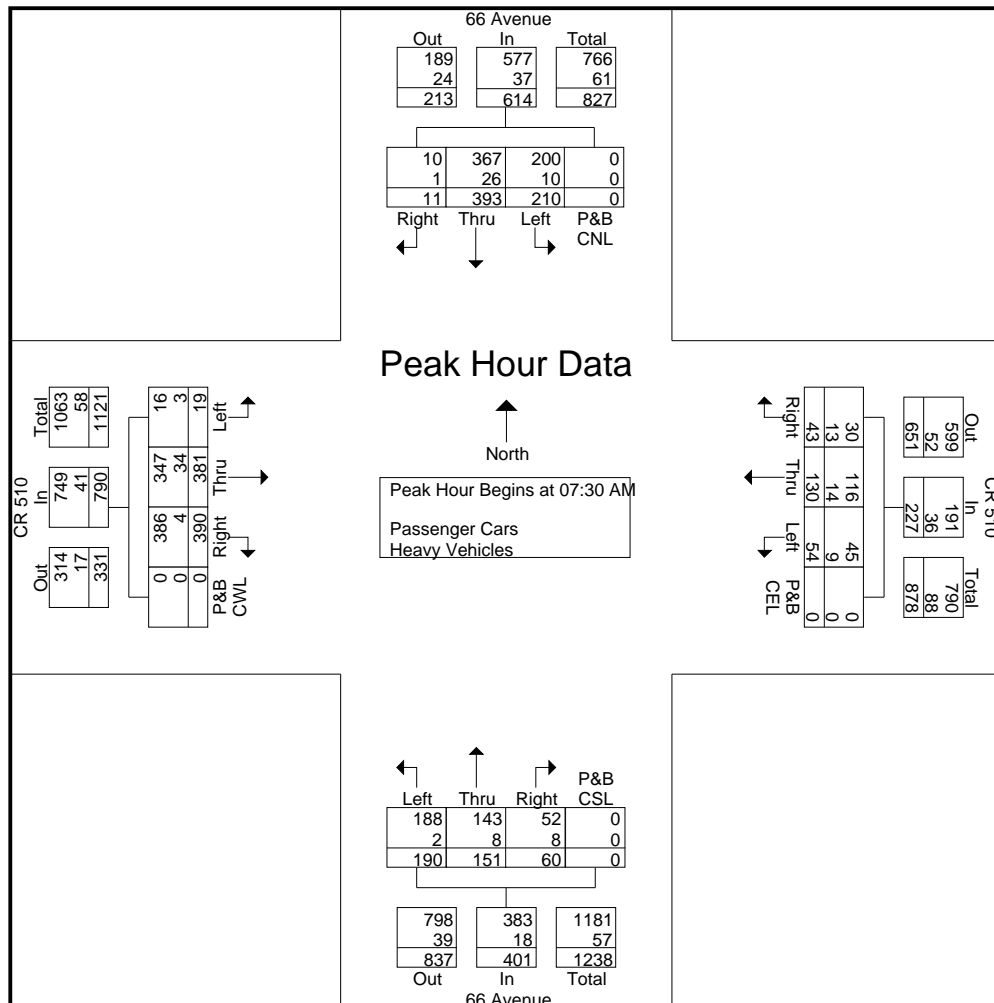
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 3

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	1	87	29	0	117	10	34	12	0	56	11	34	51	0	96	89	122	2	0	213	482
07:45 AM	3	117	67	0	187	15	37	9	0	61	18	40	46	0	104	107	91	2	0	200	552
08:00 AM	3	87	56	0	146	8	31	18	0	57	11	32	44	0	87	101	85	2	0	188	478
08:15 AM	4	102	58	0	164	10	28	15	0	53	20	45	49	0	114	93	83	13	0	189	520
Total Volume	11	393	210	0	614	43	130	54	0	227	60	151	190	0	401	390	381	19	0	790	2032
% App. Total	1.8	64	34.2	0		18.9	57.3	23.8	0		15	37.7	47.4	0		49.4	48.2	2.4	0		
PHF	.688	.840	.784	.000	.821	.717	.878	.750	.000	.930	.750	.839	.931	.000	.879	.911	.781	.365	.000	.927	.920
Passenger Cars	10	367	200	0	577	30	116	45	0	191	52	143	188	0	383	386	347	16	0	749	1900
% Passenger Cars																					
Heavy Vehicles	1	26	10	0	37	13	14	9	0	36	8	8	2	0	18	4	34	3	0	41	132
% Heavy Vehicles	9.1	6.6	4.8	0	6.0	30.2	10.8	16.7	0	15.9	13.3	5.3	1.1	0	4.5	1.0	8.9	15.8	0	5.2	6.5

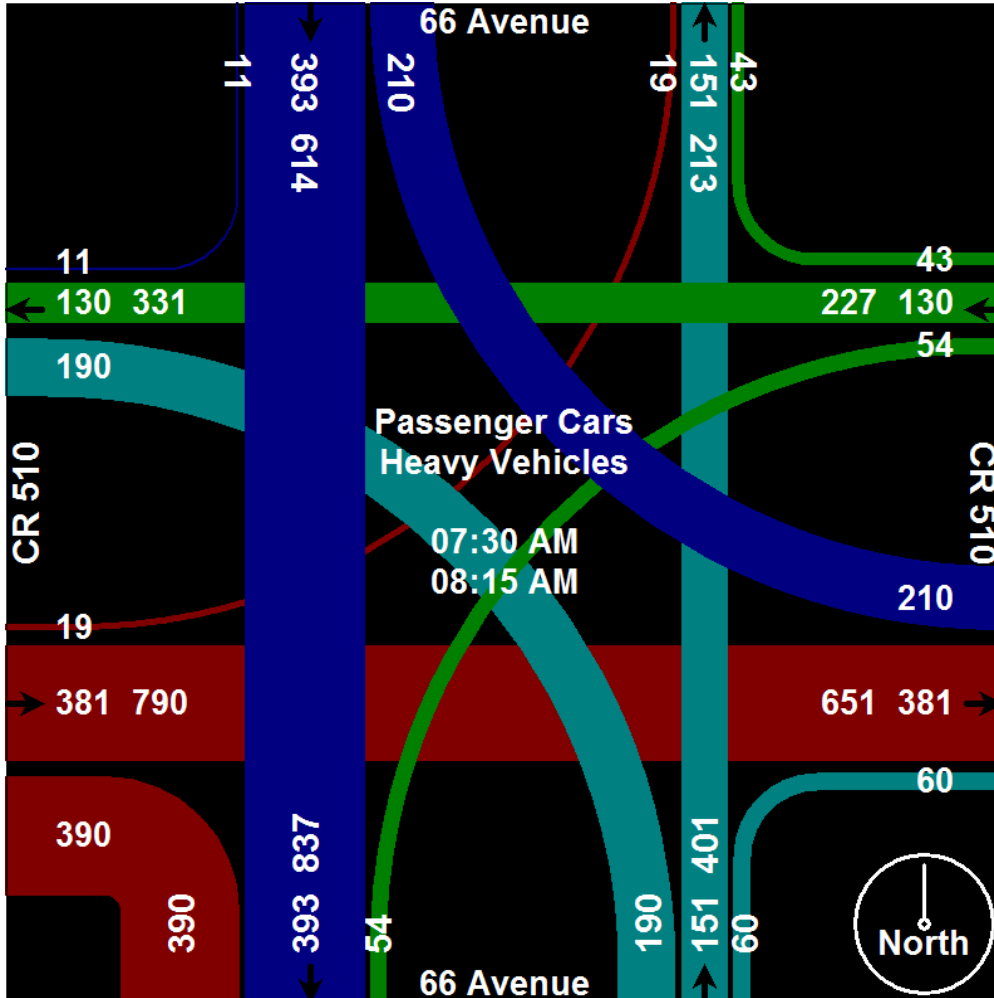


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 4



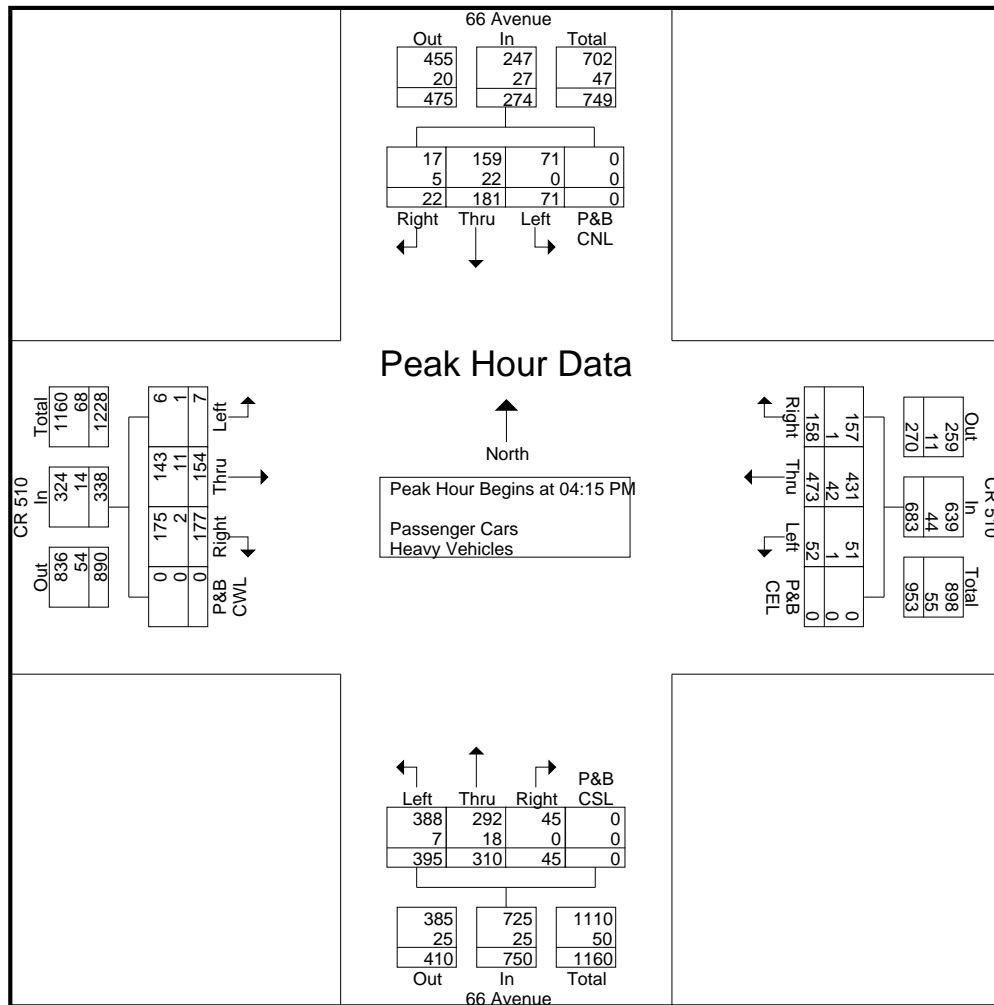
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movemnet Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 5

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	6	33	18	0	57	39	111	17	0	167	11	92	112	0	215	39	43	2	0	84	523
04:30 PM	6	58	29	0	93	35	111	11	0	157	11	75	91	0	177	45	38	4	0	87	514
04:45 PM	2	30	16	0	48	42	129	7	0	178	12	72	96	0	180	48	35	1	0	84	490
05:00 PM	8	60	8	0	76	42	122	17	0	181	11	71	96	0	178	45	38	0	0	83	518
Total Volume	22	181	71	0	274	158	473	52	0	683	45	310	395	0	750	177	154	7	0	338	2045
% App. Total	8	66.1	25.9	0		23.1	69.3	7.6	0		6	41.3	52.7	0		52.4	45.6	2.1	0		
PHF	.688	.754	.612	.000	.737	.940	.917	.765	.000	.943	.938	.842	.882	.000	.872	.922	.895	.438	.000	.971	.978
Passenger Cars	17	159	71	0	247	157	431	51	0	639	45	292	388	0	725	175	143	6	0	324	1935
% Passenger Cars																					
Heavy Vehicles	5	22	0	0	27	1	42	1	0	44	0	18	7	0	25	2	11	1	0	14	110
% Heavy Vehicles	22.7	12.2	0	0	9.9	0.6	8.9	1.9	0	6.4	0	5.8	1.8	0	3.3	1.1	7.1	14.3	0	4.1	5.4

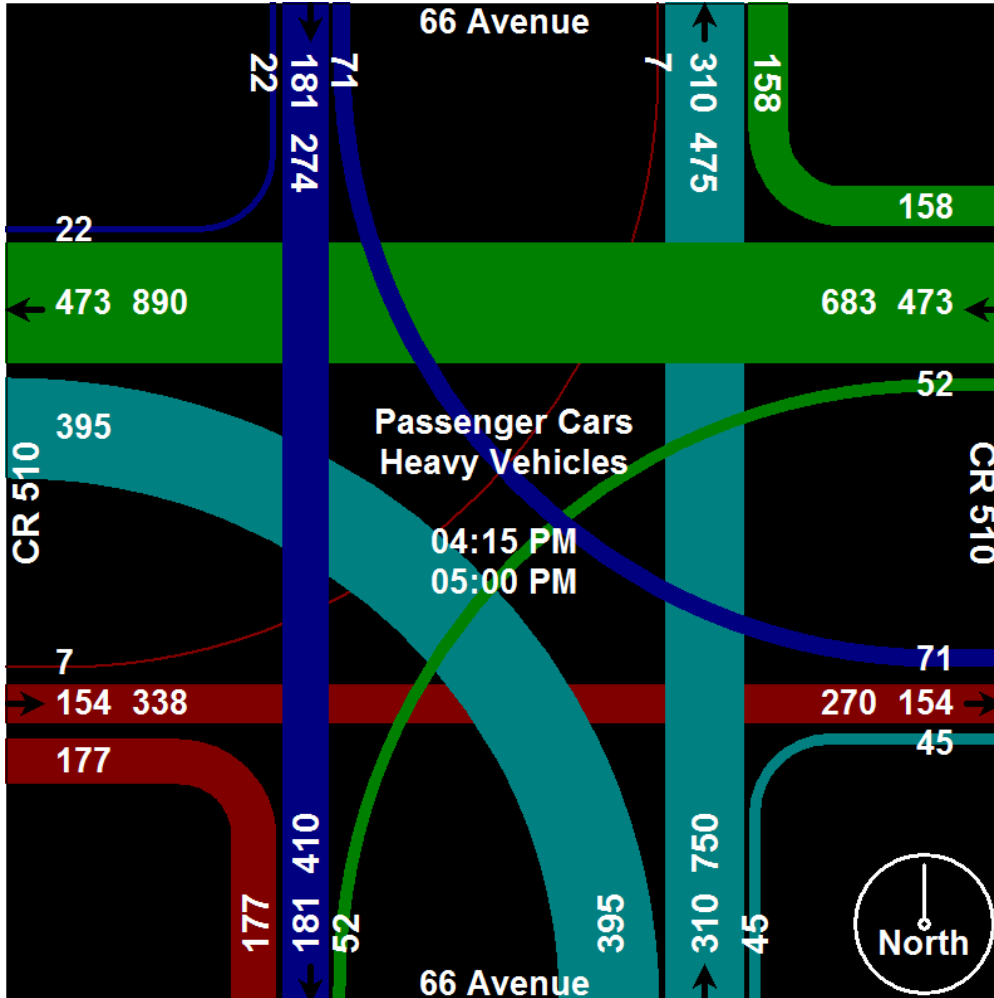


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movemnet Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/1/2015
Page No : 6



CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
 Site Code : 51006601
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	4	0	0	4	0	5	0	0	5	0	1	1	0	2	2	6	2	0	10	21
06:15 AM	0	3	0	0	3	2	4	1	0	7	0	4	0	0	4	4	4	2	0	10	24
06:30 AM	2	8	0	0	10	2	2	2	0	6	0	5	0	0	5	1	12	1	0	14	35
06:45 AM	4	2	0	0	6	1	1	3	0	5	0	7	4	0	11	1	8	3	0	12	34
Total	6	17	0	0	23	5	12	6	0	23	0	17	5	0	22	8	30	8	0	46	114
07:00 AM	3	8	0	0	11	0	2	0	0	2	0	7	3	0	10	1	10	1	0	12	35
07:15 AM	5	3	3	0	11	4	3	3	0	10	3	0	0	0	3	1	8	0	0	9	33
07:30 AM	1	9	5	0	15	6	4	3	0	13	4	0	2	0	6	1	6	1	0	8	42
07:45 AM	2	6	2	0	10	3	7	3	0	13	1	1	1	0	3	1	9	1	0	11	37
Total	11	26	10	0	47	13	16	9	0	38	8	8	6	0	22	4	33	3	0	40	147
08:00 AM	0	5	0	0	5	0	11	0	0	11	0	4	0	0	4	0	10	0	0	10	30
08:15 AM	0	4	1	0	5	0	7	1	0	8	0	1	0	0	1	2	8	2	0	12	26
08:30 AM	2	0	0	0	2	0	8	0	0	8	0	0	2	0	2	4	3	3	0	10	22
08:45 AM	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	3	4	1	0	8	19
Total	3	9	1	0	13	0	36	1	0	37	0	5	2	0	7	9	25	6	0	40	97
*** BREAK ***																					
04:00 PM	2	8	0	0	10	0	10	0	0	10	0	1	3	0	4	0	2	0	0	2	26
04:15 PM	2	5	0	0	7	0	7	0	0	7	0	4	2	0	6	3	2	1	0	6	26
04:30 PM	1	7	0	0	8	0	9	0	0	9	0	3	3	0	6	1	4	0	0	5	28
04:45 PM	0	3	0	0	3	0	10	0	0	10	0	4	0	0	4	0	2	0	0	2	19
Total	5	23	0	0	28	0	36	0	0	36	0	12	8	0	20	4	10	1	0	15	99
05:00 PM	3	2	0	0	5	0	4	0	0	4	1	2	4	0	7	0	4	0	0	4	20
05:15 PM	2	1	0	0	3	0	3	0	0	3	0	6	3	0	9	0	4	0	0	4	19
05:30 PM	0	1	0	0	1	0	8	0	0	8	0	4	1	0	5	1	1	1	0	3	17
05:45 PM	0	3	0	0	3	0	6	0	0	6	0	2	2	0	4	0	2	1	0	3	16
Total	5	7	0	0	12	0	21	0	0	21	1	14	10	0	25	1	11	2	0	14	72
06:00 PM	2	3	0	0	5	0	2	0	0	2	0	2	1	0	3	0	3	0	0	3	13
06:15 PM	1	1	0	0	2	0	2	0	0	2	0	4	2	0	6	0	1	0	0	1	11
06:30 PM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	4	4	0	0	8	0	10	0	0	10	0	6	3	0	9	0	5	0	0	5	32
Grand Total	34	86	11	0	131	18	131	16	0	165	9	62	34	0	105	26	114	20	0	160	561
Apprch %	26	65.6	8.4	0		10.9	79.4	9.7	0		8.6	59	32.4	0		16.2	71.2	12.5	0		
Total %	6.1	15.3	2	0	23.4	3.2	23.4	2.9	0	29.4	1.6	11.1	6.1	0	18.7	4.6	20.3	3.6	0	28.5	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	15	22	0	37	5	6	5	0	16	3	1	9	0	13	17	36	0	0	53	119
06:15 AM	1	22	27	0	50	2	7	2	0	11	2	0	20	0	22	32	39	0	1	72	155
06:30 AM	4	47	48	0	99	2	10	4	0	16	5	4	22	0	31	68	83	0	0	151	297
06:45 AM	0	69	40	0	109	4	27	0	0	31	8	5	49	0	62	67	88	0	0	155	357
Total	5	153	137	0	295	13	50	11	0	74	18	10	100	0	128	184	246	0	1	431	928
07:00 AM	1	70	61	0	132	4	22	10	0	36	1	6	50	0	57	93	108	5	0	206	431
07:15 AM	0	101	62	0	163	4	22	12	0	38	4	36	39	0	79	105	105	4	0	214	494
07:30 AM	0	74	55	0	129	8	22	10	0	40	4	49	47	0	100	79	93	5	0	177	446
07:45 AM	3	92	57	0	152	10	28	12	0	50	14	33	38	0	85	59	103	2	0	164	451
Total	4	337	235	0	576	26	94	44	0	164	23	124	174	0	321	336	409	16	0	761	1822
08:00 AM	2	67	58	0	127	11	21	12	0	44	12	19	41	0	72	61	88	9	0	158	401
08:15 AM	3	96	51	0	150	16	22	14	0	52	15	34	45	0	94	59	81	5	0	145	441
08:30 AM	4	69	46	0	119	13	27	10	0	50	20	63	56	0	139	74	64	6	0	144	452
08:45 AM	14	53	45	0	112	20	26	10	0	56	19	28	48	0	95	56	49	2	0	107	370
Total	23	285	200	0	508	60	96	46	0	202	66	144	190	0	400	250	282	22	0	554	1664
*** BREAK ***																					
04:00 PM	2	27	16	0	45	26	103	13	0	142	9	41	76	0	126	30	41	3	0	74	387
04:15 PM	3	32	24	0	59	35	121	8	0	164	11	60	92	0	163	37	44	2	0	83	469
04:30 PM	6	17	33	0	56	48	122	13	0	183	50	24	37	0	111	38	33	5	0	76	426
04:45 PM	6	12	31	0	49	58	122	18	0	198	20	0	40	0	60	40	37	6	0	83	390
Total	17	88	104	0	209	167	468	52	0	687	90	125	245	0	460	145	155	16	0	316	1672
05:00 PM	2	47	21	0	70	44	129	6	0	179	20	52	79	0	151	32	32	3	0	67	467
05:15 PM	8	37	24	0	69	43	135	5	0	183	18	45	59	0	122	42	32	6	0	80	454
05:30 PM	9	28	19	0	56	58	123	8	0	189	5	55	75	0	135	39	33	4	0	76	456
05:45 PM	6	26	23	0	55	42	107	14	0	163	6	53	72	0	131	30	30	6	0	66	415
Total	25	138	87	0	250	187	494	33	0	714	49	205	285	0	539	143	127	19	0	289	1792
06:00 PM	3	28	16	0	47	34	96	5	0	135	8	34	54	0	96	30	32	8	0	70	348
06:15 PM	6	32	11	0	49	26	63	4	0	93	7	58	79	0	144	29	32	6	0	67	353
06:30 PM	3	26	21	0	50	30	50	2	0	82	5	30	59	0	94	23	32	5	0	60	286
06:45 PM	3	16	6	0	25	22	44	6	0	72	7	32	46	0	85	22	30	2	0	54	236
Total	15	102	54	0	171	112	253	17	0	382	27	154	238	0	419	104	126	21	0	251	1223
Grand Total	89	1103	817	0	2009	565	1455	203	0	2223	273	762	1232	0	2267	1162	1345	94	1	2602	9101
Apprch %	4.4	54.9	40.7	0		25.4	65.5	9.1	0		12	33.6	54.3	0		44.7	51.7	3.6	0		
Total %	1	12.1	9	0	22.1	6.2	16	2.2	0	24.4	3	8.4	13.5	0	24.9	12.8	14.8	1	0	28.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	19	22	0	41	5	11	5	0	21	3	2	10	0	15	19	42	2	0	63	140
06:15 AM	1	25	27	0	53	4	11	3	0	18	2	4	20	0	26	36	43	2	1	82	179
06:30 AM	6	55	48	0	109	4	12	6	0	22	5	9	22	0	36	69	95	1	0	165	332
06:45 AM	4	71	40	0	115	5	28	3	0	36	8	12	53	0	73	68	96	3	0	167	391
Total	11	170	137	0	318	18	62	17	0	97	18	27	105	0	150	192	276	8	1	477	1042
07:00 AM	4	78	61	0	143	4	24	10	0	38	1	13	53	0	67	94	118	6	0	218	466
07:15 AM	5	104	65	0	174	8	25	15	0	48	7	36	39	0	82	106	113	4	0	223	527
07:30 AM	1	83	60	0	144	14	26	13	0	53	8	49	49	0	106	80	99	6	0	185	488
07:45 AM	5	98	59	0	162	13	35	15	0	63	15	34	39	0	88	60	112	3	0	175	488
Total	15	363	245	0	623	39	110	53	0	202	31	132	180	0	343	340	442	19	0	801	1969
08:00 AM	2	72	58	0	132	11	32	12	0	55	12	23	41	0	76	61	98	9	0	168	431
08:15 AM	3	100	52	0	155	16	29	15	0	60	15	35	45	0	95	61	89	7	0	157	467
08:30 AM	6	69	46	0	121	13	35	10	0	58	20	63	58	0	141	78	67	9	0	154	474
08:45 AM	15	53	45	0	113	20	36	10	0	66	19	28	48	0	95	59	53	3	0	115	389
Total	26	294	201	0	521	60	132	47	0	239	66	149	192	0	407	259	307	28	0	594	1761
*** BREAK ***																					
04:00 PM	4	35	16	0	55	26	113	13	0	152	9	42	79	0	130	30	43	3	0	76	413
04:15 PM	5	37	24	0	66	35	128	8	0	171	11	64	94	0	169	40	46	3	0	89	495
04:30 PM	7	24	33	0	64	48	131	13	0	192	50	27	40	0	117	39	37	5	0	81	454
04:45 PM	6	15	31	0	52	58	132	18	0	208	20	4	40	0	64	40	39	6	0	85	409
Total	22	111	104	0	237	167	504	52	0	723	90	137	253	0	480	149	165	17	0	331	1771
05:00 PM	5	49	21	0	75	44	133	6	0	183	21	54	83	0	158	32	36	3	0	71	487
05:15 PM	10	38	24	0	72	43	138	5	0	186	18	51	62	0	131	42	36	6	0	84	473
05:30 PM	9	29	19	0	57	58	131	8	0	197	5	59	76	0	140	40	34	5	0	79	473
05:45 PM	6	29	23	0	58	42	113	14	0	169	6	55	74	0	135	30	32	7	0	69	431
Total	30	145	87	0	262	187	515	33	0	735	50	219	295	0	564	144	138	21	0	303	1864
06:00 PM	5	31	16	0	52	34	98	5	0	137	8	36	55	0	99	30	35	8	0	73	361
06:15 PM	7	33	11	0	51	26	65	4	0	95	7	62	81	0	150	29	33	6	0	68	364
06:30 PM	4	26	21	0	51	30	55	2	0	87	5	30	59	0	94	23	32	5	0	60	292
06:45 PM	3	16	6	0	25	22	45	6	0	73	7	32	46	0	85	22	31	2	0	55	238
Total	19	106	54	0	179	112	263	17	0	392	27	160	241	0	428	104	131	21	0	256	1255
Grand Total	123	1189	828	0	2140	583	1586	219	0	2388	282	824	1266	0	2372	1188	1459	114	1	2762	9662
Apprch %	5.7	55.6	38.7	0		24.4	66.4	9.2	0		11.9	34.7	53.4	0		43	52.8	4.1	0		
Total %	1.3	12.3	8.6	0	22.1	6	16.4	2.3	0	24.7	2.9	8.5	13.1	0	24.5	12.3	15.1	1.2	0	28.6	
Passenger Cars	89	1103	817	0	2009	565	1455	203	0	2223	273	762	1232	0	2267	1162	1345	94	1	2602	9101
% Passenger Cars																					
Heavy Vehicles	34	86	11	0	131	18	131	16	0	165	9	62	34	0	105	26	114	20	0	160	561
% Heavy Vehicles	27.6	7.2	1.3	0	6.1	3.1	8.3	7.3	0	6.9	3.2	7.5	2.7	0	4.4	2.2	7.8	17.5	0	5.8	5.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

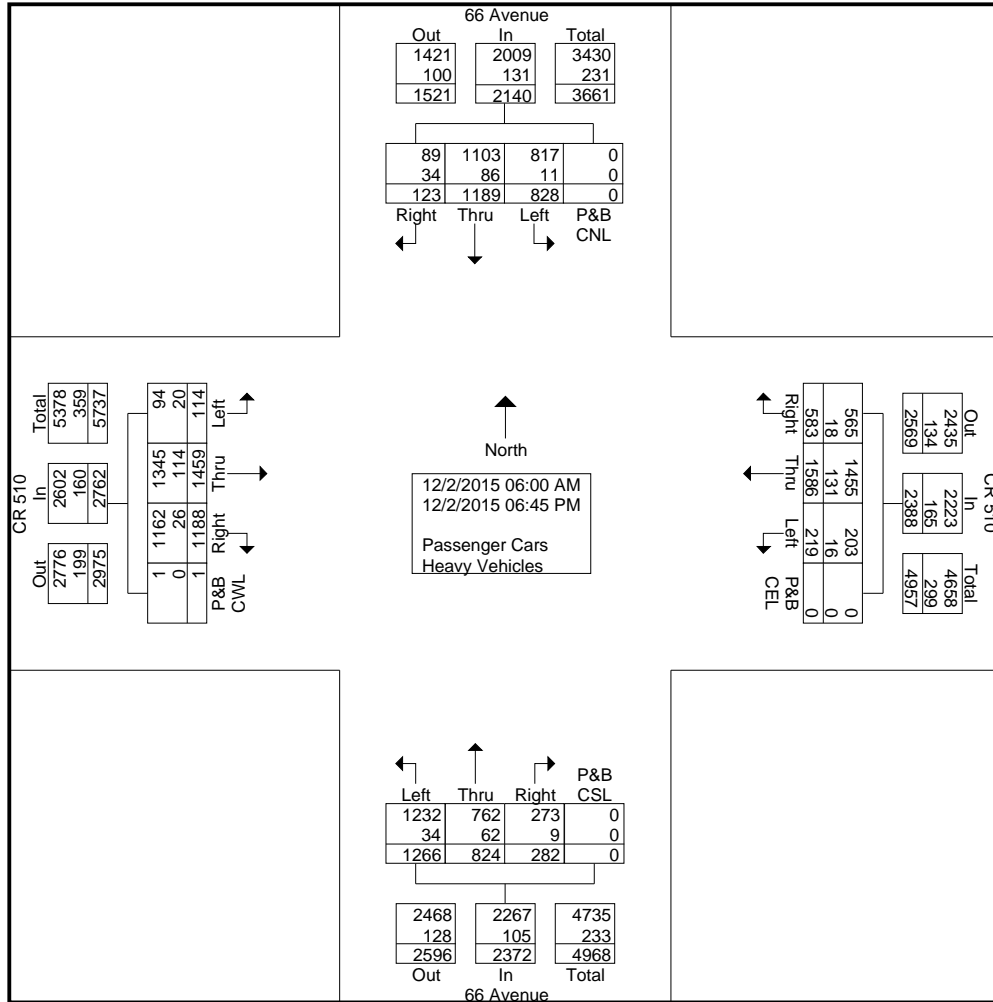
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
Page No : 2



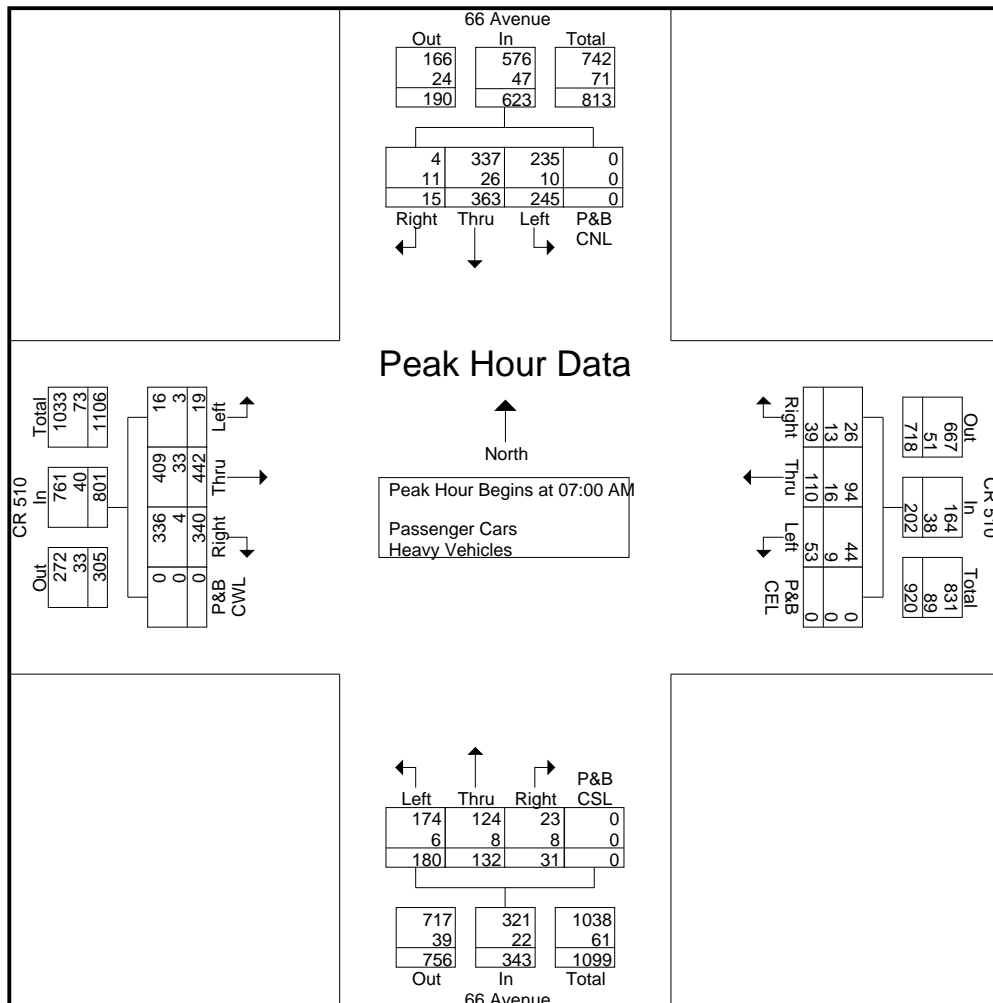
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
Page No : 3

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	4	78	61	0	143	4	24	10	0	38	1	13	53	0	67	94	118	6	0	218	466
07:15 AM	5	104	65	0	174	8	25	15	0	48	7	36	39	0	82	106	113	4	0	223	527
07:30 AM	1	83	60	0	144	14	26	13	0	53	8	49	49	0	106	80	99	6	0	185	488
07:45 AM	5	98	59	0	162	13	35	15	0	63	15	34	39	0	88	60	112	3	0	175	488
Total Volume	15	363	245	0	623	39	110	53	0	202	31	132	180	0	343	340	442	19	0	801	1969
% App. Total	2.4	58.3	39.3	0		19.3	54.5	26.2	0		9	38.5	52.5	0		42.4	55.2	2.4	0		
PHF	.750	.873	.942	.000	.895	.696	.786	.883	.000	.802	.517	.673	.849	.000	.809	.802	.936	.792	.000	.898	.934
Passenger Cars	4	337	235	0	576	26	94	44	0	164	23	124	174	0	321	336	409	16	0	761	1822
% Passenger Cars																					
Heavy Vehicles	11	26	10	0	47	13	16	9	0	38	8	8	6	0	22	4	33	3	0	40	147
% Heavy Vehicles	73.3	7.2	4.1	0	7.5	33.3	14.5	17.0	0	18.8	25.8	6.1	3.3	0	6.4	1.2	7.5	15.8	0	5.0	7.5

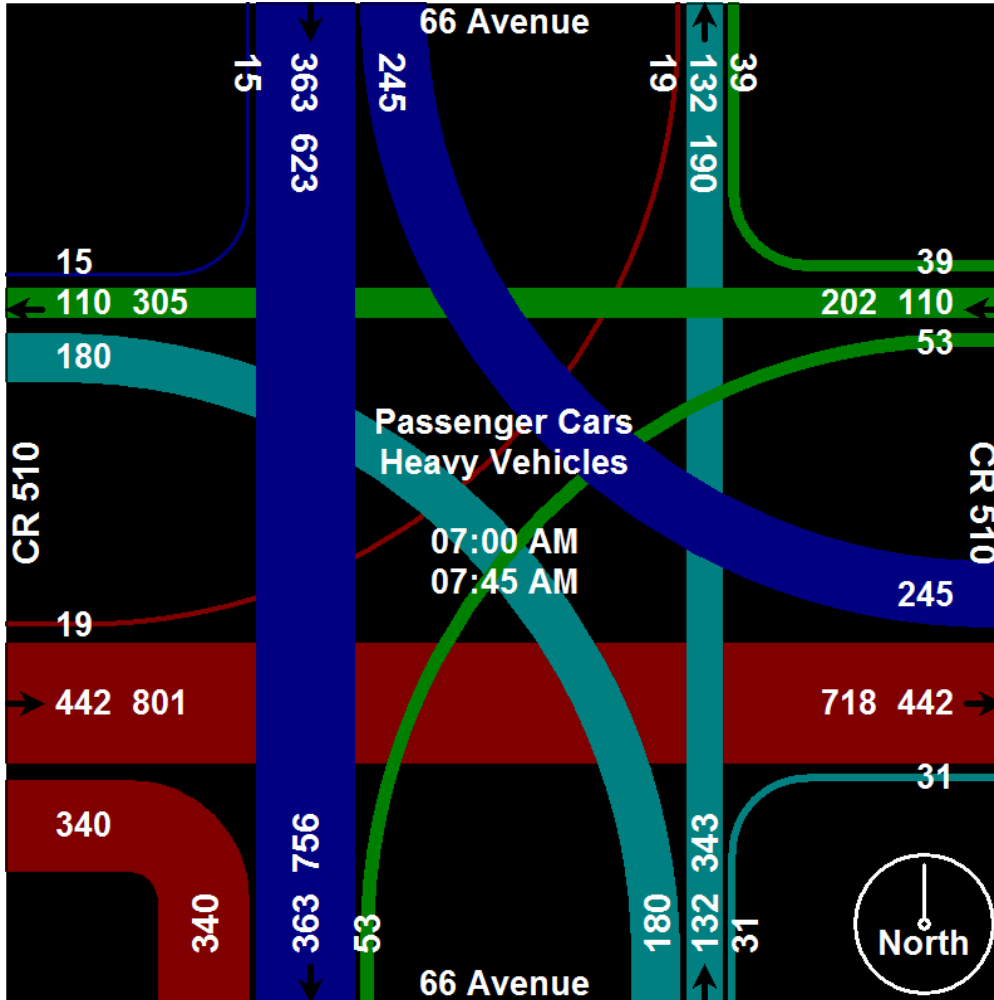


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

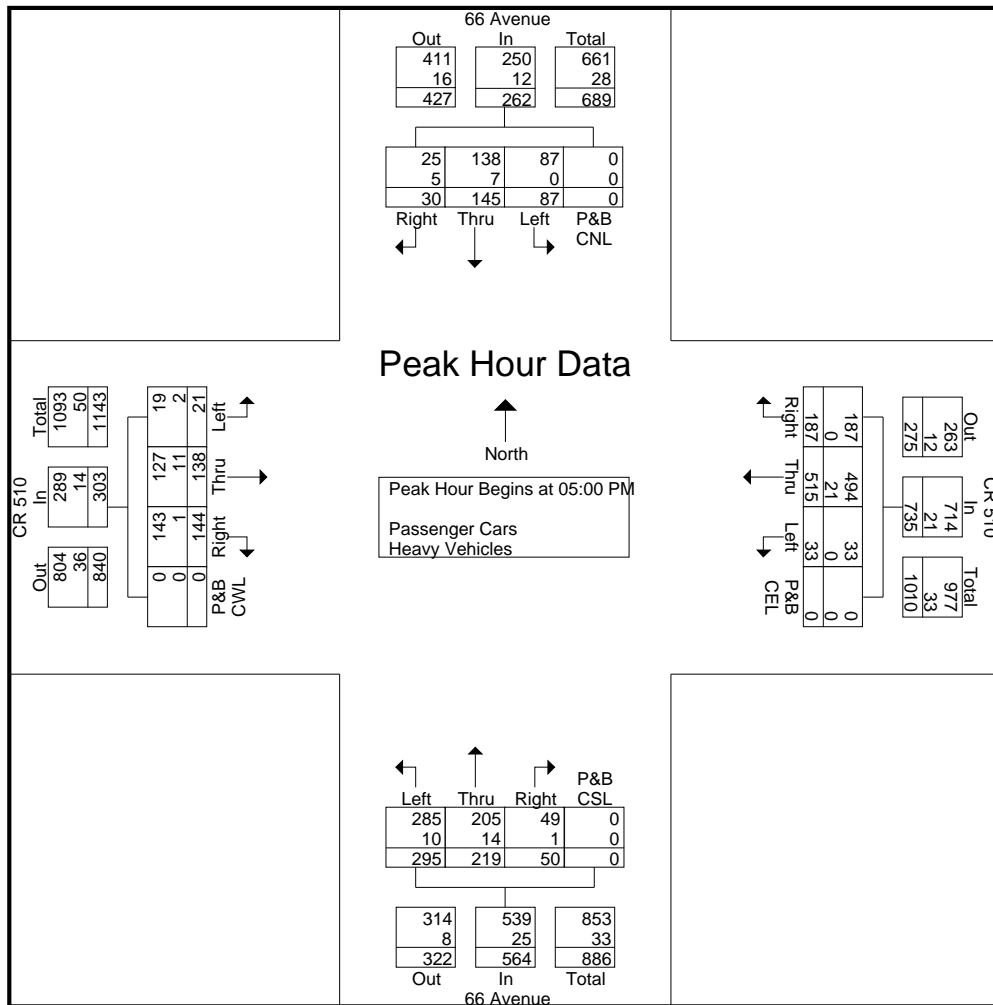
File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
Page No : 5

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	

Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 05:00 PM

05:00 PM	5	49	21	0	75	44	133	6	0	183	21	54	83	0	158	32	36	3	0	71	487
05:15 PM	10	38	24	0	72	43	138	5	0	186	18	51	62	0	131	42	36	6	0	84	473
05:30 PM	9	29	19	0	57	58	131	8	0	197	5	59	76	0	140	40	34	5	0	79	473
05:45 PM	6	29	23	0	58	42	113	14	0	169	6	55	74	0	135	30	32	7	0	69	431
Total Volume	30	145	87	0	262	187	515	33	0	735	50	219	295	0	564	144	138	21	0	303	1864
% App. Total	11.5	55.3	33.2	0		25.4	70.1	4.5	0		8.9	38.8	52.3	0		47.5	45.5	6.9	0		
PHF	.750	.740	.906	.000	.873	.806	.933	.589	.000	.933	.595	.928	.889	.000	.892	.857	.958	.750	.000	.902	.957
Passenger Cars	25	138	87	0	250	187	494	33	0	714	49	205	285	0	539	143	127	19	0	289	1792
% Passenger Cars																					
Heavy Vehicles	5	7	0	0	12	0	21	0	0	21	1	14	10	0	25	1	11	2	0	14	72
% Heavy Vehicles	16.7	4.8	0	0	4.6	0	4.1	0	0	2.9	2.0	6.4	3.4	0	4.4	0.7	8.0	9.5	0	4.6	3.9

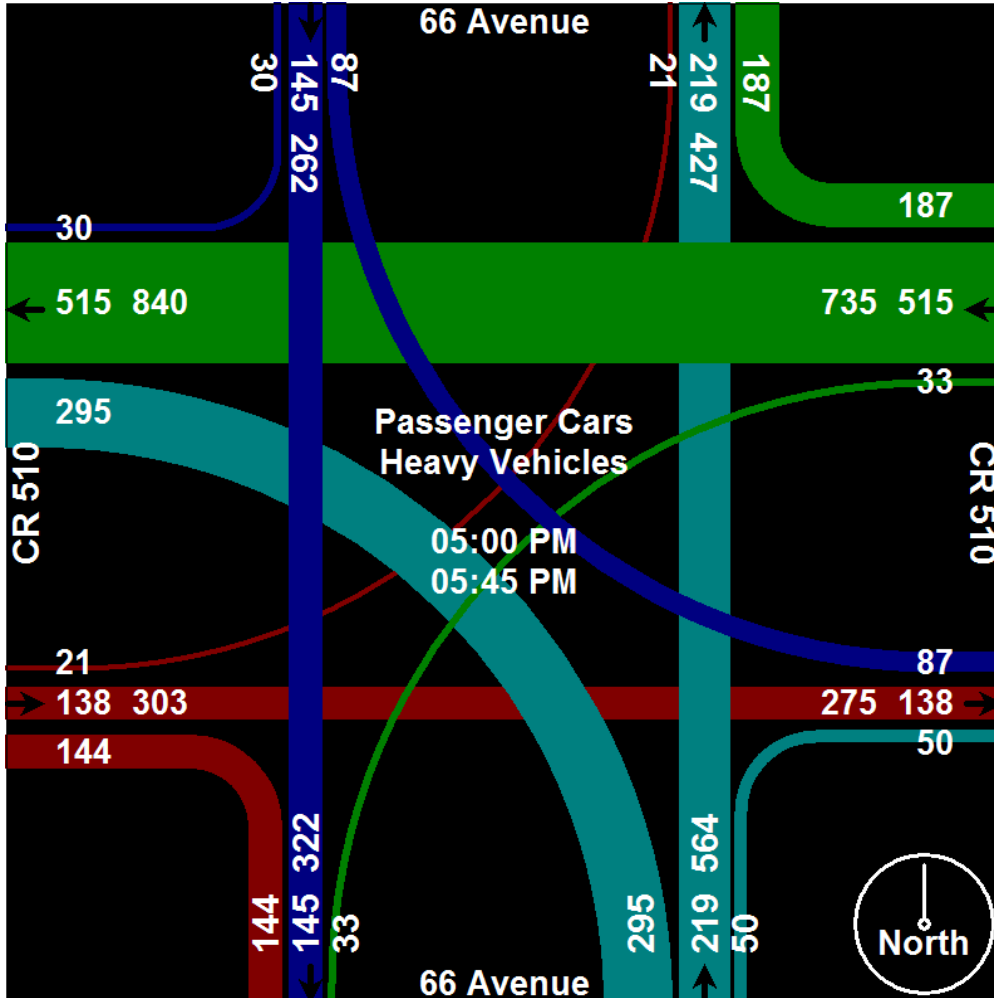


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/2/2015
Page No : 6



CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
 Site Code : 51006601
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	4	0	0	4	0	3	0	0	3	0	1	1	0	2	1	3	1	0	5	14
06:15 AM	2	3	0	0	5	2	5	1	0	8	0	6	0	0	6	3	4	2	0	9	28
06:30 AM	4	8	0	0	12	2	5	2	0	9	0	3	5	0	8	1	5	1	0	7	36
06:45 AM	5	2	0	0	7	1	6	3	0	10	0	7	3	0	10	1	8	1	0	10	37
Total	11	17	0	0	28	5	19	6	0	30	0	17	9	0	26	6	20	5	0	31	115
07:00 AM	1	8	0	0	9	0	5	0	0	5	0	7	1	0	8	1	10	1	0	12	34
07:15 AM	3	3	3	0	9	4	4	3	0	11	3	0	2	0	5	1	8	2	0	11	36
07:30 AM	5	9	5	0	19	6	4	3	0	13	4	0	3	0	7	3	8	3	0	14	53
07:45 AM	2	6	2	0	10	2	7	2	0	11	1	1	1	0	3	1	7	1	0	9	33
Total	11	26	10	0	47	12	20	8	0	40	8	8	7	0	23	6	33	7	0	46	156
08:00 AM	0	5	0	0	5	0	10	0	0	10	0	4	0	0	4	0	12	0	0	12	31
08:15 AM	1	4	1	0	6	0	7	1	0	8	0	1	1	0	2	2	4	3	0	9	25
08:30 AM	2	0	0	0	2	0	8	0	0	8	0	0	1	0	1	3	3	2	0	8	19
08:45 AM	1	0	0	0	1	2	5	1	0	8	0	0	3	0	3	4	5	3	0	12	24
Total	4	9	1	0	14	2	30	2	0	34	0	5	5	0	10	9	24	8	0	41	99
*** BREAK ***																					
04:00 PM	2	8	0	0	10	0	10	0	0	10	0	1	3	0	4	0	2	0	0	2	26
04:15 PM	2	5	0	0	7	0	9	0	0	9	0	4	3	0	7	0	2	1	0	3	26
04:30 PM	1	7	0	0	8	0	9	0	0	9	0	3	1	0	4	1	4	0	0	5	26
04:45 PM	0	3	0	0	3	0	10	0	0	10	0	4	0	0	4	0	2	0	0	2	19
Total	5	23	0	0	28	0	38	0	0	38	0	12	7	0	19	1	10	1	0	12	97
05:00 PM	3	2	0	0	5	0	4	0	0	4	1	2	4	0	7	0	4	0	0	4	20
05:15 PM	2	1	0	0	3	1	3	1	0	5	0	6	1	0	7	0	4	0	0	4	19
05:30 PM	0	1	2	0	3	0	8	0	0	8	1	4	1	0	6	1	1	1	0	3	20
05:45 PM	0	3	0	0	3	0	6	0	0	6	0	2	2	0	4	0	1	1	0	2	15
Total	5	7	2	0	14	1	21	1	0	23	2	14	8	0	24	1	10	2	0	13	74
06:00 PM	2	3	0	0	5	0	2	0	0	2	0	2	1	0	3	0	3	0	0	3	13
06:15 PM	1	1	0	0	2	1	2	2	0	5	0	4	2	0	6	0	1	1	0	2	15
06:30 PM	2	0	0	0	2	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	1	0	4	5
Total	5	4	0	0	9	1	7	2	0	10	0	6	4	0	10	1	6	2	0	9	38
Grand Total	41	86	13	0	140	21	135	19	0	175	10	62	40	0	112	24	103	25	0	152	579
Apprch %	29.3	61.4	9.3	0		12	77.1	10.9	0		8.9	55.4	35.7	0		15.8	67.8	16.4	0		
Total %	7.1	14.9	2.2	0	24.2	3.6	23.3	3.3	0	30.2	1.7	10.7	6.9	0	19.3	4.1	17.8	4.3	0	26.3	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	2	10	14	0	26	1	12	4	0	17	2	4	13	0	19	19	44	0	0	63	125
06:15 AM	0	23	23	0	46	2	16	2	0	20	4	2	8	0	14	35	56	1	0	92	172
06:30 AM	0	51	42	0	93	3	10	0	0	13	6	3	18	0	27	64	75	1	0	140	273
06:45 AM	0	66	44	0	110	6	33	3	0	42	3	11	38	0	52	81	98	4	0	183	387
Total	2	150	123	0	275	12	71	9	0	92	15	20	77	0	112	199	273	6	0	478	957
07:00 AM	0	75	47	0	122	12	23	8	0	43	2	7	55	0	64	99	106	7	0	212	441
07:15 AM	0	85	54	0	139	3	21	3	0	27	7	32	42	0	81	89	116	1	0	206	453
07:30 AM	0	100	49	0	149	7	33	6	0	46	7	30	33	0	70	97	102	0	0	199	464
07:45 AM	2	86	65	0	153	7	32	11	0	50	12	34	56	0	102	98	99	0	0	197	502
Total	2	346	215	0	563	29	109	28	0	166	28	103	186	0	317	383	423	8	0	814	1860
08:00 AM	3	71	59	0	133	7	27	11	0	45	15	25	41	0	81	95	78	8	1	182	441
08:15 AM	1	71	51	0	123	12	18	18	0	48	9	45	53	0	107	98	99	2	0	199	477
08:30 AM	4	77	46	0	127	14	32	14	0	60	26	49	46	0	121	96	87	8	0	191	499
08:45 AM	10	62	46	0	118	10	33	15	0	58	21	31	45	0	97	66	75	0	0	141	414
Total	18	281	202	0	501	43	110	58	0	211	71	150	185	0	406	355	339	18	1	713	1831
*** BREAK ***																					
04:00 PM	3	29	17	0	49	32	74	17	0	123	11	77	78	0	166	48	36	3	0	87	425
04:15 PM	8	32	17	0	57	32	116	14	1	163	14	65	98	0	177	43	38	0	0	81	478
04:30 PM	4	38	16	0	58	33	95	8	0	136	8	75	103	0	186	39	40	4	0	83	463
04:45 PM	11	27	17	0	55	28	98	14	0	140	13	61	95	0	169	46	38	4	0	88	452
Total	26	126	67	0	219	125	383	53	1	562	46	278	374	0	698	176	152	11	0	339	1818
05:00 PM	6	35	17	0	58	39	93	8	0	140	16	67	94	0	177	42	34	6	0	82	457
05:15 PM	5	19	19	0	43	43	112	10	0	165	9	70	98	0	177	51	25	5	0	81	466
05:30 PM	8	0	9	0	17	52	107	8	0	167	11	0	99	0	110	37	31	2	0	70	364
05:45 PM	7	0	16	0	23	28	91	10	0	129	15	0	79	0	94	30	30	4	0	64	310
Total	26	54	61	0	141	162	403	36	0	601	51	137	370	0	558	160	120	17	0	297	1597
06:00 PM	1	0	10	0	11	25	63	8	0	96	7	0	52	0	59	30	22	8	0	60	226
06:15 PM	3	0	12	0	15	33	64	4	0	101	6	0	54	0	60	29	29	7	0	65	241
06:30 PM	0	0	4	0	4	46	49	7	0	102	7	0	56	0	63	30	32	2	0	64	233
06:45 PM	4	0	5	0	9	35	33	5	0	73	4	0	58	0	62	27	21	1	0	49	193
Total	8	0	31	0	39	139	209	24	0	372	24	0	220	0	244	116	104	18	0	238	893
Grand Total	82	957	699	0	1738	510	1285	208	1	2004	235	688	1412	0	2335	1389	1411	78	1	2879	8956
Apprch %	4.7	55.1	40.2	0		25.4	64.1	10.4	0		10.1	29.5	60.5	0		48.2	49	2.7	0		
Total %	0.9	10.7	7.8	0	19.4	5.7	14.3	2.3	0	22.4	2.6	7.7	15.8	0	26.1	15.5	15.8	0.9	0	32.1	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	2	14	14	0	30	1	15	4	0	20	2	5	14	0	21	20	47	1	0	68	139
06:15 AM	2	26	23	0	51	4	21	3	0	28	4	8	8	0	20	38	60	3	0	101	200
06:30 AM	4	59	42	0	105	5	15	2	0	22	6	6	23	0	35	65	80	2	0	147	309
06:45 AM	5	68	44	0	117	7	39	6	0	52	3	18	41	0	62	82	106	5	0	193	424
Total	13	167	123	0	303	17	90	15	0	122	15	37	86	0	138	205	293	11	0	509	1072
07:00 AM	1	83	47	0	131	12	28	8	0	48	2	14	56	0	72	100	116	8	0	224	475
07:15 AM	3	88	57	0	148	7	25	6	0	38	10	32	44	0	86	90	124	3	0	217	489
07:30 AM	5	109	54	0	168	13	37	9	0	59	11	30	36	0	77	100	110	3	0	213	517
07:45 AM	4	92	67	0	163	9	39	13	0	61	13	35	57	0	105	99	106	1	0	206	535
Total	13	372	225	0	610	41	129	36	0	206	36	111	193	0	340	389	456	15	0	860	2016
08:00 AM	3	76	59	0	138	7	37	11	0	55	15	29	41	0	85	95	90	8	1	194	472
08:15 AM	2	75	52	0	129	12	25	19	0	56	9	46	54	0	109	100	103	5	0	208	502
08:30 AM	6	77	46	0	129	14	40	14	0	68	26	49	47	0	122	99	90	10	0	199	518
08:45 AM	11	62	46	0	119	12	38	16	0	66	21	31	48	0	100	70	80	3	0	153	438
Total	22	290	203	0	515	45	140	60	0	245	71	155	190	0	416	364	363	26	1	754	1930
*** BREAK ***																					
04:00 PM	5	37	17	0	59	32	84	17	0	133	11	78	81	0	170	48	38	3	0	89	451
04:15 PM	10	37	17	0	64	32	125	14	1	172	14	69	101	0	184	43	40	1	0	84	504
04:30 PM	5	45	16	0	66	33	104	8	0	145	8	78	104	0	190	40	44	4	0	88	489
04:45 PM	11	30	17	0	58	28	108	14	0	150	13	65	95	0	173	46	40	4	0	90	471
Total	31	149	67	0	247	125	421	53	1	600	46	290	381	0	717	177	162	12	0	351	1915
05:00 PM	9	37	17	0	63	39	97	8	0	144	17	69	98	0	184	42	38	6	0	86	477
05:15 PM	7	20	19	0	46	44	115	11	0	170	9	76	99	0	184	51	29	5	0	85	485
05:30 PM	8	1	11	0	20	52	115	8	0	175	12	4	100	0	116	38	32	3	0	73	384
05:45 PM	7	3	16	0	26	28	97	10	0	135	15	2	81	0	98	30	31	5	0	66	325
Total	31	61	63	0	155	163	424	37	0	624	53	151	378	0	582	161	130	19	0	310	1671
06:00 PM	3	3	10	0	16	25	65	8	0	98	7	2	53	0	62	30	25	8	0	63	239
06:15 PM	4	1	12	0	17	34	66	6	0	106	6	4	56	0	66	29	30	8	0	67	256
06:30 PM	2	0	4	0	6	46	51	7	0	104	7	0	57	0	64	30	32	2	0	64	238
06:45 PM	4	0	5	0	9	35	34	5	0	74	4	0	58	0	62	28	23	2	0	53	198
Total	13	4	31	0	48	140	216	26	0	382	24	6	224	0	254	117	110	20	0	247	931
Grand Total	123	1043	712	0	1878	531	1420	227	1	2179	245	750	1452	0	2447	1413	1514	103	1	3031	9535
Apprch %	6.5	55.5	37.9	0		24.4	65.2	10.4	0		10	30.6	59.3	0		46.6	50	3.4	0		
Total %	1.3	10.9	7.5	0	19.7	5.6	14.9	2.4	0	22.9	2.6	7.9	15.2	0	25.7	14.8	15.9	1.1	0	31.8	
Passenger Cars	82	957	699	0	1738	510	1285	208	1	2004	235	688	1412	0	2335	1389	1411	78	1	2879	8956
% Passenger Cars																					
Heavy Vehicles	41	86	13	0	140	21	135	19	0	175	10	62	40	0	112	24	103	25	0	152	579
% Heavy Vehicles	33.3	8.2	1.8	0	7.5	4	9.5	8.4	0	8	4.1	8.3	2.8	0	4.6	1.7	6.8	24.3	0	5	6.1

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

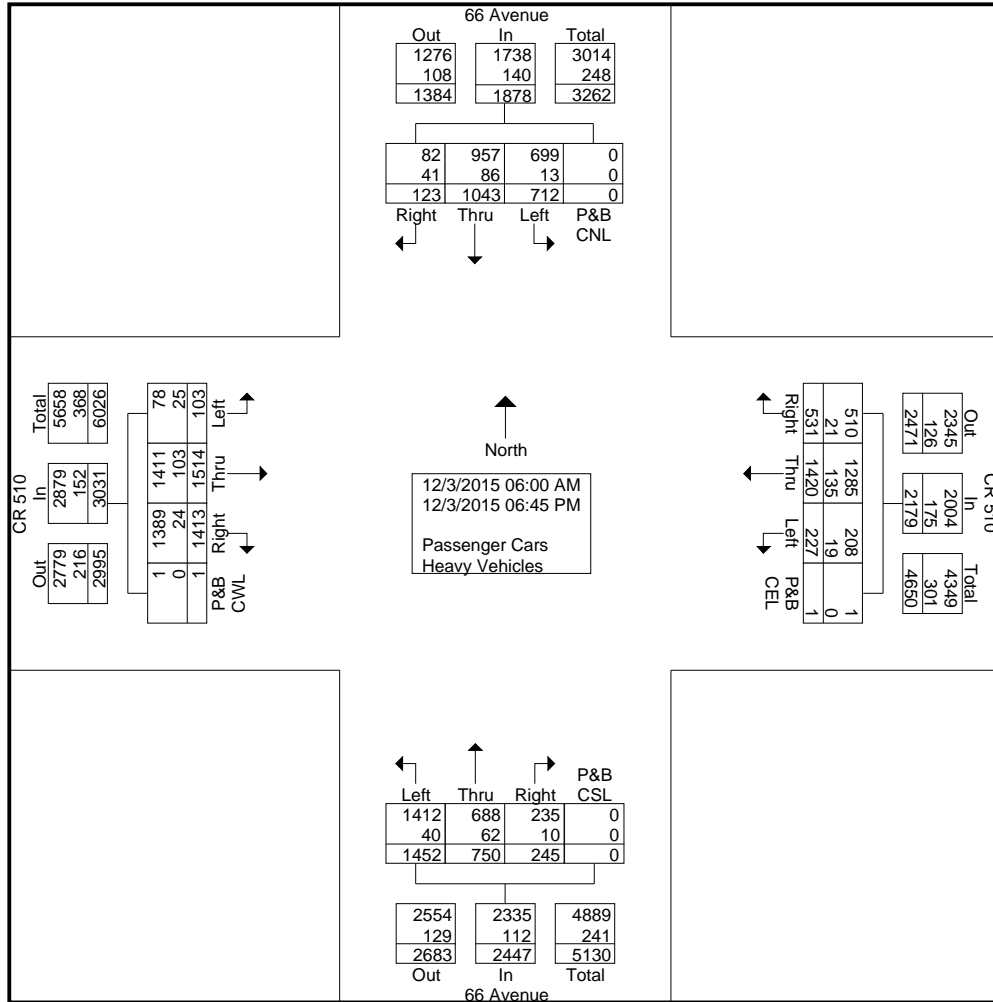
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 2



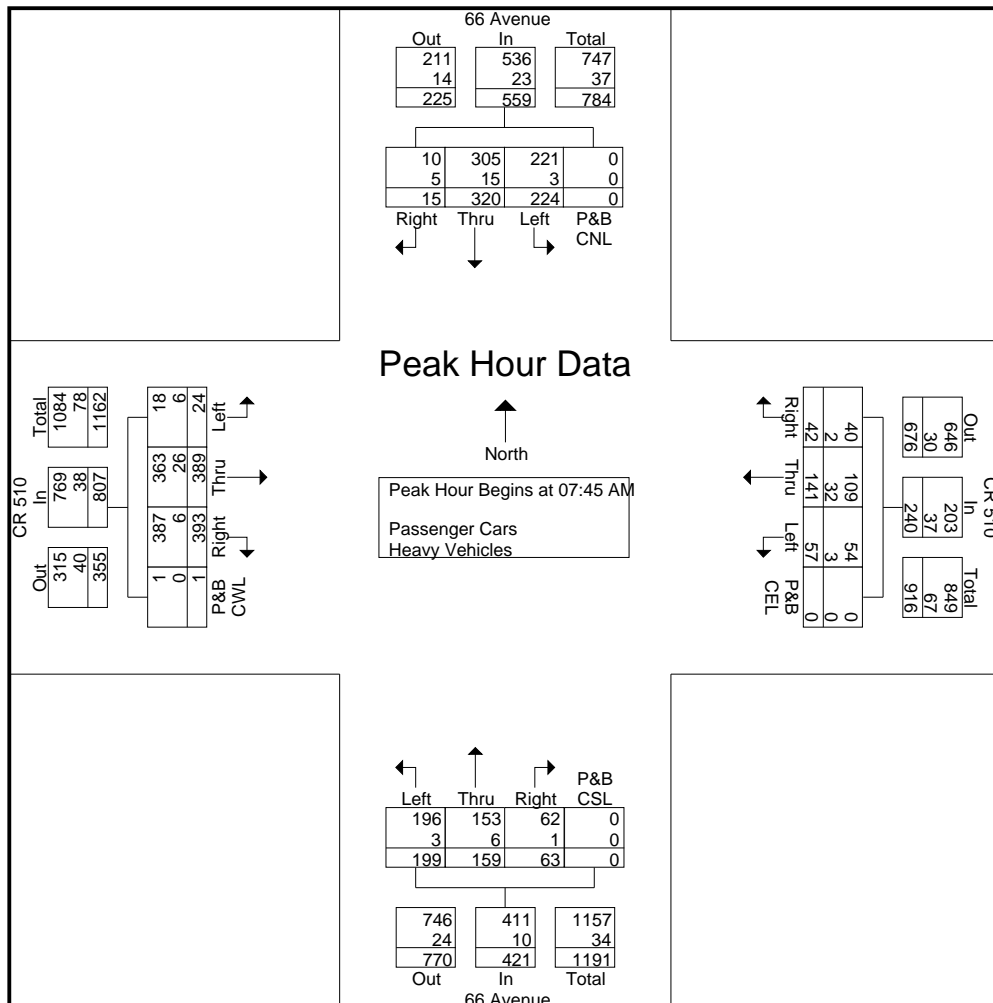
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 3

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	92	67	0	163	9	39	13	0	61	13	35	57	0	105	99	106	1	0	206	535
08:00 AM	3	76	59	0	138	7	37	11	0	55	15	29	41	0	85	95	90	8	1	194	472
08:15 AM	2	75	52	0	129	12	25	19	0	56	9	46	54	0	109	100	103	5	0	208	502
08:30 AM	6	77	46	0	129	14	40	14	0	68	26	49	47	0	122	99	90	10	0	199	518
Total Volume	15	320	224	0	559	42	141	57	0	240	63	159	199	0	421	393	389	24	1	807	2027
% App. Total	2.7	57.2	40.1	0		17.5	58.8	23.8	0		15	37.8	47.3	0		48.7	48.2	3	0.1		
PHF	.625	.870	.836	.000	.857	.750	.881	.750	.000	.882	.606	.811	.873	.000	.863	.983	.917	.600	.250	.970	.947
Passenger Cars	10	305	221	0	536	40	109	54	0	203	62	153	196	0	411	387	363	18	1	769	1919
% Passenger Cars																					
Heavy Vehicles	5	15	3	0	23	2	32	3	0	37	1	6	3	0	10	6	26	6	0	38	108
% Heavy Vehicles	33.3	4.7	1.3	0	4.1	4.8	22.7	5.3	0	15.4	1.6	3.8	1.5	0	2.4	1.5	6.7	25.0	0	4.7	5.3

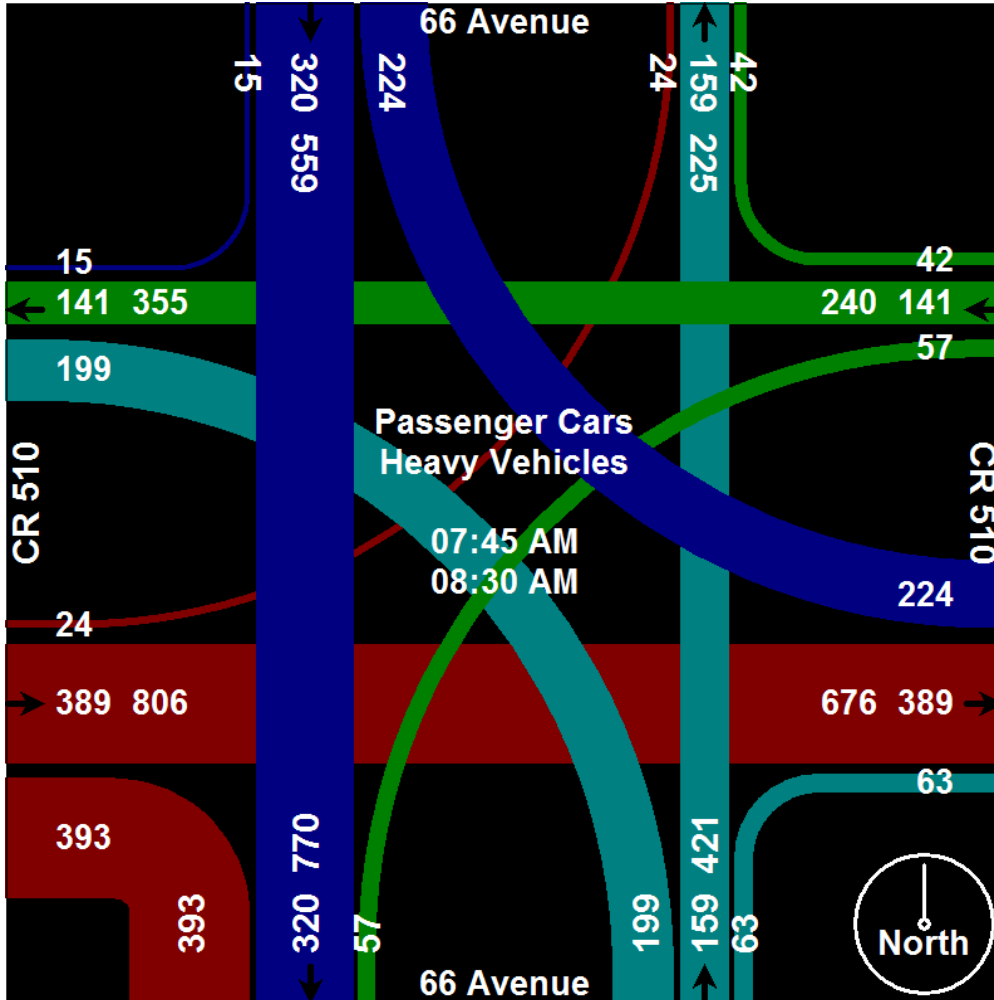


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 4



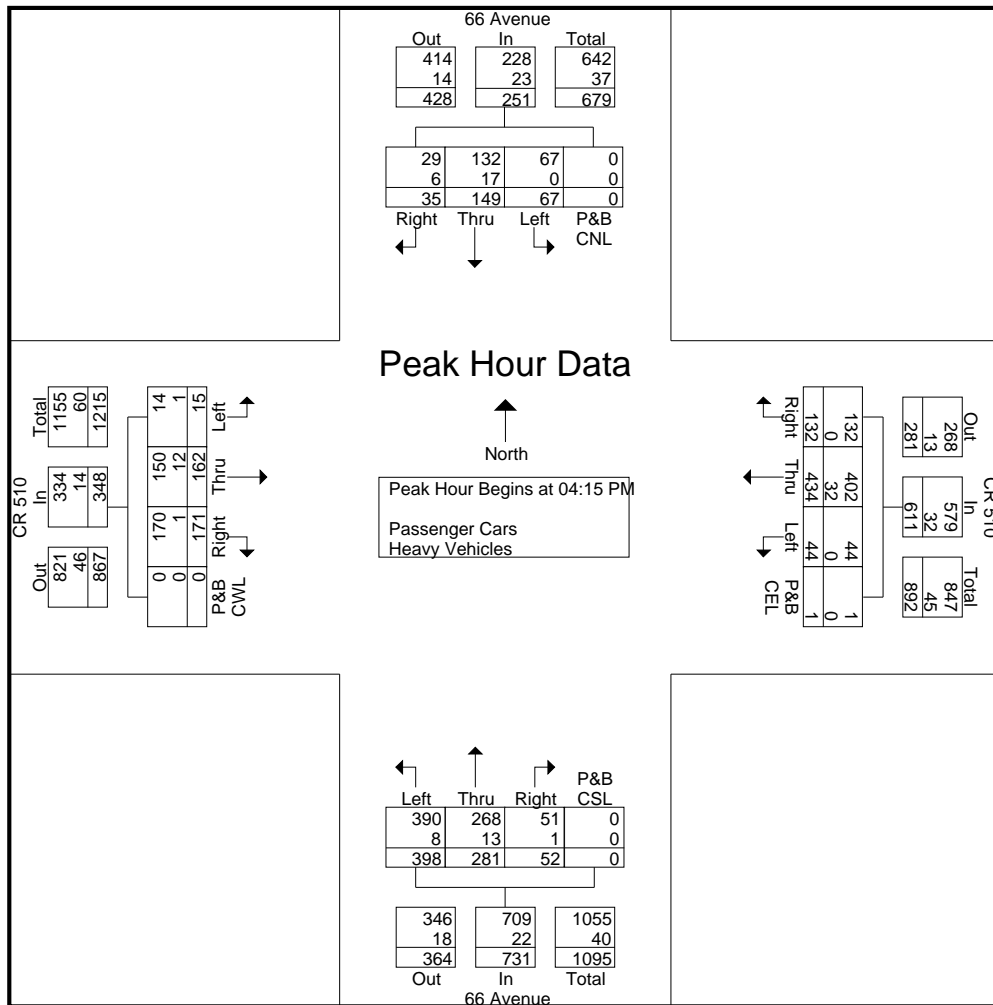
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 5

Start Time	66 Avenue Southbound					CR 510 Westbound					66 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	10	37	17	0	64	32	125	14	1	172	14	69	101	0	184	43	40	1	0	84	504
04:30 PM	5	45	16	0	66	33	104	8	0	145	8	78	104	0	190	40	44	4	0	88	489
04:45 PM	11	30	17	0	58	28	108	14	0	150	13	65	95	0	173	46	40	4	0	90	471
05:00 PM	9	37	17	0	63	39	97	8	0	144	17	69	98	0	184	42	38	6	0	86	477
Total Volume	35	149	67	0	251	132	434	44	1	611	52	281	398	0	731	171	162	15	0	348	1941
% App. Total	13.9	59.4	26.7	0		21.6	71	7.2	0.2		7.1	38.4	54.4	0		49.1	46.6	4.3	0		
PHF	.795	.828	.985	.000	.951	.846	.868	.786	.250	.888	.765	.901	.957	.000	.962	.929	.920	.625	.000	.967	.963
Passenger Cars	29	132	67	0	228	132	402	44	1	579	51	268	390	0	709	170	150	14	0	334	1850
% Passenger Cars																					
Heavy Vehicles	6	17	0	0	23	0	32	0	0	32	1	13	8	0	22	1	12	1	0	14	91
% Heavy Vehicles	17.1	11.4	0	0	9.2	0	7.4	0	0	5.2	1.9	4.6	2.0	0	3.0	0.6	7.4	6.7	0	4.0	4.7

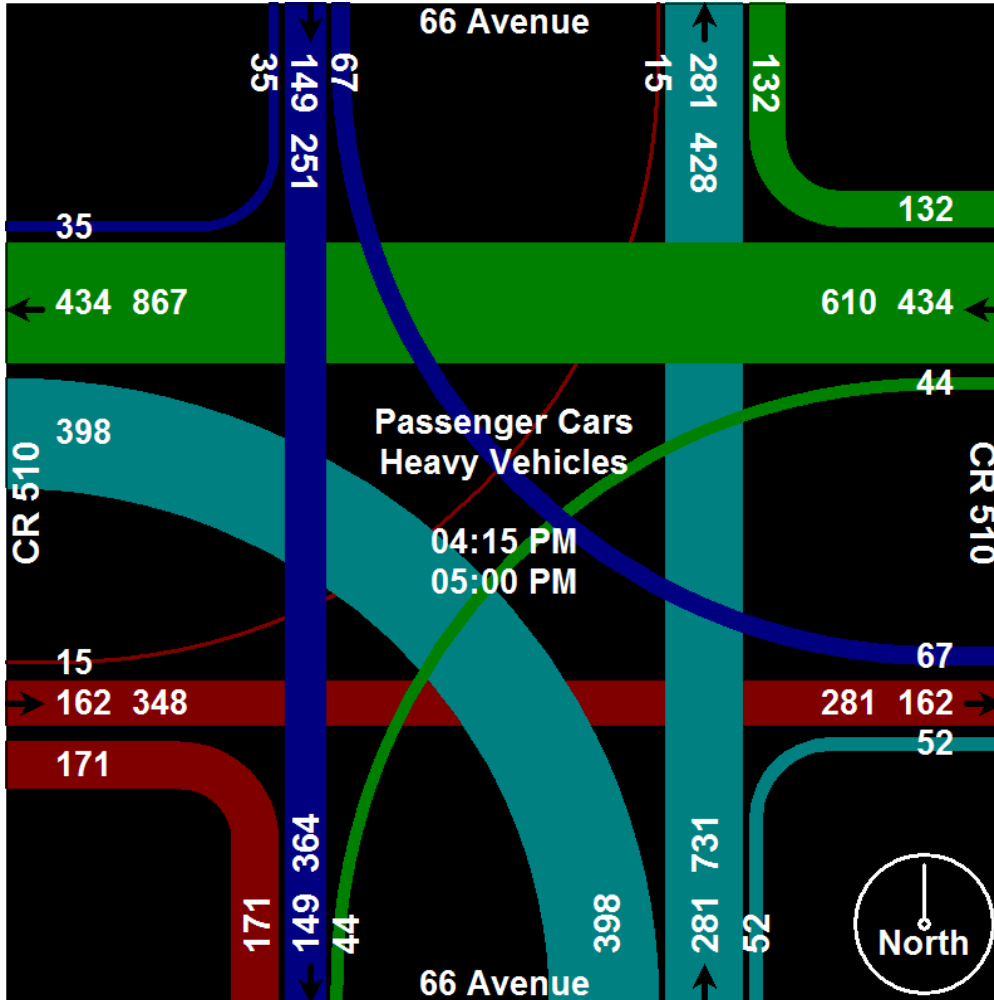


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 66 Avenue

File Name : CR 510 at 66 Avenue
Site Code : 51006601
Start Date : 12/3/2015
Page No : 6



CR-510 at Powerline Road (70th Avenue)

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
 CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
 Site Code : 51007001
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Poweline Rd Avenue Southbound					CR 510 Westbound					Poweline Rd Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/L	App. Total	Right	Thru	Left	P&B C/L	App. Total	Right	Thru	Left	P&B C/L	App. Total	Right	Thru	Left	P&B C/L	App. Total	
06:00 AM	0	0	3	0	3	2	0	0	0	2	0	0	0	0	0	0	6	0	0	6	11
06:15 AM	0	0	3	0	3	2	3	0	0	5	0	0	0	0	0	0	12	0	0	12	20
06:30 AM	0	0	1	0	1	3	6	0	0	9	0	0	0	0	0	0	12	0	0	12	22
06:45 AM	5	0	4	0	9	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	23
Total	5	0	11	0	16	7	14	0	0	21	0	0	0	0	0	0	39	0	0	39	76
07:00 AM	0	0	5	0	5	0	2	0	0	2	0	0	0	0	0	0	11	1	0	12	19
07:15 AM	8	0	0	0	8	1	1	0	0	2	0	0	0	0	0	0	7	1	0	8	18
07:30 AM	6	0	3	0	9	1	3	0	0	4	0	0	0	0	0	0	10	0	0	10	23
07:45 AM	13	0	3	0	16	0	1	0	0	1	0	0	0	0	0	0	5	0	0	5	22
Total	27	0	11	0	38	2	7	0	0	9	0	0	0	0	0	0	33	2	0	35	82
08:00 AM	8	0	0	0	8	0	4	0	0	4	0	0	0	0	0	0	9	1	0	10	22
08:15 AM	8	0	7	0	15	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	26
08:30 AM	0	0	0	0	0	2	8	0	0	10	0	0	0	0	0	0	7	1	0	8	18
08:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	6	13
Total	16	0	7	0	23	2	25	0	0	27	0	0	0	0	0	0	27	2	0	29	79
*** BREAK ***																					
04:00 PM	2	0	1	0	3	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	16
04:15 PM	1	0	0	0	1	1	10	0	0	11	0	0	0	0	0	0	9	0	0	9	21
04:30 PM	0	0	0	0	0	7	9	0	0	16	0	0	0	0	0	0	3	0	0	3	19
04:45 PM	0	0	0	0	0	5	9	0	0	14	0	0	0	0	0	0	5	0	0	5	19
Total	3	0	1	0	4	13	37	0	0	50	0	0	0	0	0	0	21	0	0	21	75
05:00 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	9	1	0	10	20
05:15 PM	2	0	0	0	2	1	8	0	0	9	0	0	0	0	0	0	3	0	0	3	14
05:30 PM	2	0	0	0	2	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	14
05:45 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	11
Total	6	0	0	0	6	2	29	0	0	31	0	0	0	0	0	0	21	1	0	22	59
06:00 PM	0	0	0	0	0	5	3	0	0	8	0	0	0	0	0	0	4	1	0	5	13
06:15 PM	0	0	0	0	0	2	5	0	0	7	0	0	0	0	0	0	3	0	0	3	10
06:30 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
06:45 PM	2	0	0	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7
Total	2	0	0	0	2	8	15	0	0	23	0	0	0	0	0	0	9	1	0	10	35
Grand Total	59	0	30	0	89	34	127	0	0	161	0	0	0	0	0	0	150	6	0	156	406
Apprch %	66.3	0	33.7	0		21.1	78.9	0	0		0	0	0	0		0	96.2	3.8	0		
Total %	14.5	0	7.4	0	21.9	8.4	31.3	0	0	39.7	0	0	0	0	0	0	36.9	1.5	0	38.4	

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
 CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
 Site Code : 51007001
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Passenger Cars

Start Time	Poweline Rd Avenue Southbound					CR 510 Westbound					Poweline Rd Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	3	0	7	0	10	0	25	0	0	25	0	0	0	0	0	0	52	1	0	53	88
06:15 AM	2	0	14	0	16	0	29	0	0	29	0	0	0	0	0	0	65	0	0	65	110
06:30 AM	13	0	22	0	35	0	34	0	0	34	0	0	0	0	0	0	145	5	0	150	219
06:45 AM	9	0	11	0	20	4	76	0	0	80	0	0	0	0	0	0	154	6	0	160	260
Total	27	0	54	0	81	4	164	0	0	168	0	0	0	0	0	0	416	12	0	428	677
07:00 AM	12	0	5	0	17	5	68	0	0	73	0	0	0	0	0	0	182	9	0	191	281
07:15 AM	0	0	13	0	13	6	73	0	0	79	0	0	0	0	0	0	169	8	0	177	269
07:30 AM	0	0	22	0	22	8	73	0	0	81	0	0	0	0	0	0	170	6	0	176	279
07:45 AM	0	0	22	0	22	12	72	0	0	84	0	0	0	0	0	0	168	5	0	173	279
Total	12	0	62	0	74	31	286	0	0	317	0	0	0	0	0	0	689	28	0	717	1108
08:00 AM	0	0	28	0	28	8	64	0	0	72	0	0	0	0	0	0	156	5	0	161	261
08:15 AM	0	0	23	0	23	14	64	0	0	78	0	0	0	0	0	0	154	6	0	160	261
08:30 AM	7	0	32	0	39	18	67	0	0	85	0	0	0	0	0	0	143	4	0	147	271
08:45 AM	4	0	33	0	37	18	61	0	0	79	0	0	0	0	0	0	99	7	0	106	222
Total	11	0	116	0	127	58	256	0	0	314	0	0	0	0	0	0	552	22	0	574	1015
*** BREAK ***																					
04:00 PM	3	0	12	0	15	36	142	0	0	178	0	0	0	0	0	0	85	3	0	88	281
04:15 PM	2	0	14	0	16	35	169	0	0	204	0	0	0	0	0	0	64	9	0	73	293
04:30 PM	11	0	14	0	25	27	162	0	0	189	0	0	0	0	0	0	69	10	0	79	293
04:45 PM	6	0	8	0	14	38	173	0	0	211	0	0	0	0	0	0	72	4	0	76	301
Total	22	0	48	0	70	136	646	0	0	782	0	0	0	0	0	0	290	26	0	316	1168
05:00 PM	9	0	11	0	20	38	178	0	0	216	0	0	0	0	0	0	66	9	0	75	311
05:15 PM	6	0	9	0	15	33	174	0	0	207	0	0	0	0	0	0	70	2	0	72	294
05:30 PM	3	0	4	0	7	49	173	0	0	222	0	0	0	0	0	0	73	1	0	74	303
05:45 PM	4	0	12	0	16	35	135	0	0	170	0	0	0	0	0	0	65	2	0	67	253
Total	22	0	36	0	58	155	660	0	0	815	0	0	0	0	0	0	274	14	0	288	1161
06:00 PM	4	0	12	0	16	22	120	0	0	142	0	0	0	0	0	0	67	1	0	68	226
06:15 PM	3	0	11	0	14	16	110	0	0	126	0	0	0	0	0	0	61	4	0	65	205
06:30 PM	8	0	12	0	20	21	79	0	0	100	0	0	0	0	0	0	36	2	0	38	158
06:45 PM	0	0	8	0	8	15	75	0	0	90	0	0	0	0	0	0	34	3	0	37	135
Total	15	0	43	0	58	74	384	0	0	458	0	0	0	0	0	0	198	10	0	208	724
Grand Total	109	0	359	0	468	458	2396	0	0	2854	0	0	0	0	0	0	2419	112	0	2531	5853
Apprch %	23.3	0	76.7	0		16	84	0	0		0	0	0	0		0	95.6	4.4	0		
Total %	1.9	0	6.1	0	8	7.8	40.9	0	0	48.8	0	0	0	0	0	0	41.3	1.9	0	43.2	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Poweline Rd Avenue Southbound					CR 510 Westbound					Poweline Rd Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	3	0	10	0	13	2	25	0	0	27	0	0	0	0	0	0	58	1	0	59	99
06:15 AM	2	0	17	0	19	2	32	0	0	34	0	0	0	0	0	0	77	0	0	77	130
06:30 AM	13	0	23	0	36	3	40	0	0	43	0	0	0	0	0	0	157	5	0	162	241
06:45 AM	14	0	15	0	29	4	81	0	0	85	0	0	0	0	0	0	163	6	0	169	283
Total	32	0	65	0	97	11	178	0	0	189	0	0	0	0	0	0	455	12	0	467	753
07:00 AM	12	0	10	0	22	5	70	0	0	75	0	0	0	0	0	0	193	10	0	203	300
07:15 AM	8	0	13	0	21	7	74	0	0	81	0	0	0	0	0	0	176	9	0	185	287
07:30 AM	6	0	25	0	31	9	76	0	0	85	0	0	0	0	0	0	180	6	0	186	302
07:45 AM	13	0	25	0	38	12	73	0	0	85	0	0	0	0	0	0	173	5	0	178	301
Total	39	0	73	0	112	33	293	0	0	326	0	0	0	0	0	0	722	30	0	752	1190
08:00 AM	8	0	28	0	36	8	68	0	0	76	0	0	0	0	0	0	165	6	0	171	283
08:15 AM	8	0	30	0	38	14	70	0	0	84	0	0	0	0	0	0	159	6	0	165	287
08:30 AM	7	0	32	0	39	20	75	0	0	95	0	0	0	0	0	0	150	5	0	155	289
08:45 AM	4	0	33	0	37	18	68	0	0	86	0	0	0	0	0	0	105	7	0	112	235
Total	27	0	123	0	150	60	281	0	0	341	0	0	0	0	0	0	579	24	0	603	1094
*** BREAK ***																					
04:00 PM	5	0	13	0	18	36	151	0	0	187	0	0	0	0	0	0	89	3	0	92	297
04:15 PM	3	0	14	0	17	36	179	0	0	215	0	0	0	0	0	0	73	9	0	82	314
04:30 PM	11	0	14	0	25	34	171	0	0	205	0	0	0	0	0	0	72	10	0	82	312
04:45 PM	6	0	8	0	14	43	182	0	0	225	0	0	0	0	0	0	77	4	0	81	320
Total	25	0	49	0	74	149	683	0	0	832	0	0	0	0	0	0	311	26	0	337	1243
05:00 PM	9	0	11	0	20	39	187	0	0	226	0	0	0	0	0	0	75	10	0	85	331
05:15 PM	8	0	9	0	17	34	182	0	0	216	0	0	0	0	0	0	73	2	0	75	308
05:30 PM	5	0	4	0	9	49	181	0	0	230	0	0	0	0	0	0	77	1	0	78	317
05:45 PM	6	0	12	0	18	35	139	0	0	174	0	0	0	0	0	0	70	2	0	72	264
Total	28	0	36	0	64	157	689	0	0	846	0	0	0	0	0	0	295	15	0	310	1220
06:00 PM	4	0	12	0	16	27	123	0	0	150	0	0	0	0	0	0	71	2	0	73	239
06:15 PM	3	0	11	0	14	18	115	0	0	133	0	0	0	0	0	0	64	4	0	68	215
06:30 PM	8	0	12	0	20	22	82	0	0	104	0	0	0	0	0	0	37	2	0	39	163
06:45 PM	2	0	8	0	10	15	79	0	0	94	0	0	0	0	0	0	35	3	0	38	142
Total	17	0	43	0	60	82	399	0	0	481	0	0	0	0	0	0	207	11	0	218	759
Grand Total	168	0	389	0	557	492	2523	0	0	3015	0	0	0	0	0	0	2569	118	0	2687	6259
Apprch %	30.2	0	69.8	0		16.3	83.7	0	0		0	0	0	0	0	0	95.6	4.4	0		
Total %	2.7	0	6.2	0	8.9	7.9	40.3	0	0	48.2	0	0	0	0	0	0	41	1.9	0	42.9	
Passenger Cars	109	0	359	0	468	458	2396	0	0	2854	0	0	0	0	0	0	2419	112	0	2531	5853
% Passenger Cars																					
Heavy Vehicles	59	0	30	0	89	34	127	0	0	161	0	0	0	0	0	0	150	6	0	156	406
% Heavy Vehicles	35.1	0	7.7	0	16	6.9	5	0	0	5.3	0	0	0	0	0	0	5.8	5.1	0	5.8	6.5

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

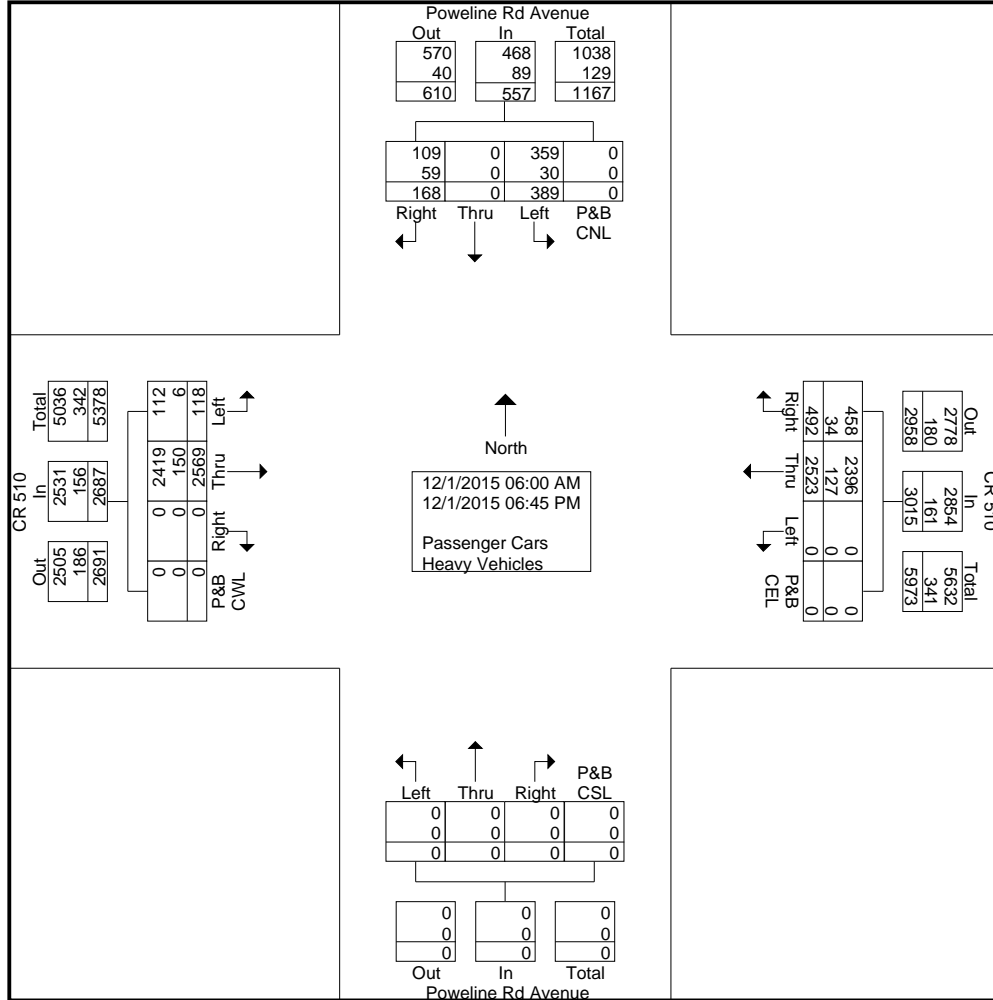
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/1/2015
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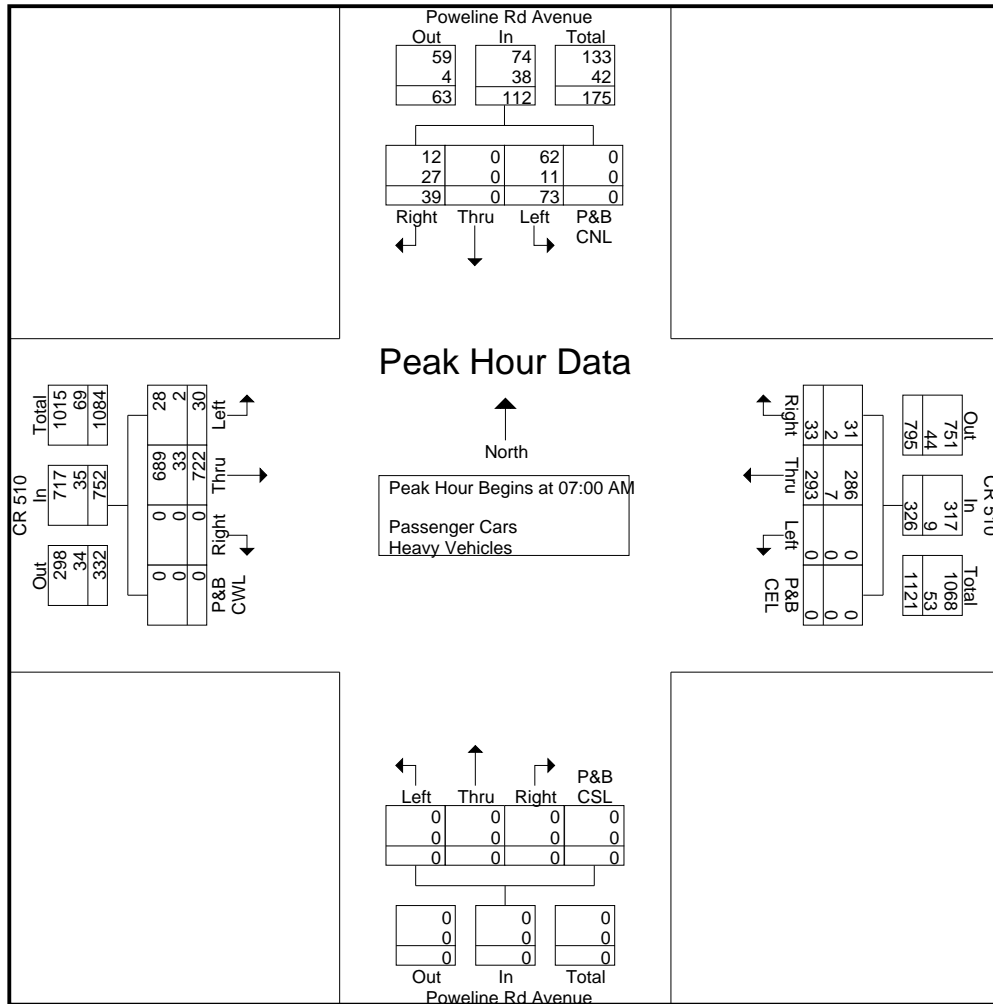
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/1/2015
Page No : 3

Start Time	Poweline Rd Avenue Southbound					CR 510 Westbound					Poweline Rd Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	12	0	10	0	22	5	70	0	0	75	0	0	0	0	0	0	193	10	0	203	300
07:15 AM	8	0	13	0	21	7	74	0	0	81	0	0	0	0	0	0	176	9	0	185	287
07:30 AM	6	0	25	0	31	9	76	0	0	85	0	0	0	0	0	0	180	6	0	186	302
07:45 AM	13	0	25	0	38	12	73	0	0	85	0	0	0	0	0	0	173	5	0	178	301
Total Volume	39	0	73	0	112	33	293	0	0	326	0	0	0	0	0	0	722	30	0	752	1190
% App. Total	34.8	0	65.2	0		10.1	89.9	0	0		0	0	0	0	0	0	96	4	0		
PHF	.750	.000	.730	.000	.737	.688	.964	.000	.000	.959	.000	.000	.000	.000	.000	.000	.935	.750	.000	.926	.985
Passenger Cars	12	0	62	0	74	31	286	0	0	317	0	0	0	0	0	0	689	28	0	717	1108
% Passenger Cars																					
Heavy Vehicles	27	0	11	0	38	2	7	0	0	9	0	0	0	0	0	0	33	2	0	35	82
% Heavy Vehicles	69.2	0	15.1	0	33.9	6.1	2.4	0	0	2.8	0	0	0	0	0	0	4.6	6.7	0	4.7	6.9

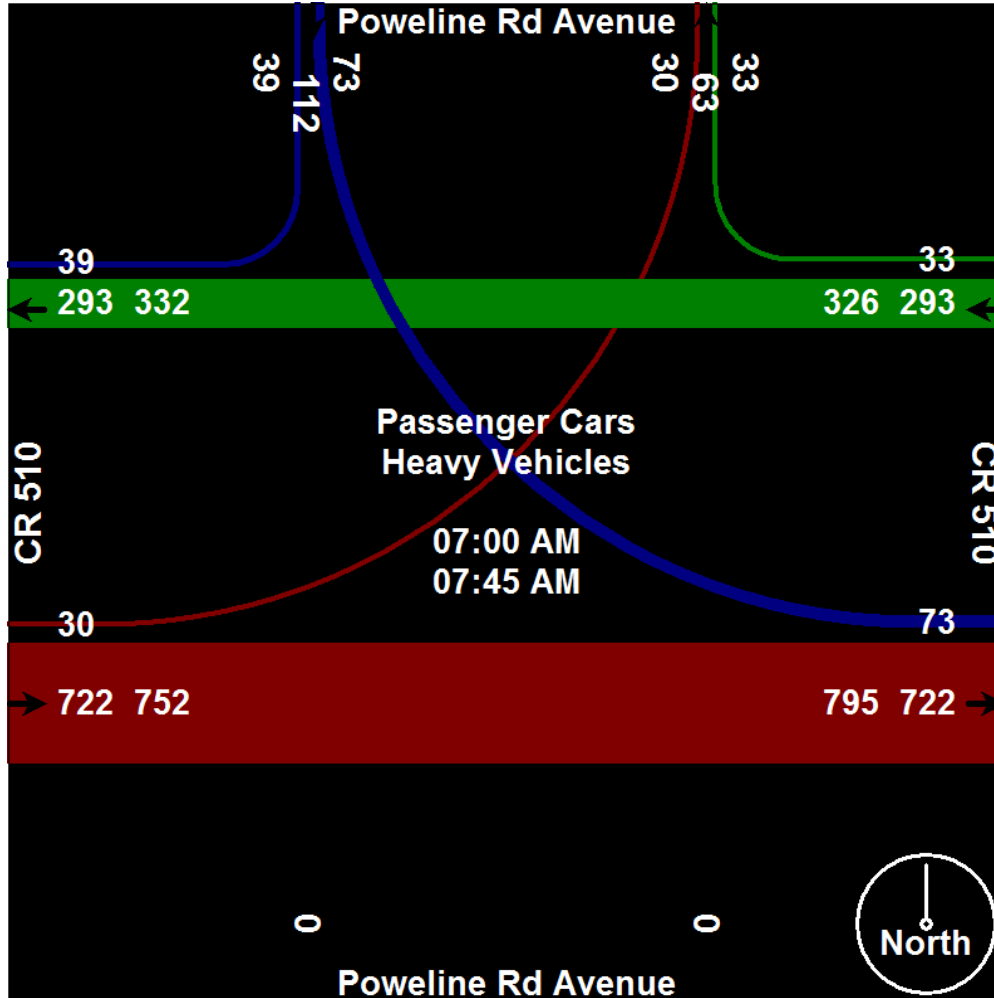


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/1/2015
Page No : 4



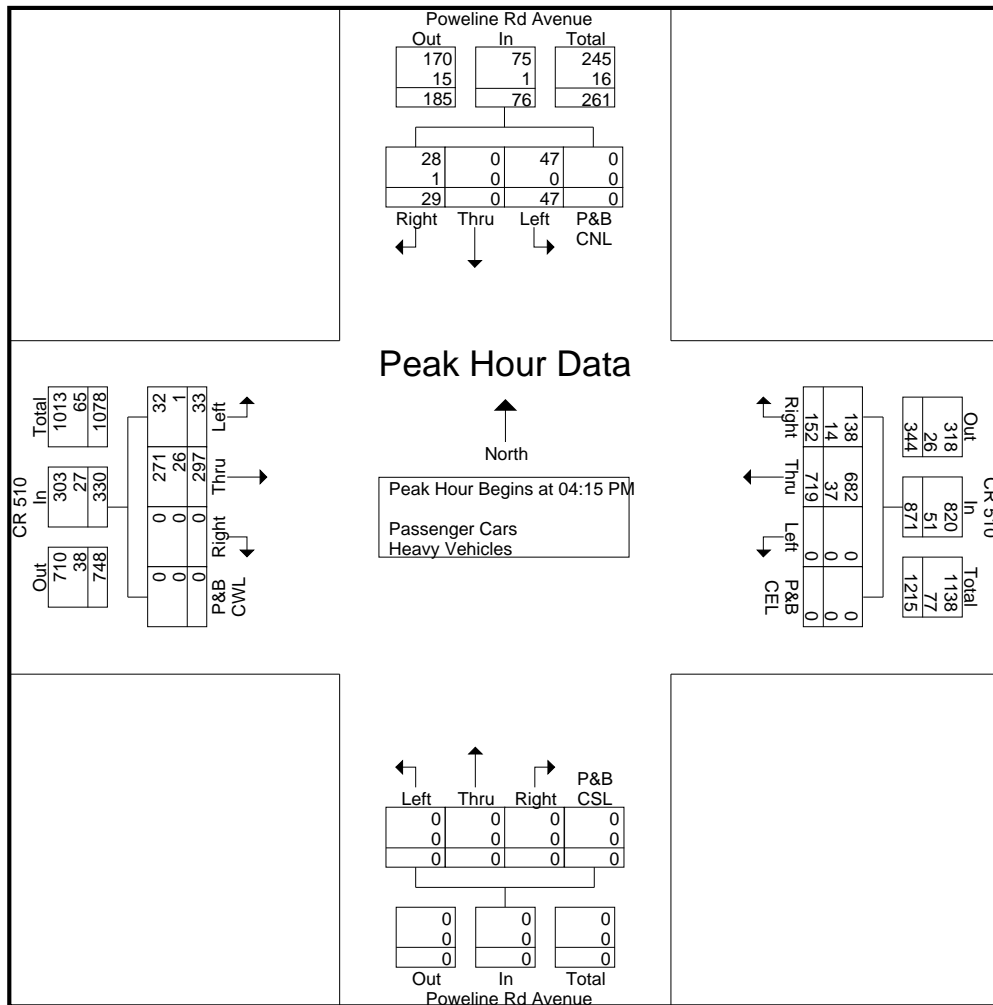
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/1/2015
Page No : 5

Start Time	Poweline Rd Avenue Southbound					CR 510 Westbound					Poweline Rd Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	3	0	14	0	17	36	179	0	0	215	0	0	0	0	0	0	73	9	0	82	314
04:30 PM	11	0	14	0	25	34	171	0	0	205	0	0	0	0	0	0	72	10	0	82	312
04:45 PM	6	0	8	0	14	43	182	0	0	225	0	0	0	0	0	0	77	4	0	81	320
05:00 PM	9	0	11	0	20	39	187	0	0	226	0	0	0	0	0	0	75	10	0	85	331
Total Volume	29	0	47	0	76	152	719	0	0	871	0	0	0	0	0	0	297	33	0	330	1277
% App. Total	38.2	0	61.8	0		17.5	82.5	0	0		0	0	0	0		0	90	10	0		
PHF	.659	.000	.839	.000	.760	.884	.961	.000	.000	.963	.000	.000	.000	.000	.000	.000	.964	.825	.000	.971	.965
Passenger Cars	28	0	47	0	75	138	682	0	0	820	0	0	0	0	0	0	271	32	0	303	1198
% Passenger Cars																					
Heavy Vehicles	1	0	0	0	1	14	37	0	0	51	0	0	0	0	0	0	26	1	0	27	79
% Heavy Vehicles	3.4	0	0	0	1.3	9.2	5.1	0	0	5.9	0	0	0	0	0	0	8.8	3.0	0	8.2	6.2



Peak Hour Begins at 04:15 PM

Passenger Cars

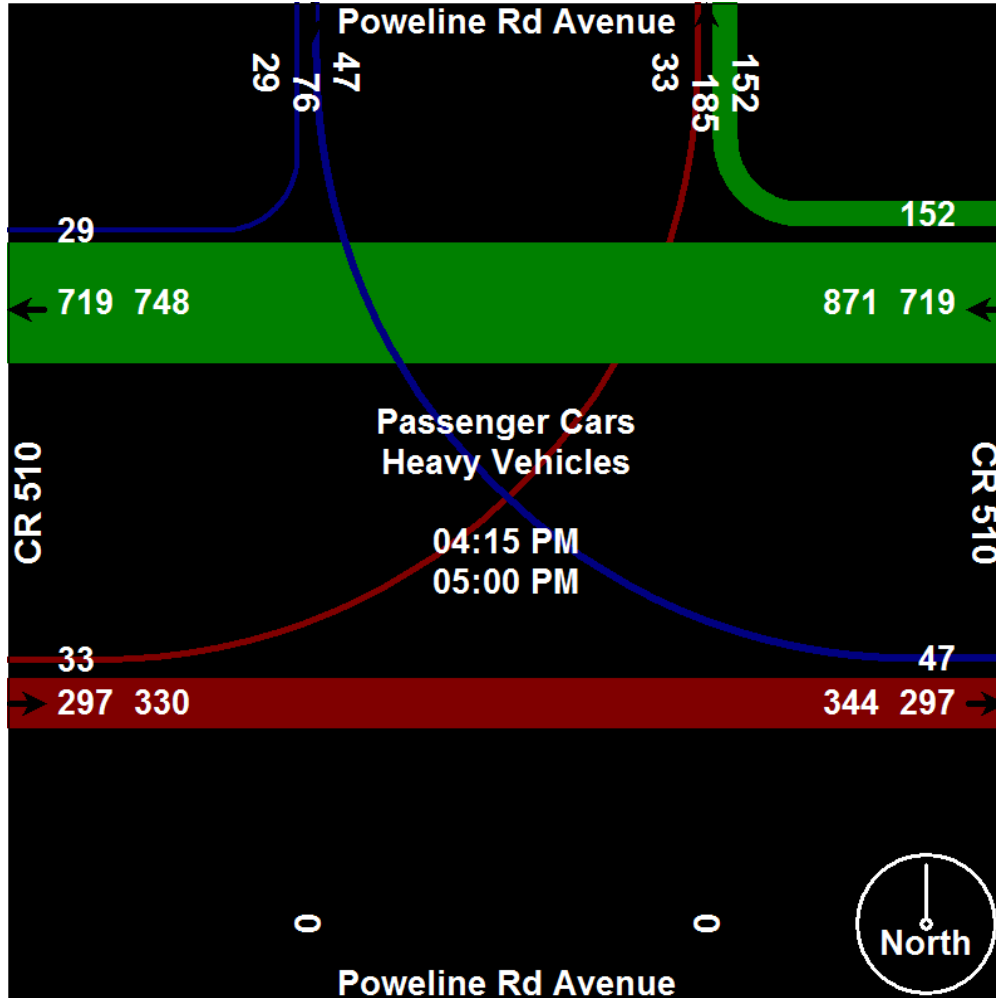
Heavy Vehicles

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Count
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/1/2015
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/L	App. Total	Right	Thru	Left	P&B C/S	App. Total	Right	Thru	Left	P&B C/WL	App. Total	
06:00 AM	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	10
06:15 AM	1	0	4	0	5	0	1	0	0	1	0	0	0	0	0	0	10	0	0	10	16
06:30 AM	1	0	3	0	4	1	7	0	0	8	0	0	0	0	0	0	12	0	0	12	24
06:45 AM	2	0	0	0	2	0	12	0	0	12	0	0	0	0	0	0	8	1	0	9	23
Total	4	0	10	0	14	1	21	0	0	22	0	0	0	0	0	0	36	1	0	37	73
07:00 AM	0	0	0	0	0	1	10	0	0	11	0	0	0	0	0	0	15	0	0	15	26
07:15 AM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	9	0	0	9	19
07:30 AM	0	0	2	0	2	0	9	0	0	9	0	0	0	0	0	0	10	0	0	10	21
07:45 AM	0	0	3	0	3	1	8	0	0	9	0	0	0	0	0	0	7	0	0	7	19
Total	0	0	5	0	5	3	36	0	0	39	0	0	0	0	0	0	41	0	0	41	85
08:00 AM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	17
08:15 AM	1	0	2	0	3	0	7	0	0	7	0	0	0	0	0	0	14	2	0	16	26
08:30 AM	3	0	0	0	3	2	9	0	0	11	0	0	0	0	0	0	10	2	0	12	26
08:45 AM	3	0	0	0	3	1	9	0	0	10	0	0	0	0	0	0	10	4	0	14	27
Total	7	0	3	0	10	3	33	0	0	36	0	0	0	0	0	0	42	8	0	50	96
*** BREAK ***																					
04:00 PM	0	0	0	0	0	1	9	0	0	10	0	0	0	0	0	0	3	0	0	3	13
04:15 PM	2	0	0	0	2	5	4	0	0	9	0	0	0	0	0	0	7	1	0	8	19
04:30 PM	2	0	1	0	3	2	12	0	0	14	0	0	0	0	0	0	7	0	0	7	24
04:45 PM	1	0	1	0	2	0	9	0	0	9	0	0	0	0	0	0	3	3	0	6	17
Total	5	0	2	0	7	8	34	0	0	42	0	0	0	0	0	0	20	4	0	24	73
05:00 PM	0	0	3	0	3	1	9	0	0	10	0	0	0	0	0	0	1	2	0	3	16
05:15 PM	1	0	2	0	3	1	7	0	0	8	0	0	0	0	0	0	1	0	0	1	12
05:30 PM	0	0	2	0	2	3	6	0	0	9	0	0	0	0	0	0	2	0	0	2	13
05:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	2	1	0	3	10
Total	1	0	7	0	8	5	29	0	0	34	0	0	0	0	0	0	6	3	0	9	51
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	1	0	3	8
06:15 PM	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	1	0	0	1	5
06:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6
06:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	0	0	0	2	13	0	0	15	0	0	0	0	0	0	5	1	0	6	21
Grand Total	17	0	27	0	44	22	166	0	0	188	0	0	0	0	0	0	150	17	0	167	399
Apprch %	38.6	0	61.4	0		11.7	88.3	0	0		0	0	0	0		0	89.8	10.2	0		
Total %	4.3	0	6.8	0	11	5.5	41.6	0	0	47.1	0	0	0	0	0	0	37.6	4.3	0	41.9	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	0	4	0	5	0	20	0	0	20	0	0	0	0	0	0	48	2	0	50	75
06:15 AM	0	0	15	0	15	2	28	0	0	30	0	0	0	0	0	0	49	0	0	49	94
06:30 AM	4	0	25	0	29	1	32	0	0	33	0	0	0	0	0	0	126	2	0	128	190
06:45 AM	15	0	23	0	38	4	67	0	0	71	0	0	0	0	0	0	135	4	0	139	248
Total	20	0	67	0	87	7	147	0	0	154	0	0	0	0	0	0	358	8	0	366	607
07:00 AM	16	0	25	0	41	5	63	0	0	68	0	0	0	0	0	0	176	8	0	184	293
07:15 AM	3	0	19	0	22	4	54	0	0	58	0	0	0	0	0	0	191	6	0	197	277
07:30 AM	10	0	26	0	36	10	56	0	0	66	0	0	0	0	0	0	144	7	0	151	253
07:45 AM	10	0	23	0	33	8	59	0	0	67	0	0	0	0	0	0	140	2	0	142	242
Total	39	0	93	0	132	27	232	0	0	259	0	0	0	0	0	0	651	23	0	674	1065
08:00 AM	9	0	37	0	46	14	54	0	0	68	0	0	0	0	0	0	127	8	0	135	249
08:15 AM	9	0	31	0	40	20	53	0	0	73	0	0	0	0	0	0	106	4	0	110	223
08:30 AM	6	0	29	0	35	24	60	0	0	84	0	0	0	0	0	0	113	8	0	121	240
08:45 AM	4	0	30	0	34	23	62	0	0	85	0	0	0	0	0	0	70	2	0	72	191
Total	28	0	127	0	155	81	229	0	0	310	0	0	0	0	0	0	416	22	0	438	903
*** BREAK ***																					
04:00 PM	4	0	11	0	15	31	155	0	0	186	0	0	0	0	0	0	61	4	0	65	266
04:15 PM	4	0	25	0	29	37	176	0	0	213	0	0	0	0	0	0	53	1	0	54	296
04:30 PM	6	0	19	0	25	28	136	0	0	164	0	0	0	0	0	0	52	6	0	58	247
04:45 PM	6	0	14	0	20	40	128	0	0	168	0	0	0	0	0	0	69	4	0	73	261
Total	20	0	69	0	89	136	595	0	0	731	0	0	0	0	0	0	235	15	0	250	1070
05:00 PM	5	0	12	0	17	37	166	0	0	203	0	0	0	0	0	0	58	9	0	67	287
05:15 PM	5	0	21	0	26	38	162	0	0	200	0	0	0	0	0	0	58	3	0	61	287
05:30 PM	9	0	14	0	23	36	166	0	0	202	0	0	0	0	0	0	57	3	0	60	285
05:45 PM	7	0	11	0	18	22	166	0	0	188	0	0	0	0	0	0	52	5	0	57	263
Total	26	0	58	0	84	133	660	0	0	793	0	0	0	0	0	0	225	20	0	245	1122
06:00 PM	3	0	19	0	22	27	120	0	0	147	0	0	0	0	0	0	50	5	0	55	224
06:15 PM	6	0	15	0	21	26	120	0	0	146	0	0	0	0	0	0	52	4	0	56	223
06:30 PM	1	0	12	0	13	38	81	0	0	119	0	0	0	0	0	0	46	7	0	53	185
06:45 PM	1	0	14	0	15	22	68	0	0	90	0	0	0	0	0	0	40	4	0	44	149
Total	11	0	60	0	71	113	389	0	0	502	0	0	0	0	0	0	188	20	0	208	781
Grand Total	144	0	474	0	618	497	2252	0	0	2749	0	0	0	0	0	0	2073	108	0	2181	5548
Apprch %	23.3	0	76.7	0		18.1	81.9	0	0		0	0	0	0	0	0	95	5	0		
Total %	2.6	0	8.5	0	11.1	9	40.6	0	0	49.5	0	0	0	0	0	0	37.4	1.9	0	39.3	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	0	7	0	8	0	21	0	0	21	0	0	0	0	0	0	54	2	0	56	85
06:15 AM	1	0	19	0	20	2	29	0	0	31	0	0	0	0	0	0	59	0	0	59	110
06:30 AM	5	0	28	0	33	2	39	0	0	41	0	0	0	0	0	0	138	2	0	140	214
06:45 AM	17	0	23	0	40	4	79	0	0	83	0	0	0	0	0	0	143	5	0	148	271
Total	24	0	77	0	101	8	168	0	0	176	0	0	0	0	0	0	394	9	0	403	680
07:00 AM	16	0	25	0	41	6	73	0	0	79	0	0	0	0	0	0	191	8	0	199	319
07:15 AM	3	0	19	0	22	5	63	0	0	68	0	0	0	0	0	0	200	6	0	206	296
07:30 AM	10	0	28	0	38	10	65	0	0	75	0	0	0	0	0	0	154	7	0	161	274
07:45 AM	10	0	26	0	36	9	67	0	0	76	0	0	0	0	0	0	147	2	0	149	261
Total	39	0	98	0	137	30	268	0	0	298	0	0	0	0	0	0	692	23	0	715	1150
08:00 AM	9	0	38	0	47	14	62	0	0	76	0	0	0	0	0	0	135	8	0	143	266
08:15 AM	10	0	33	0	43	20	60	0	0	80	0	0	0	0	0	0	120	6	0	126	249
08:30 AM	9	0	29	0	38	26	69	0	0	95	0	0	0	0	0	0	123	10	0	133	266
08:45 AM	7	0	30	0	37	24	71	0	0	95	0	0	0	0	0	0	80	6	0	86	218
Total	35	0	130	0	165	84	262	0	0	346	0	0	0	0	0	0	458	30	0	488	999
*** BREAK ***																					
04:00 PM	4	0	11	0	15	32	164	0	0	196	0	0	0	0	0	0	64	4	0	68	279
04:15 PM	6	0	25	0	31	42	180	0	0	222	0	0	0	0	0	0	60	2	0	62	315
04:30 PM	8	0	20	0	28	30	148	0	0	178	0	0	0	0	0	0	59	6	0	65	271
04:45 PM	7	0	15	0	22	40	137	0	0	177	0	0	0	0	0	0	72	7	0	79	278
Total	25	0	71	0	96	144	629	0	0	773	0	0	0	0	0	0	255	19	0	274	1143
05:00 PM	5	0	15	0	20	38	175	0	0	213	0	0	0	0	0	0	59	11	0	70	303
05:15 PM	6	0	23	0	29	39	169	0	0	208	0	0	0	0	0	0	59	3	0	62	299
05:30 PM	9	0	16	0	25	39	172	0	0	211	0	0	0	0	0	0	59	3	0	62	298
05:45 PM	7	0	11	0	18	22	173	0	0	195	0	0	0	0	0	0	54	6	0	60	273
Total	27	0	65	0	92	138	689	0	0	827	0	0	0	0	0	0	231	23	0	254	1173
06:00 PM	3	0	19	0	22	27	125	0	0	152	0	0	0	0	0	0	52	6	0	58	232
06:15 PM	6	0	15	0	21	28	122	0	0	150	0	0	0	0	0	0	53	4	0	57	228
06:30 PM	1	0	12	0	13	38	86	0	0	124	0	0	0	0	0	0	47	7	0	54	191
06:45 PM	1	0	14	0	15	22	69	0	0	91	0	0	0	0	0	0	41	4	0	45	151
Total	11	0	60	0	71	115	402	0	0	517	0	0	0	0	0	0	193	21	0	214	802
Grand Total	161	0	501	0	662	519	2418	0	0	2937	0	0	0	0	0	0	2223	125	0	2348	5947
Apprch %	24.3	0	75.7	0		17.7	82.3	0	0		0	0	0	0		0	94.7	5.3	0		
Total %	2.7	0	8.4	0	11.1	8.7	40.7	0	0	49.4	0	0	0	0	0	0	37.4	2.1	0	39.5	
Passenger Cars	144	0	474	0	618	497	2252	0	0	2749	0	0	0	0	0	0	2073	108	0	2181	5548
% Passenger Cars																					
Heavy Vehicles	17	0	27	0	44	22	166	0	0	188	0	0	0	0	0	0	150	17	0	167	399
% Heavy Vehicles	10.6	0	5.4	0	6.6	4.2	6.9	0	0	6.4	0	0	0	0	0	0	6.7	13.6	0	7.1	6.7

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

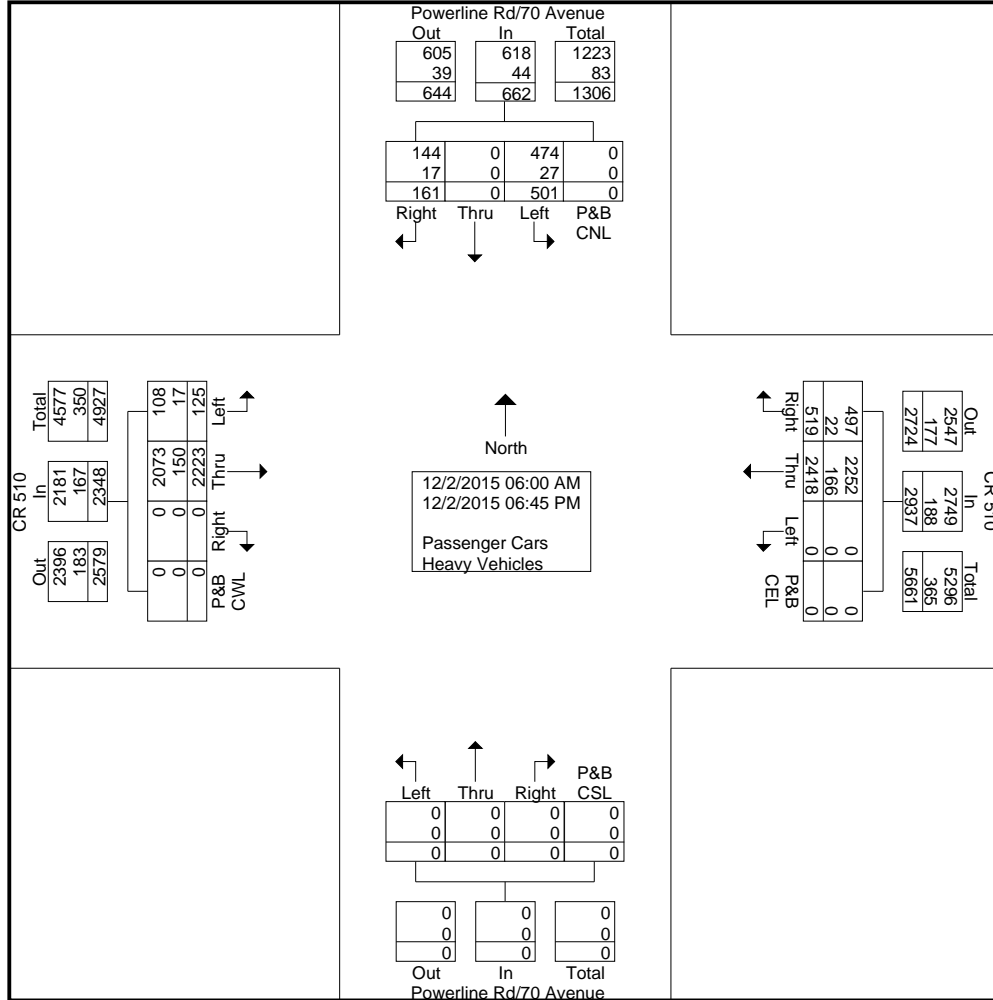
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
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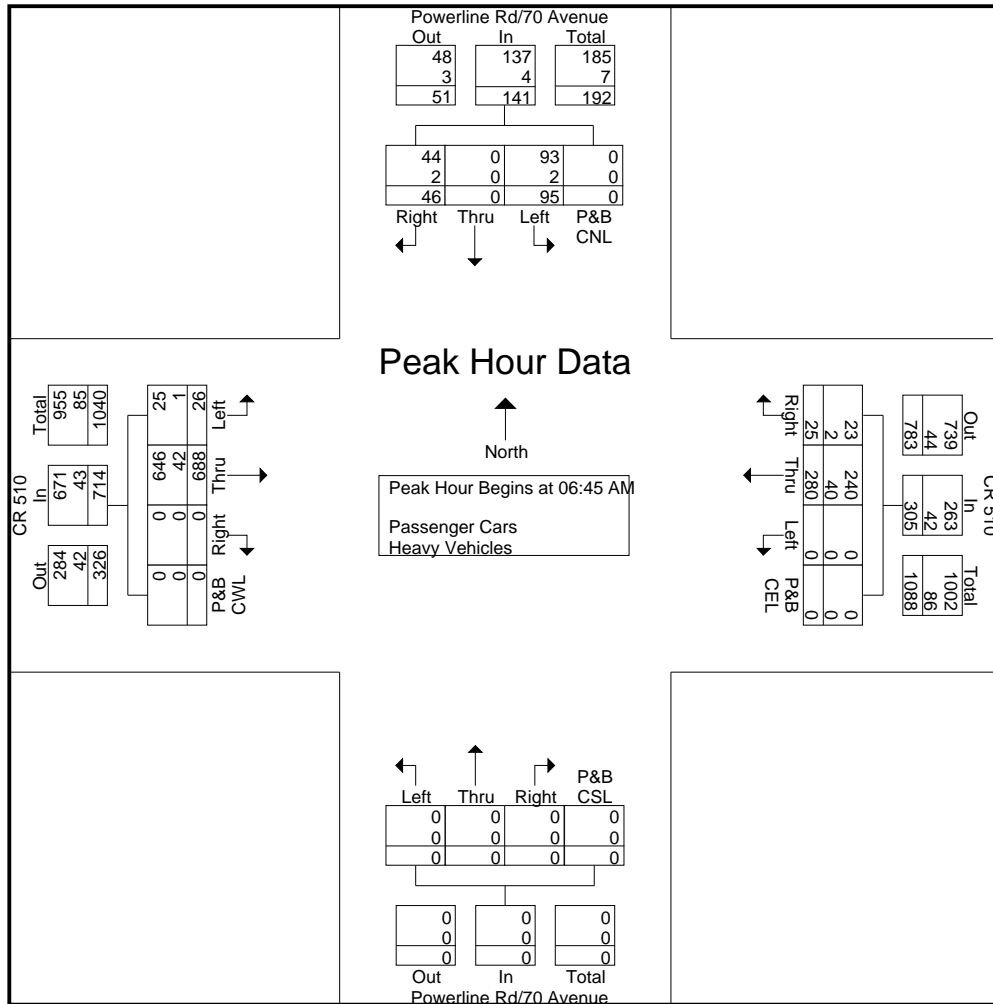
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
Page No : 3

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	17	0	23	0	40	4	79	0	0	83	0	0	0	0	0	0	143	5	0	148	271
07:00 AM	16	0	25	0	41	6	73	0	0	79	0	0	0	0	0	0	191	8	0	199	319
07:15 AM	3	0	19	0	22	5	63	0	0	68	0	0	0	0	0	0	200	6	0	206	296
07:30 AM	10	0	28	0	38	10	65	0	0	75	0	0	0	0	0	0	154	7	0	161	274
Total Volume	46	0	95	0	141	25	280	0	0	305	0	0	0	0	0	0	688	26	0	714	1160
% App. Total	32.6	0	67.4	0		8.2	91.8	0	0		0	0	0	0	0	0	96.4	3.6	0		
PHF	.676	.000	.848	.000	.860	.625	.886	.000	.000	.919	.000	.000	.000	.000	.000	.000	.860	.813	.000	.867	.909
Passenger Cars	44	0	93	0	137	23	240	0	0	263	0	0	0	0	0	0	646	25	0	671	1071
% Passenger Cars																					
Heavy Vehicles	2	0	2	0	4	2	40	0	0	42	0	0	0	0	0	0	42	1	0	43	89
% Heavy Vehicles	4.3	0	2.1	0	2.8	8.0	14.3	0	0	13.8	0	0	0	0	0	0	6.1	3.8	0	6.0	7.7

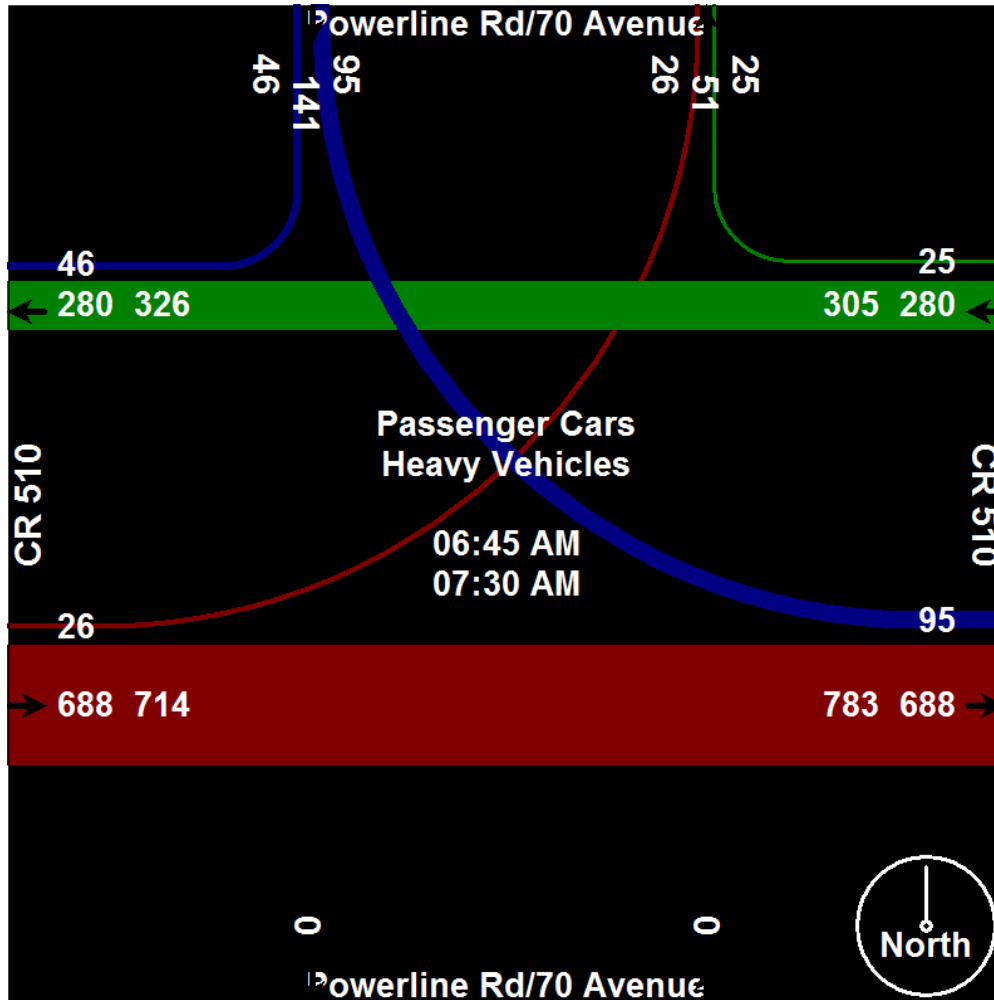


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
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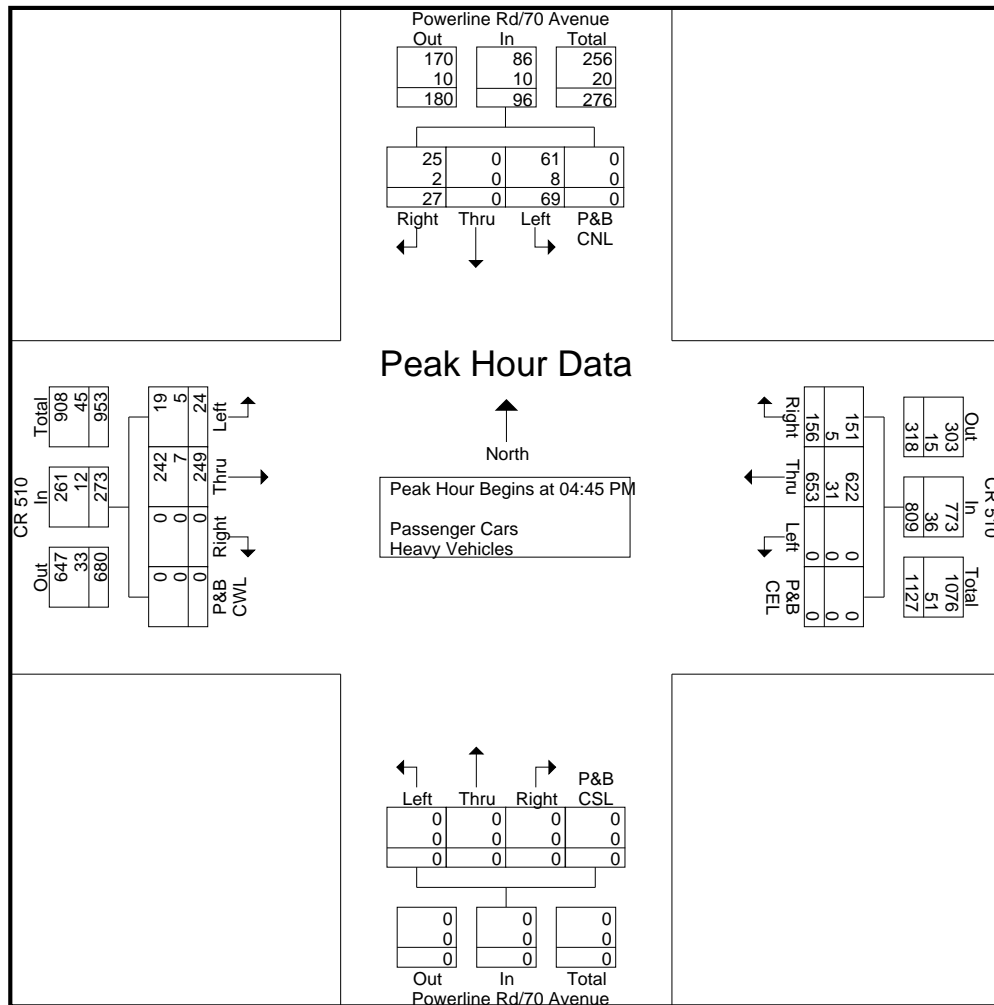
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
Page No : 5

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	7	0	15	0	22	40	137	0	0	177	0	0	0	0	0	0	72	7	0	79	278
05:00 PM	5	0	15	0	20	38	175	0	0	213	0	0	0	0	0	0	59	11	0	70	303
05:15 PM	6	0	23	0	29	39	169	0	0	208	0	0	0	0	0	0	59	3	0	62	299
05:30 PM	9	0	16	0	25	39	172	0	0	211	0	0	0	0	0	0	59	3	0	62	298
Total Volume	27	0	69	0	96	156	653	0	0	809	0	0	0	0	0	0	249	24	0	273	1178
% App. Total	28.1	0	71.9	0		19.3	80.7	0	0		0	0	0	0	0	0	91.2	8.8	0		
PHF	.750	.000	.750	.000	.828	.975	.933	.000	.000	.950	.000	.000	.000	.000	.000	.000	.865	.545	.000	.864	.972
Passenger Cars	25	0	61	0	86	151	622	0	0	773	0	0	0	0	0	0	242	19	0	261	1120
% Passenger Cars																					
Heavy Vehicles	2	0	8	0	10	5	31	0	0	36	0	0	0	0	0	0	7	5	0	12	58
% Heavy Vehicles	7.4	0	11.6	0	10.4	3.2	4.7	0	0	4.4	0	0	0	0	0	0	2.8	20.8	0	4.4	4.9

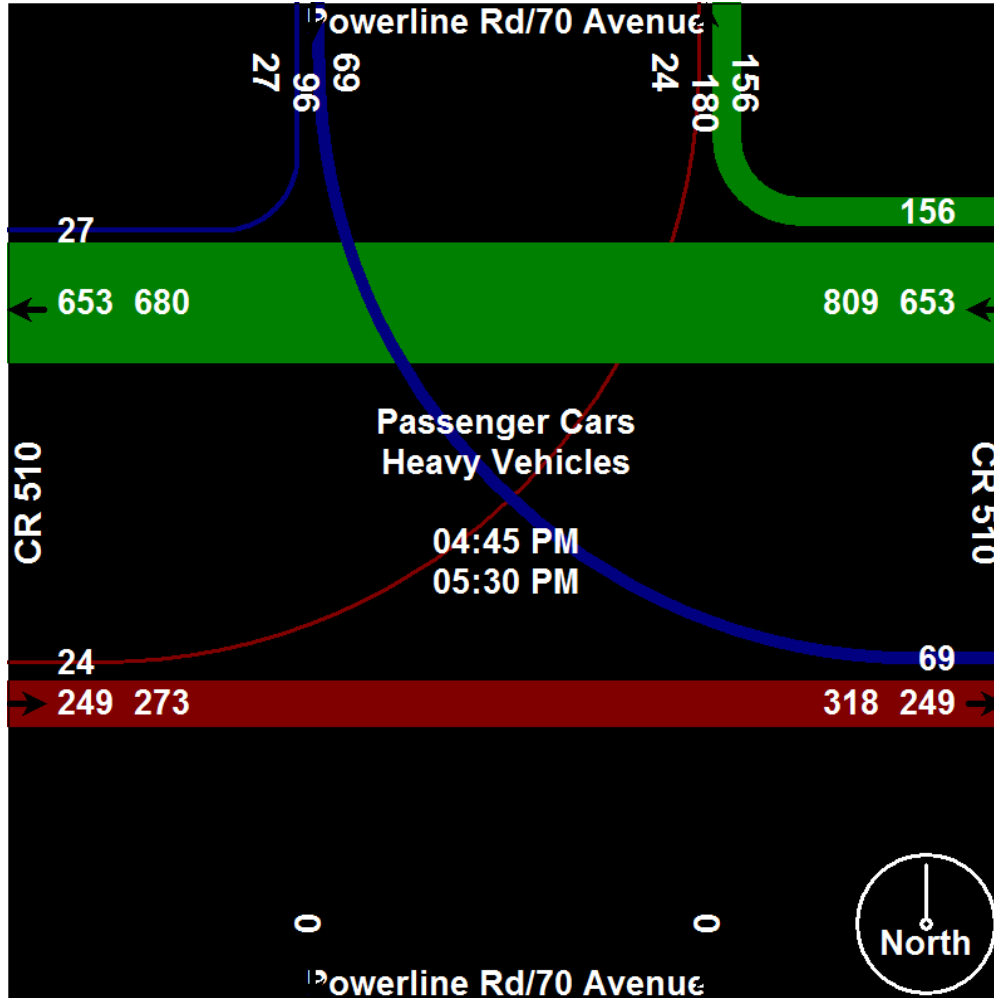


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/2/2015
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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
 Site Code : 51007001
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	0	1	0	1	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	8
06:15 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	8	1	0	9	14
06:30 AM	1	0	0	0	1	0	14	0	0	14	0	0	0	0	0	0	7	2	0	9	24
06:45 AM	2	0	1	0	3	0	17	0	0	17	0	0	0	0	0	0	11	1	0	12	32
Total	3	0	2	0	5	2	37	0	0	39	0	0	0	0	0	0	30	4	0	34	78
07:00 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	18
07:15 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	13	0	0	13	22
07:30 AM	0	0	1	0	1	1	10	0	0	11	0	0	0	0	0	0	15	0	0	15	27
07:45 AM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	7	0	0	7	16
Total	0	0	2	0	2	1	34	0	0	35	0	0	0	0	0	0	46	0	0	46	83
08:00 AM	0	0	1	0	1	1	7	0	0	8	0	0	0	0	0	0	10	1	0	11	20
08:15 AM	1	0	2	0	3	1	6	0	0	7	0	0	0	0	0	0	6	0	0	6	16
08:30 AM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	7	2	0	9	21
08:45 AM	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	12	0	0	12	20
Total	2	0	4	0	6	3	30	0	0	33	0	0	0	0	0	0	35	3	0	38	77
*** BREAK ***																					
04:00 PM	2	0	1	0	3	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	13
04:15 PM	0	0	1	0	1	0	11	0	0	11	0	0	0	0	0	0	4	2	0	6	18
04:30 PM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	3	1	0	4	13
04:45 PM	1	0	0	0	1	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	11
Total	3	0	2	0	5	3	32	0	0	35	0	0	0	0	0	0	12	3	0	15	55
05:00 PM	0	0	1	0	1	0	8	0	0	8	0	0	0	0	0	0	3	2	0	5	14
05:15 PM	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	9
05:30 PM	0	0	0	0	0	1	6	0	0	7	0	0	0	0	0	0	3	0	0	3	10
05:45 PM	0	0	0	0	0	1	8	0	0	9	0	0	0	0	0	0	2	0	0	2	11
Total	1	0	1	0	2	2	26	0	0	28	0	0	0	0	0	0	12	2	0	14	44
06:00 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
06:15 PM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
06:30 PM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	0	1	0	1	6
06:45 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	5
Total	2	0	1	0	3	1	11	0	0	12	0	0	0	0	0	0	9	1	0	10	25
Grand Total	11	0	12	0	23	12	170	0	0	182	0	0	0	0	0	0	144	13	0	157	362
Apprch %	47.8	0	52.2	0		6.6	93.4	0	0		0	0	0	0		0	91.7	8.3	0		
Total %	3	0	3.3	0	6.4	3.3	47	0	0	50.3	0	0	0	0	0	0	39.8	3.6	0	43.4	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	2	0	7	0	9	2	25	0	0	27	0	0	0	0	0	0	53	1	0	54	90
06:15 AM	5	0	26	0	31	0	27	0	0	27	0	0	0	0	0	0	65	0	0	65	123
06:30 AM	9	0	15	0	24	4	26	0	0	30	0	0	0	0	0	0	124	0	0	124	178
06:45 AM	17	0	11	0	28	8	58	0	0	66	0	0	0	0	0	0	173	4	0	177	271
Total	33	0	59	0	92	14	136	0	0	150	0	0	0	0	0	0	415	5	0	420	662
07:00 AM	15	0	12	0	27	10	66	0	0	76	0	0	0	0	0	0	203	8	0	211	314
07:15 AM	12	0	8	0	20	6	59	0	0	65	0	0	0	0	0	0	193	6	0	199	284
07:30 AM	9	0	23	0	32	9	55	0	0	64	0	0	0	0	0	0	165	2	0	167	263
07:45 AM	11	0	25	0	36	12	78	0	0	90	0	0	0	0	0	0	164	6	0	170	296
Total	47	0	68	0	115	37	258	0	0	295	0	0	0	0	0	0	725	22	0	747	1157
08:00 AM	5	0	26	0	31	12	60	0	0	72	0	0	0	0	0	0	159	4	0	163	266
08:15 AM	4	0	44	0	48	15	57	0	0	72	0	0	0	0	0	0	169	6	0	175	295
08:30 AM	8	0	31	0	39	17	62	0	0	79	0	0	0	0	0	0	165	5	0	170	288
08:45 AM	4	0	24	0	28	23	68	0	0	91	0	0	0	0	0	0	110	11	0	121	240
Total	21	0	125	0	146	67	247	0	0	314	0	0	0	0	0	0	603	26	0	629	1089
*** BREAK ***																					
04:00 PM	1	0	7	0	8	11	152	0	0	163	0	0	0	0	0	0	76	0	0	76	247
04:15 PM	3	0	17	0	20	34	189	0	1	224	0	0	0	0	0	0	64	3	0	67	311
04:30 PM	9	0	18	0	27	31	175	0	0	206	0	0	0	0	0	0	67	7	0	74	307
04:45 PM	13	0	12	0	25	31	173	0	0	204	0	0	0	0	0	0	72	8	0	80	309
Total	26	0	54	0	80	107	689	0	1	797	0	0	0	0	0	0	279	18	0	297	1174
05:00 PM	3	0	10	0	13	45	151	0	0	196	0	0	0	0	0	0	67	4	0	71	280
05:15 PM	3	0	11	0	14	34	176	0	0	210	0	0	0	0	0	0	64	7	0	71	295
05:30 PM	9	0	15	0	24	32	177	0	0	209	0	0	0	0	0	0	51	4	0	55	288
05:45 PM	6	0	14	0	20	28	150	0	0	178	0	0	0	0	0	0	47	4	0	51	249
Total	21	0	50	0	71	139	654	0	0	793	0	0	0	0	0	0	229	19	0	248	1112
06:00 PM	2	0	7	0	9	25	97	0	0	122	0	0	0	0	0	0	55	7	0	62	193
06:15 PM	3	0	13	0	16	30	95	0	0	125	0	0	0	0	0	0	48	5	0	53	194
06:30 PM	6	0	13	0	19	17	86	0	0	103	0	0	0	0	0	0	50	0	0	50	172
06:45 PM	3	0	9	0	12	24	71	0	0	95	0	0	0	0	0	0	39	1	0	40	147
Total	14	0	42	0	56	96	349	0	0	445	0	0	0	0	0	0	192	13	0	205	706
Grand Total	162	0	398	0	560	460	2333	0	1	2794	0	0	0	0	0	0	2443	103	0	2546	5900
Apprch %	28.9	0	71.1	0		16.5	83.5	0	0		0	0	0	0		0	96	4	0		
Total %	2.7	0	6.7	0	9.5	7.8	39.5	0	0	47.4	0	0	0	0	0	0	41.4	1.7	0	43.2	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	2	0	8	0	10	3	27	0	0	30	0	0	0	0	0	0	57	1	0	58	98
06:15 AM	5	0	26	0	31	1	31	0	0	32	0	0	0	0	0	0	73	1	0	74	137
06:30 AM	10	0	15	0	25	4	40	0	0	44	0	0	0	0	0	0	131	2	0	133	202
06:45 AM	19	0	12	0	31	8	75	0	0	83	0	0	0	0	0	0	184	5	0	189	303
Total	36	0	61	0	97	16	173	0	0	189	0	0	0	0	0	0	445	9	0	454	740
07:00 AM	15	0	12	0	27	10	73	0	0	83	0	0	0	0	0	0	214	8	0	222	332
07:15 AM	12	0	8	0	20	6	68	0	0	74	0	0	0	0	0	0	206	6	0	212	306
07:30 AM	9	0	24	0	33	10	65	0	0	75	0	0	0	0	0	0	180	2	0	182	290
07:45 AM	11	0	26	0	37	12	86	0	0	98	0	0	0	0	0	0	171	6	0	177	312
Total	47	0	70	0	117	38	292	0	0	330	0	0	0	0	0	0	771	22	0	793	1240
08:00 AM	5	0	27	0	32	13	67	0	0	80	0	0	0	0	0	0	169	5	0	174	286
08:15 AM	5	0	46	0	51	16	63	0	0	79	0	0	0	0	0	0	175	6	0	181	311
08:30 AM	8	0	32	0	40	17	73	0	0	90	0	0	0	0	0	0	172	7	0	179	309
08:45 AM	5	0	24	0	29	24	74	0	0	98	0	0	0	0	0	0	122	11	0	133	260
Total	23	0	129	0	152	70	277	0	0	347	0	0	0	0	0	0	638	29	0	667	1166
*** BREAK ***																					
04:00 PM	3	0	8	0	11	11	160	0	0	171	0	0	0	0	0	0	78	0	0	78	260
04:15 PM	3	0	18	0	21	34	200	0	1	235	0	0	0	0	0	0	68	5	0	73	329
04:30 PM	9	0	18	0	27	33	182	0	0	215	0	0	0	0	0	0	70	8	0	78	320
04:45 PM	14	0	12	0	26	32	179	0	0	211	0	0	0	0	0	0	75	8	0	83	320
Total	29	0	56	0	85	110	721	0	1	832	0	0	0	0	0	0	291	21	0	312	1229
05:00 PM	3	0	11	0	14	45	159	0	0	204	0	0	0	0	0	0	70	6	0	76	294
05:15 PM	4	0	11	0	15	34	180	0	0	214	0	0	0	0	0	0	68	7	0	75	304
05:30 PM	9	0	15	0	24	33	183	0	0	216	0	0	0	0	0	0	54	4	0	58	298
05:45 PM	6	0	14	0	20	29	158	0	0	187	0	0	0	0	0	0	49	4	0	53	260
Total	22	0	51	0	73	141	680	0	0	821	0	0	0	0	0	0	241	21	0	262	1156
06:00 PM	3	0	7	0	10	25	100	0	0	125	0	0	0	0	0	0	58	7	0	65	200
06:15 PM	4	0	13	0	17	30	98	0	0	128	0	0	0	0	0	0	51	5	0	56	201
06:30 PM	6	0	13	0	19	18	90	0	0	108	0	0	0	0	0	0	50	1	0	51	178
06:45 PM	3	0	10	0	13	24	72	0	0	96	0	0	0	0	0	0	42	1	0	43	152
Total	16	0	43	0	59	97	360	0	0	457	0	0	0	0	0	0	201	14	0	215	731
Grand Total	173	0	410	0	583	472	2503	0	1	2976	0	0	0	0	0	0	2587	116	0	2703	6262
Apprch %	29.7	0	70.3	0		15.9	84.1	0	0		0	0	0	0		0	95.7	4.3	0		
Total %	2.8	0	6.5	0	9.3	7.5	40	0	0	47.5	0	0	0	0	0	0	41.3	1.9	0	43.2	
Passenger Cars	162	0	398	0	560	460	2333	0	1	2794	0	0	0	0	0	0	2443	103	0	2546	5900
% Passenger Cars																					
Heavy Vehicles	11	0	12	0	23	12	170	0	0	182	0	0	0	0	0	0	144	13	0	157	362
% Heavy Vehicles	6.4	0	2.9	0	3.9	2.5	6.8	0	0	6.1	0	0	0	0	0	0	5.6	11.2	0	5.8	5.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

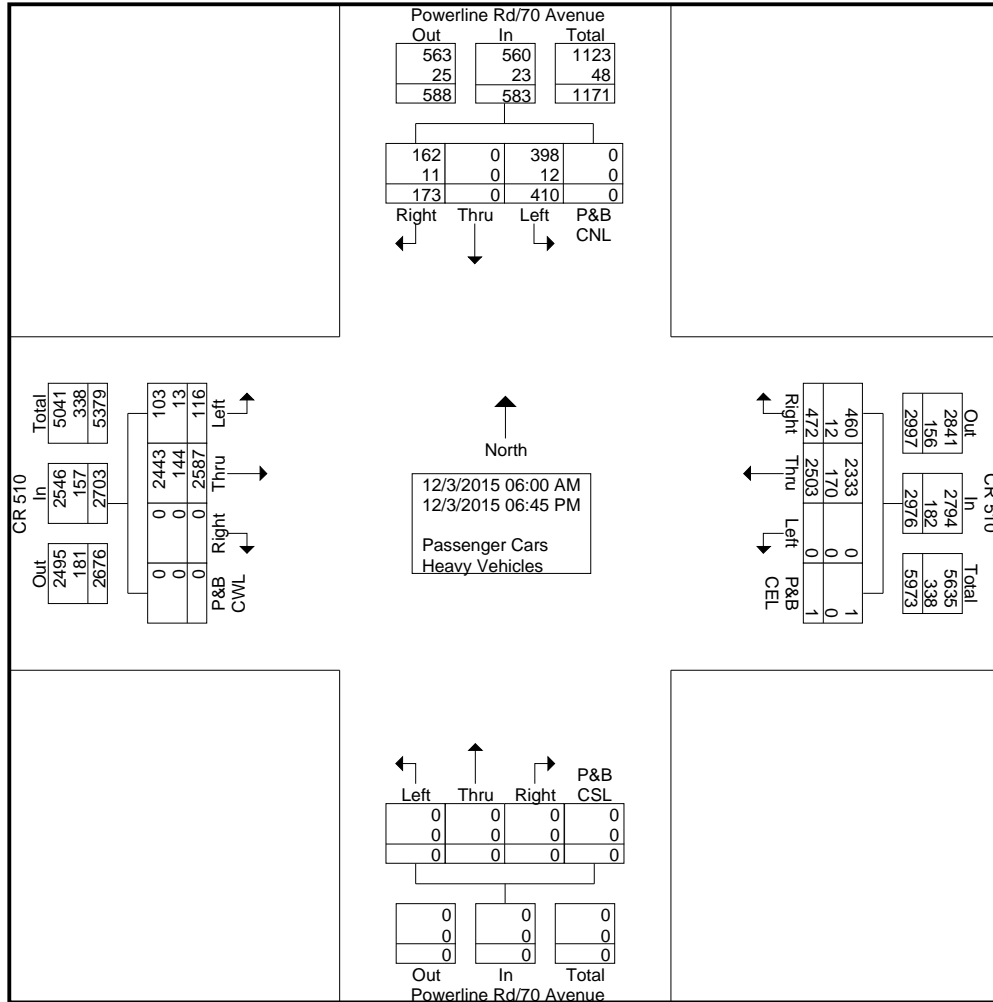
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 2



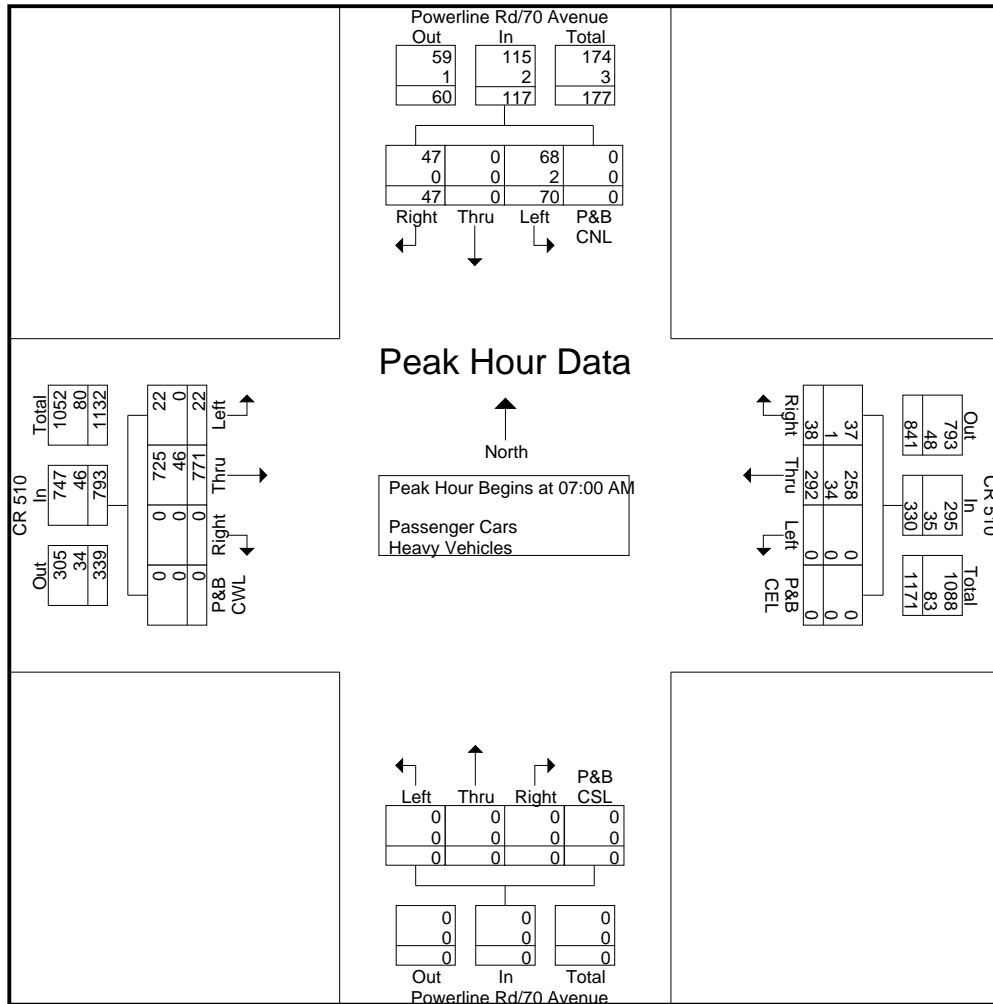
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 3

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	15	0	12	0	27	10	73	0	0	83	0	0	0	0	0	0	214	8	0	222	332
07:15 AM	12	0	8	0	20	6	68	0	0	74	0	0	0	0	0	0	206	6	0	212	306
07:30 AM	9	0	24	0	33	10	65	0	0	75	0	0	0	0	0	0	180	2	0	182	290
07:45 AM	11	0	26	0	37	12	86	0	0	98	0	0	0	0	0	0	171	6	0	177	312
Total Volume	47	0	70	0	117	38	292	0	0	330	0	0	0	0	0	0	771	22	0	793	1240
% App. Total	40.2	0	59.8	0		11.5	88.5	0	0		0	0	0	0		0	97.2	2.8	0		
PHF	.783	.000	.673	.000	.791	.792	.849	.000	.000	.842	.000	.000	.000	.000	.000	.000	.901	.688	.000	.893	.934
Passenger Cars	47	0	68	0	115	37	258	0	0	295	0	0	0	0	0	0	725	22	0	747	1157
% Passenger Cars																					
Heavy Vehicles	0	0	2	0	2	1	34	0	0	35	0	0	0	0	0	0	46	0	0	46	83
% Heavy Vehicles	0	0	2.9	0	1.7	2.6	11.6	0	0	10.6	0	0	0	0	0	0	6.0	0	0	5.8	6.7

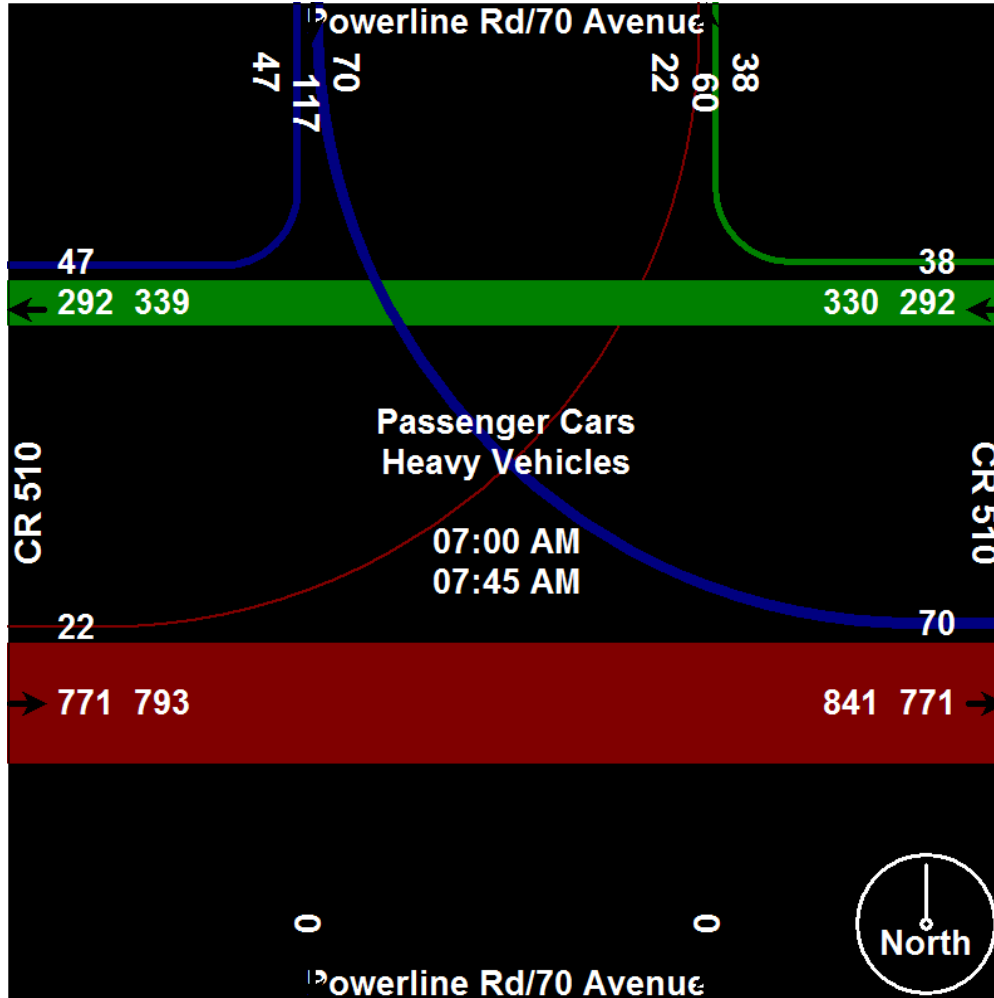


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 4



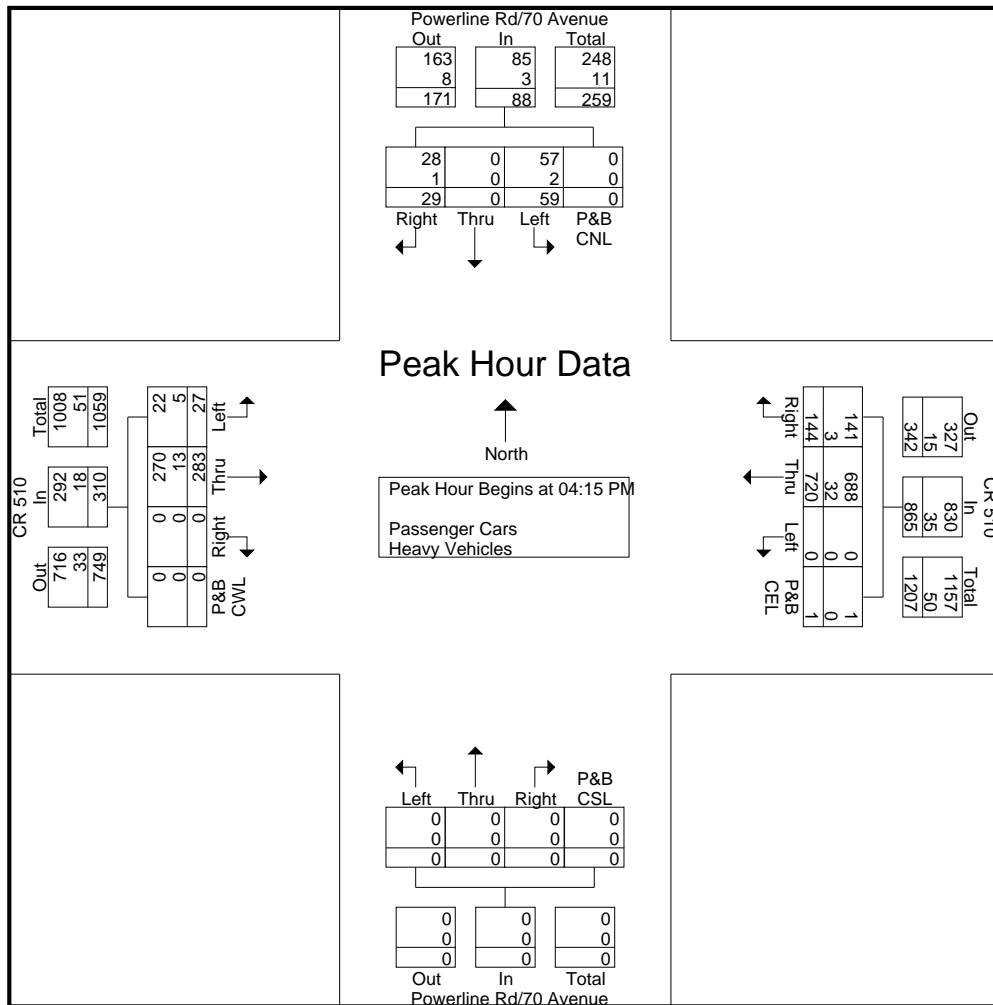
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 5

Start Time	Powerline Rd/70 Avenue Southbound					CR 510 Westbound					Powerline Rd/70 Avenue Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	3	0	18	0	21	34	200	0	1	235	0	0	0	0	0	0	68	5	0	73	329
04:30 PM	9	0	18	0	27	33	182	0	0	215	0	0	0	0	0	0	70	8	0	78	320
04:45 PM	14	0	12	0	26	32	179	0	0	211	0	0	0	0	0	0	75	8	0	83	320
05:00 PM	3	0	11	0	14	45	159	0	0	204	0	0	0	0	0	0	70	6	0	76	294
Total Volume	29	0	59	0	88	144	720	0	1	865	0	0	0	0	0	0	283	27	0	310	1263
% App. Total	33	0	67	0		16.6	83.2	0	0.1		0	0	0	0	0	0	91.3	8.7	0		
PHF	.518	.000	.819	.000	.815	.800	.900	.000	.250	.920	.000	.000	.000	.000	.000	.000	.943	.844	.000	.934	.960
Passenger Cars	28	0	57	0	85	141	688	0	1	830	0	0	0	0	0	0	270	22	0	292	1207
% Passenger Cars																					
Heavy Vehicles	1	0	2	0	3	3	32	0	0	35	0	0	0	0	0	0	13	5	0	18	56
% Heavy Vehicles	3.4	0	3.4	0	3.4	2.1	4.4	0	0	4.0	0	0	0	0	0	0	4.6	18.5	0	5.8	4.4

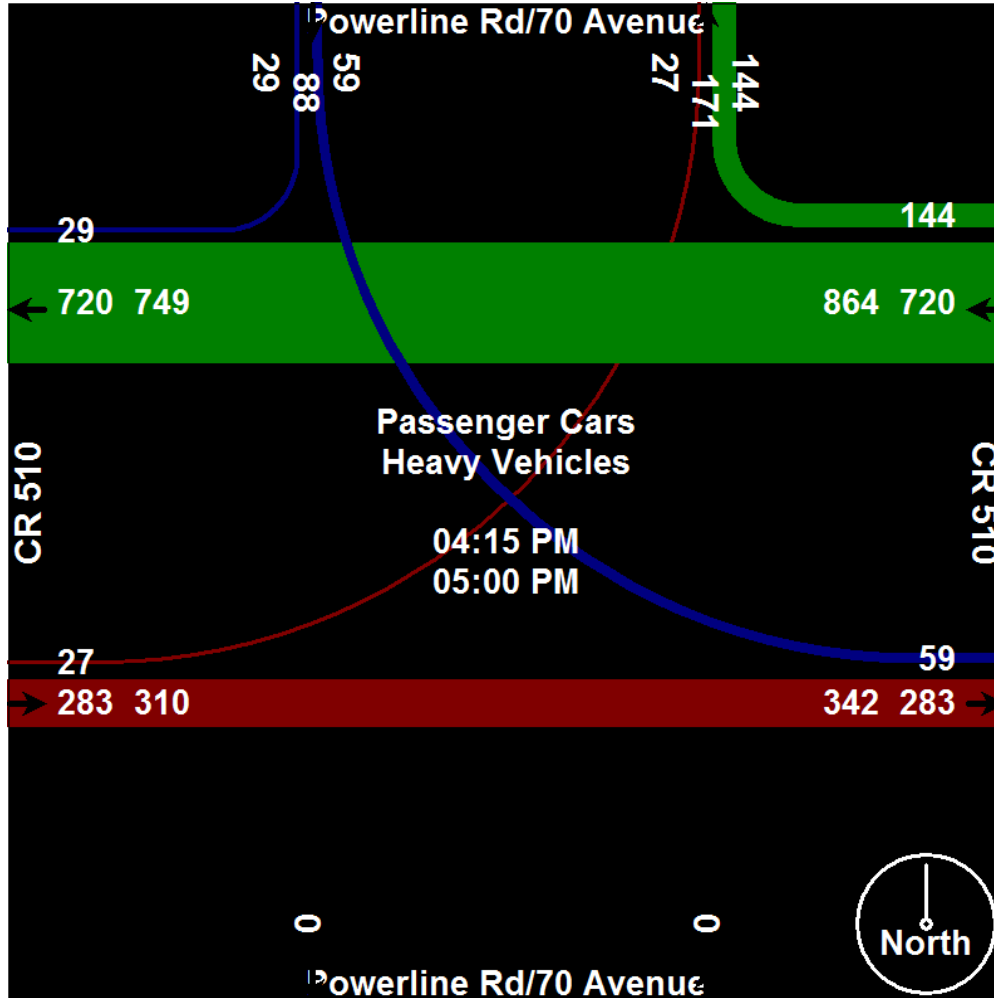


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Powerline Rd/70 Avenue

File Name : CR 510 at Powerline Rd- 70 Avenue
Site Code : 51007001
Start Date : 12/3/2015
Page No : 6



CR-510 at Treasure Coast Elementary School

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
 Site Code : 51000001
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7
06:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	12	0	0	0	12
06:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	13	0	0	0	13
06:45 AM	0	0	0	0	0	0	6	4	0	10	0	0	0	0	0	2	11	0	0	0	13
Total	0	0	0	0	0	0	15	4	0	19	0	0	0	0	0	2	43	0	0	0	45
07:00 AM	0	0	0	0	0	0	2	1	0	3	4	0	0	0	4	5	8	0	0	0	13
07:15 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	3	10	0	0	0	13
07:30 AM	0	0	0	0	0	0	16	2	0	18	0	0	0	0	0	5	9	0	0	0	14
07:45 AM	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	4	7	0	0	0	11
Total	0	0	0	0	0	0	40	5	0	45	4	0	0	0	4	17	34	0	0	0	51
08:00 AM	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	1	9	0	0	0	10
08:15 AM	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	2	11	0	0	0	13
08:30 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	1	10	0	0	0	11
08:45 AM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	6	0	0	0	6
Total	0	0	0	0	0	0	25	4	0	29	0	0	0	0	0	4	36	0	0	0	40
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	2	0	2	0	3	0	0	0	3
04:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	0	8	0	0	0	8
04:30 PM	0	0	0	0	0	0	9	0	0	9	0	0	3	0	3	0	2	0	0	0	2
04:45 PM	0	0	0	0	0	0	9	0	0	9	0	0	5	0	5	0	6	0	0	0	6
Total	0	0	0	0	0	0	39	0	0	39	0	0	10	0	10	0	19	0	0	0	19
05:00 PM	0	0	0	0	0	0	9	0	0	9	5	0	0	0	5	0	3	0	0	0	3
05:15 PM	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	0	2	0	0	0	2
05:30 PM	0	0	0	0	0	0	9	0	0	9	2	0	0	0	2	0	3	0	0	0	3
05:45 PM	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	0	4	0	0	0	4
Total	0	0	0	0	0	0	33	0	0	33	11	0	0	0	11	0	12	0	0	0	12
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3
06:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	0	3
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	0	1
06:45 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	9	0	0	0	9
Grand Total	0	0	0	0	0	0	165	13	0	178	15	0	10	0	25	23	153	0	0	0	176
Apprch %	0	0	0	0	0	0	92.7	7.3	0	47	60	0	40	0	6.6	13.1	86.9	0	0	0	46.4
Total %	0	0	0	0	0	0	43.5	3.4	0	47	4	0	2.6	0	6.6	6.1	40.4	0	0	0	46.4

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	1	27	0	0	28	1	0	0	0	1	1	48	0	0	49	78
06:15 AM	0	0	0	0	0	0	30	2	0	32	0	0	0	0	0	1	63	0	0	64	96
06:30 AM	0	0	0	0	0	1	47	1	0	49	1	0	0	0	1	2	143	0	0	145	195
06:45 AM	0	0	0	0	0	1	82	2	0	85	0	0	0	0	0	8	152	0	0	160	245
Total	0	0	0	0	0	3	186	5	0	194	2	0	0	0	2	12	406	0	0	418	614
07:00 AM	0	0	0	0	0	1	78	2	0	81	9	0	7	0	16	6	178	0	0	184	281
07:15 AM	0	0	0	0	0	0	66	3	0	69	8	0	1	0	9	2	163	0	0	165	243
07:30 AM	0	0	0	0	0	0	62	0	0	62	9	0	6	0	15	0	161	0	0	161	238
07:45 AM	0	0	0	0	0	0	64	7	0	71	4	0	4	0	8	35	163	0	0	198	277
Total	0	0	0	0	0	1	270	12	0	283	30	0	18	0	48	43	665	0	0	708	1039
08:00 AM	0	0	0	0	0	0	56	12	0	68	9	0	19	0	28	46	150	0	0	196	292
08:15 AM	0	0	0	0	0	1	55	12	0	68	38	0	59	0	97	83	113	0	0	196	361
08:30 AM	0	0	0	0	0	0	58	18	0	76	29	0	62	0	91	35	116	0	0	151	318
08:45 AM	0	0	0	0	0	0	57	6	0	63	7	0	38	0	45	19	96	0	0	115	223
Total	0	0	0	0	0	1	226	48	0	275	83	0	178	0	261	183	475	0	0	658	1194
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	151	0	0	151	4	0	5	0	9	3	83	0	0	86	246
04:15 PM	0	0	0	0	0	1	162	1	0	164	6	0	4	0	10	3	66	0	0	69	243
04:30 PM	0	0	0	0	0	0	165	3	0	168	3	0	3	0	6	2	76	0	0	78	252
04:45 PM	0	0	0	0	0	0	166	7	0	173	2	0	4	0	6	8	72	0	0	80	259
Total	0	0	0	0	0	1	644	11	0	656	15	0	16	0	31	16	297	0	0	313	1000
05:00 PM	0	0	0	0	0	0	172	8	0	180	3	0	8	0	11	6	71	0	0	77	268
05:15 PM	0	0	0	0	0	0	171	4	0	175	1	0	8	0	9	5	69	0	0	74	258
05:30 PM	0	0	0	0	0	0	167	3	0	170	-1	0	7	0	6	10	71	0	0	81	257
05:45 PM	0	0	0	0	0	0	139	6	0	145	-1	0	10	0	9	7	64	0	0	71	225
Total	0	0	0	0	0	0	649	21	0	670	2	0	33	0	35	28	275	0	0	303	1008
06:00 PM	0	0	0	0	0	0	121	0	0	121	6	0	7	0	13	6	62	0	0	68	202
06:15 PM	0	0	0	0	0	0	109	0	0	109	2	0	2	0	4	1	64	0	0	65	178
06:30 PM	0	0	0	0	0	0	86	0	0	86	1	0	1	0	2	2	36	0	0	38	126
06:45 PM	0	0	0	0	0	0	75	0	0	75	0	0	0	0	0	0	36	0	0	36	111
Total	0	0	0	0	0	0	391	0	0	391	9	0	10	0	19	9	198	0	0	207	617
Grand Total	0	0	0	0	0	6	2366	97	0	2469	141	0	255	0	396	291	2316	0	0	2607	5472
Apprch %	0	0	0	0	0	0.2	95.8	3.9	0		35.6	0	64.4	0		11.2	88.8	0	0		
Total %	0	0	0	0	0	0.1	43.2	1.8	0	45.1	2.6	0	4.7	0	7.2	5.3	42.3	0	0	47.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	1	27	0	0	28	1	0	0	0	1	1	55	0	0	56	85
06:15 AM	0	0	0	0	0	0	33	2	0	35	0	0	0	0	0	1	75	0	0	76	111
06:30 AM	0	0	0	0	0	1	53	1	0	55	1	0	0	0	1	2	156	0	0	158	214
06:45 AM	0	0	0	0	0	1	88	6	0	95	0	0	0	0	0	10	163	0	0	173	268
Total	0	0	0	0	0	3	201	9	0	213	2	0	0	0	2	14	449	0	0	463	678
07:00 AM	0	0	0	0	0	1	80	3	0	84	13	0	7	0	20	11	186	0	0	197	301
07:15 AM	0	0	0	0	0	0	77	3	0	80	8	0	1	0	9	5	173	0	0	178	267
07:30 AM	0	0	0	0	0	0	78	2	0	80	9	0	6	0	15	5	170	0	0	175	270
07:45 AM	0	0	0	0	0	0	75	9	0	84	4	0	4	0	8	39	170	0	0	209	301
Total	0	0	0	0	0	1	310	17	0	328	34	0	18	0	52	60	699	0	0	759	1139
08:00 AM	0	0	0	0	0	0	60	14	0	74	9	0	19	0	28	47	159	0	0	206	308
08:15 AM	0	0	0	0	0	1	62	14	0	77	38	0	59	0	97	85	124	0	0	209	383
08:30 AM	0	0	0	0	0	0	65	18	0	83	29	0	62	0	91	36	126	0	0	162	336
08:45 AM	0	0	0	0	0	0	64	6	0	70	7	0	38	0	45	19	102	0	0	121	236
Total	0	0	0	0	0	1	251	52	0	304	83	0	178	0	261	187	511	0	0	698	1263
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	162	0	0	162	4	0	7	0	11	3	86	0	0	89	262
04:15 PM	0	0	0	0	0	1	172	1	0	174	6	0	4	0	10	3	74	0	0	77	261
04:30 PM	0	0	0	0	0	0	174	3	0	177	3	0	6	0	9	2	78	0	0	80	266
04:45 PM	0	0	0	0	0	0	175	7	0	182	2	0	9	0	11	8	78	0	0	86	279
Total	0	0	0	0	0	1	683	11	0	695	15	0	26	0	41	16	316	0	0	332	1068
05:00 PM	0	0	0	0	0	0	181	8	0	189	8	0	8	0	16	6	74	0	0	80	285
05:15 PM	0	0	0	0	0	0	180	4	0	184	3	0	8	0	11	5	71	0	0	76	271
05:30 PM	0	0	0	0	0	0	176	3	0	179	1	0	7	0	8	10	74	0	0	84	271
05:45 PM	0	0	0	0	0	0	145	6	0	151	1	0	10	0	11	7	68	0	0	75	237
Total	0	0	0	0	0	0	682	21	0	703	13	0	33	0	46	28	287	0	0	315	1064
06:00 PM	0	0	0	0	0	0	123	0	0	123	6	0	7	0	13	6	65	0	0	71	207
06:15 PM	0	0	0	0	0	0	113	0	0	113	2	0	2	0	4	1	67	0	0	68	185
06:30 PM	0	0	0	0	0	0	88	0	0	88	1	0	1	0	2	2	37	0	0	39	129
06:45 PM	0	0	0	0	0	0	80	0	0	80	0	0	0	0	0	0	38	0	0	38	118
Total	0	0	0	0	0	0	404	0	0	404	9	0	10	0	19	9	207	0	0	216	639
Grand Total	0	0	0	0	0	6	2531	110	0	2647	156	0	265	0	421	314	2469	0	0	2783	5851
Apprch %	0	0	0	0	0	0.2	95.6	4.2	0	0	37.1	0	62.9	0	0	11.3	88.7	0	0	0	0
Total %	0	0	0	0	0	0.1	43.3	1.9	0	45.2	2.7	0	4.5	0	7.2	5.4	42.2	0	0	47.6	0
Passenger Cars	0	0	0	0	0	6	2366	97	0	2469	141	0	255	0	396	291	2316	0	0	2607	5472
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	165	13	0	178	15	0	10	0	25	23	153	0	0	176	379
% Heavy Vehicles	0	0	0	0	0	0	6.5	11.8	0	6.7	9.6	0	3.8	0	5.9	7.3	6.2	0	0	6.3	6.5

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

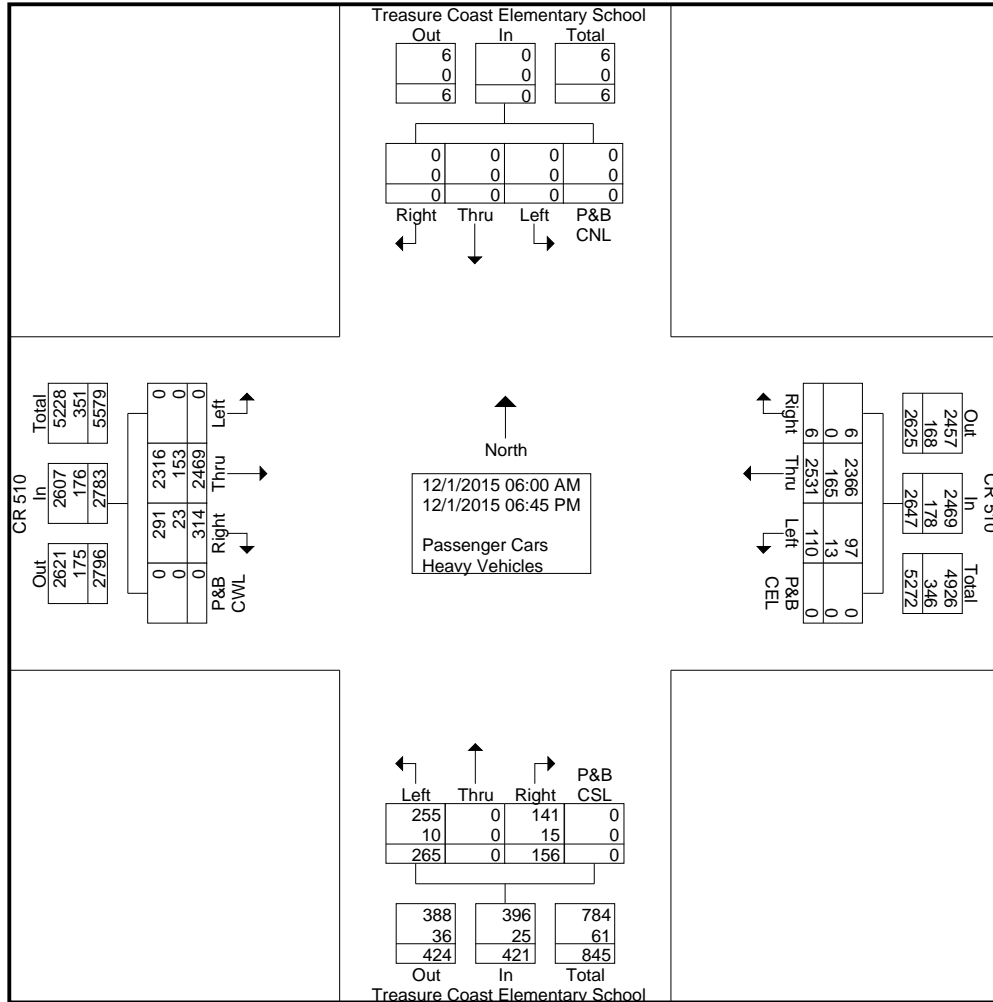
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
Page No : 2



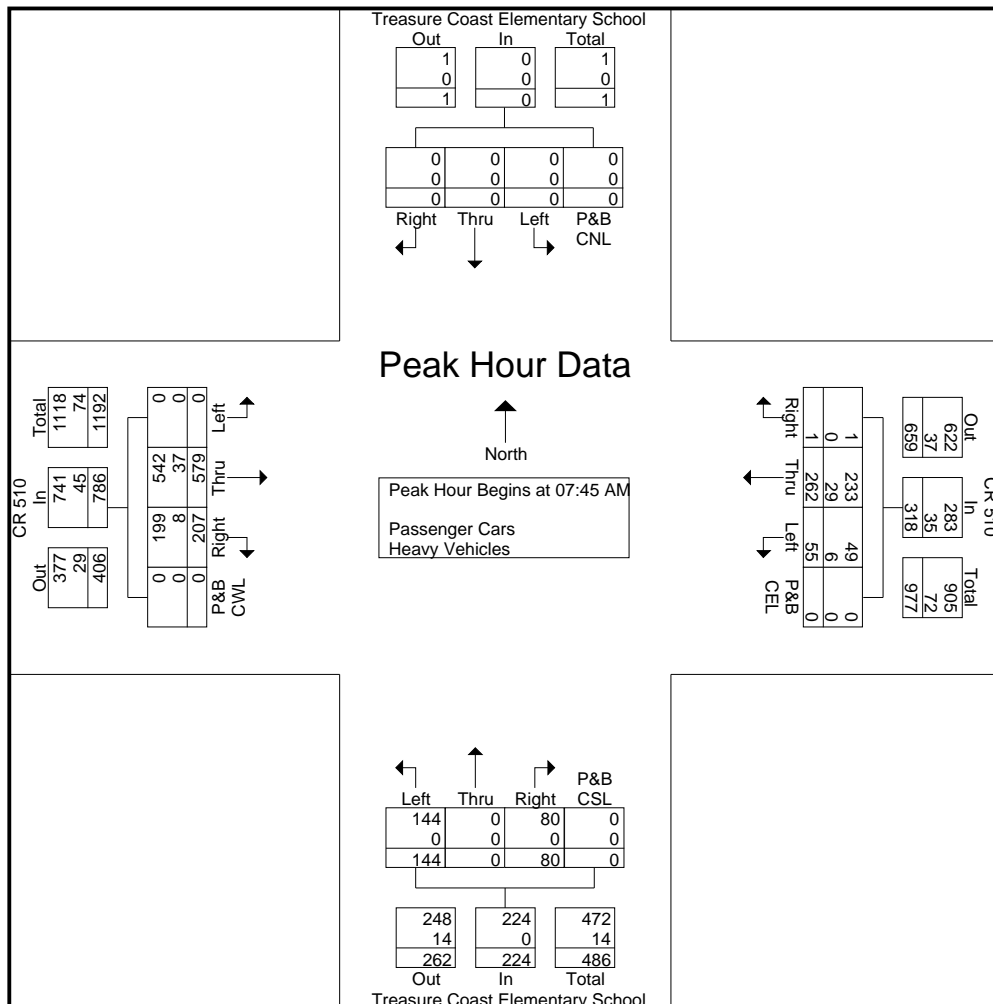
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
Page No : 3

	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	0	0	0	0	0	0	75	9	0	84	4	0	4	0	8	39	170	0	0	209	301	
08:00 AM	0	0	0	0	0	0	60	14	0	74	9	0	19	0	28	47	159	0	0	206	308	
08:15 AM	0	0	0	0	0	1	62	14	0	77	38	0	59	0	97	85	124	0	0	209	383	
08:30 AM	0	0	0	0	0	0	65	18	0	83	29	0	62	0	91	36	126	0	0	162	336	
Total Volume	0	0	0	0	0	1	262	55	0	318	80	0	144	0	224	207	579	0	0	786	1328	
% App. Total	0	0	0	0	0	0.3	82.4	17.3	0		35.7	0	64.3	0		26.3	73.7	0	0			
PHF	.000	.000	.000	.000	.000	.250	.873	.764	.000	.946	.526	.000	.581	.000	.577	.609	.851	.000	.000	.940	.867	
Passenger Cars	0	0	0	0	0	1	233	49	0	283	80	0	144	0	224	199	542	0	0	741	1248	
% Passenger Cars																						
Heavy Vehicles	0	0	0	0	0	0	29	6	0	35	0	0	0	0	0	8	37	0	0	45	80	
% Heavy Vehicles	0	0	0	0	0	0	11.1	10.9	0	11.0	0	0	0	0	0	3.9	6.4	0	0	5.7	6.0	

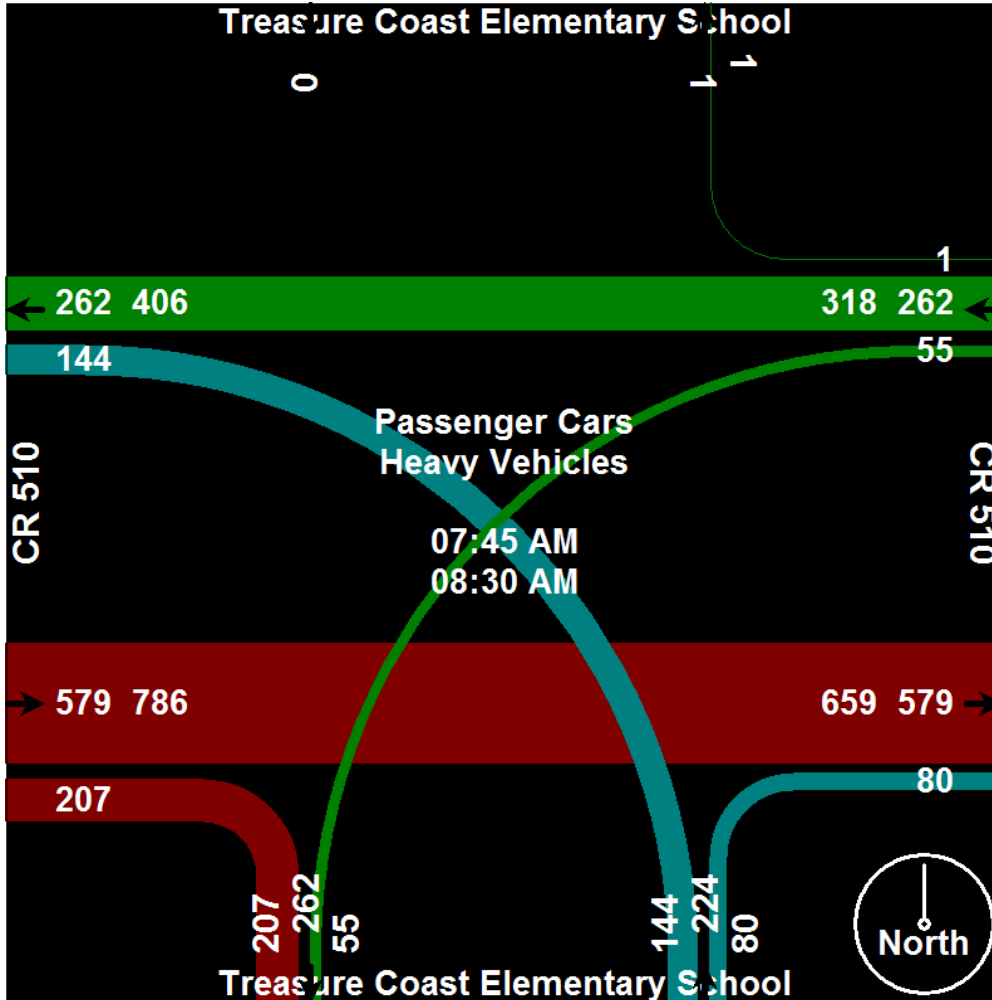


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
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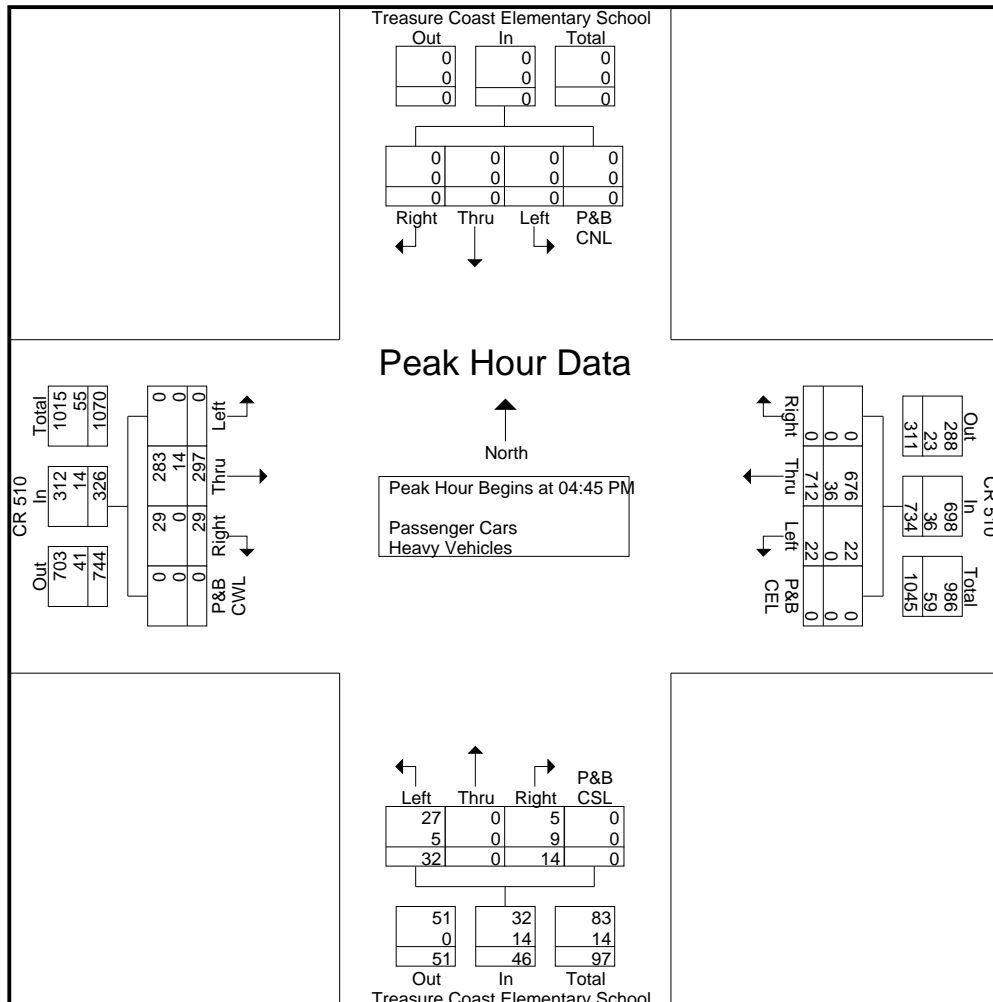
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
Page No : 5

	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	175	7	0	182	2	0	9	0	11	8	78	0	0	86	279
05:00 PM	0	0	0	0	0	0	181	8	0	189	8	0	8	0	16	6	74	0	0	80	285
05:15 PM	0	0	0	0	0	0	180	4	0	184	3	0	8	0	11	5	71	0	0	76	271
05:30 PM	0	0	0	0	0	0	176	3	0	179	1	0	7	0	8	10	74	0	0	84	271
Total Volume	0	0	0	0	0	0	712	22	0	734	14	0	32	0	46	29	297	0	0	326	1106
% App. Total	0	0	0	0	0	0	97	3	0	100	30.4	0	69.6	0	100	8.9	91.1	0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.983	.688	.000	.971	.438	.000	.889	.000	.719	.725	.952	.000	.000	.948	.970
Passenger Cars	0	0	0	0	0	0	676	22	0	698	5	0	27	0	32	29	283	0	0	312	1042
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	36	0	0	36	9	0	5	0	14	0	14	0	0	14	64
% Heavy Vehicles	0	0	0	0	0	0	5.1	0	0	4.9	64.3	0	15.6	0	30.4	0	4.7	0	0	4.3	5.8

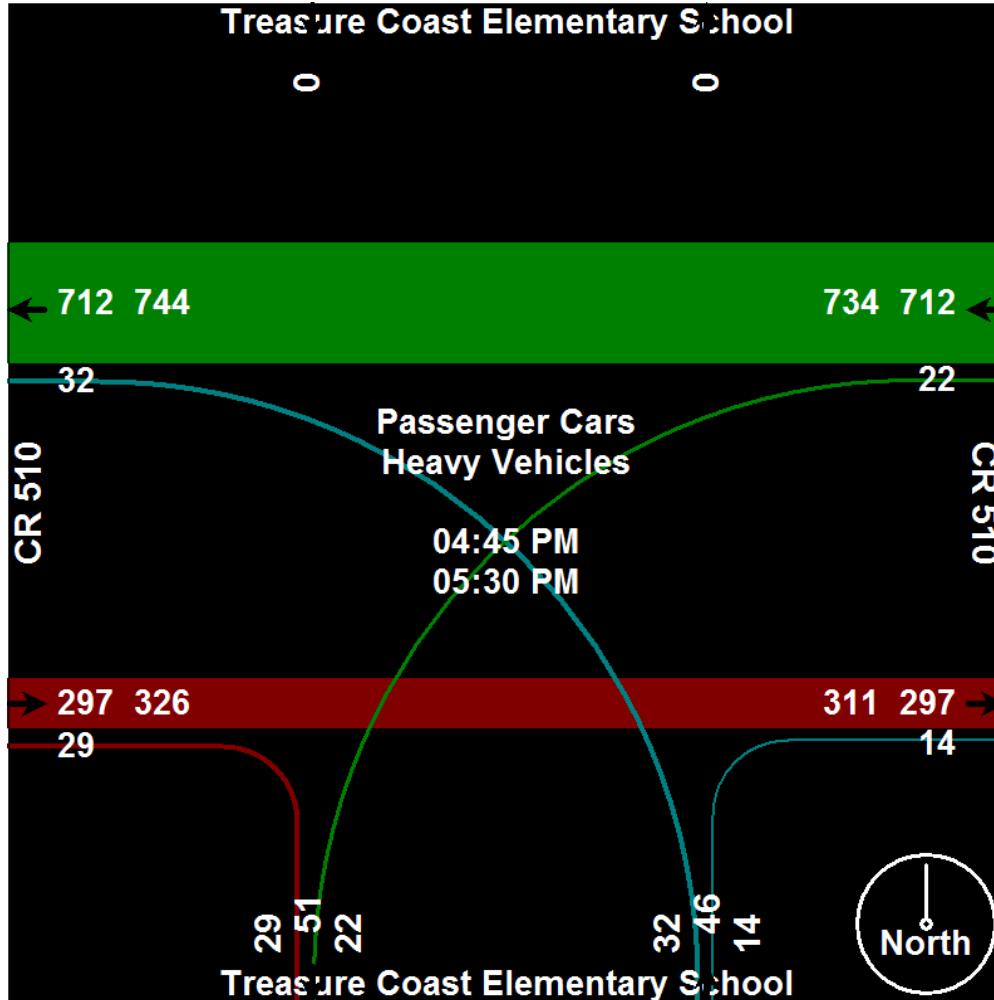


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000001
Start Date : 12/1/2015
Page No : 6



CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
 Site Code : 51000501
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
06:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	11	0	0	0	11
06:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	1	15	0	0	0	16
06:45 AM	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	3	10	0	0	0	13
Total	0	0	0	0	0	0	15	3	0	18	0	0	0	0	0	4	41	0	0	0	45
07:00 AM	0	0	0	0	0	0	8	2	0	10	2	0	0	0	2	4	13	0	0	0	17
07:15 AM	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	3	11	0	0	0	14
07:30 AM	0	0	0	0	0	0	12	3	0	15	0	0	0	0	0	6	8	0	0	0	14
07:45 AM	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	3	6	0	0	0	9
Total	0	0	0	0	0	0	37	9	0	46	2	0	0	0	2	16	38	0	0	0	54
08:00 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	7	0	0	0	8
08:15 AM	0	0	0	0	0	0	7	4	0	11	0	0	0	0	0	3	15	0	0	0	18
08:30 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	2	10	0	0	0	12
08:45 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	12	0	0	0	12
Total	0	0	0	0	0	0	26	5	0	31	0	0	0	0	0	6	44	0	0	0	50
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	2	0	0	0	2
04:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	0	9	0	0	0	9
04:30 PM	0	0	0	0	0	0	10	0	0	10	1	0	2	0	3	0	8	0	0	0	8
04:45 PM	0	0	0	0	0	0	8	0	0	8	1	0	6	0	7	0	7	0	0	0	7
Total	0	0	0	0	0	0	33	0	0	33	2	0	10	0	12	0	26	0	0	0	26
05:00 PM	0	0	0	0	0	0	11	0	0	11	3	0	1	0	4	0	2	0	0	0	2
05:15 PM	0	0	0	0	0	0	7	0	0	7	1	0	1	0	2	0	3	0	0	0	3
05:30 PM	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	0	2	0	0	0	2
05:45 PM	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	4	0	0	0	4
Total	0	0	0	0	0	0	33	0	0	33	7	0	3	0	10	0	11	0	0	0	11
06:00 PM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	2	0	0	0	2
06:15 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	2	0	0	0	2
06:30 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	2	0	0	0	2
Total	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	6	0	0	0	6
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	157	17	0	174	12	0	13	0	25	26	166	0	0	0	192
Apprch %	0	0	0	0	0	0	90.2	9.8	0	44.5	48	0	52	0	6.4	13.5	86.5	0	0	0	49.1
Total %	0	0	0	0	0	0	40.2	4.3	0	44.5	3.1	0	3.3	0	6.4	6.6	42.5	0	0	0	49.1

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
 Site Code : 51000501
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Passenger Cars

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	21	1	0	22	0	0	1	0	1	1	50	0	0	51	74
06:15 AM	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	0	47	0	0	47	74
06:30 AM	0	0	0	0	0	0	39	1	0	40	0	0	0	0	0	1	124	0	0	125	165
06:45 AM	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	15	134	0	0	149	234
Total	0	0	0	0	0	0	172	2	0	174	0	0	1	0	1	17	355	0	0	372	547
07:00 AM	0	0	0	0	0	0	79	3	0	82	13	0	7	0	20	16	172	0	0	188	290
07:15 AM	0	0	0	0	0	0	56	3	0	59	23	0	2	0	25	10	159	0	0	169	253
07:30 AM	0	0	0	0	0	0	54	3	0	57	18	0	5	0	23	11	122	0	0	133	213
07:45 AM	0	0	0	0	0	0	64	5	0	69	20	0	3	0	23	11	117	0	0	128	220
Total	0	0	0	0	0	0	253	14	0	267	74	0	17	0	91	48	570	0	0	618	976
08:00 AM	0	0	0	0	0	0	50	17	0	67	25	0	14	0	39	48	106	0	0	154	260
08:15 AM	0	0	0	0	0	0	48	8	0	56	27	0	49	0	76	76	85	0	0	161	293
08:30 AM	0	0	0	0	0	0	53	19	0	72	25	0	60	0	85	65	96	0	0	161	318
08:45 AM	0	0	0	0	0	0	64	6	0	70	23	0	29	0	52	30	47	0	0	77	199
Total	0	0	0	0	0	0	215	50	0	265	100	0	152	0	252	219	334	0	0	553	1070
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	150	2	0	152	6	0	9	0	15	1	62	0	0	63	230
04:15 PM	0	0	0	0	0	0	167	8	0	175	3	0	9	0	12	5	49	0	0	54	241
04:30 PM	0	0	0	0	0	0	143	10	0	153	3	0	9	0	12	3	56	0	0	59	224
04:45 PM	0	0	0	0	0	0	128	6	0	134	0	0	3	0	3	13	53	0	0	66	203
Total	0	0	0	0	0	0	588	26	0	614	12	0	30	0	42	22	220	0	0	242	898
05:00 PM	0	0	0	0	0	0	163	4	0	167	10	0	14	0	24	14	58	0	0	72	263
05:15 PM	0	0	0	0	0	0	161	4	0	165	6	0	10	0	16	8	50	0	0	58	239
05:30 PM	0	0	0	0	0	0	164	6	0	170	0	0	10	0	10	4	61	0	0	65	245
05:45 PM	0	0	0	0	0	0	160	8	0	168	1	0	18	1	20	6	53	0	0	59	247
Total	0	0	0	0	0	0	648	22	0	670	17	0	52	1	70	32	222	0	0	254	994
06:00 PM	0	0	0	0	0	0	122	2	0	124	4	0	10	0	14	3	51	0	0	54	192
06:15 PM	0	0	0	0	0	0	126	0	0	126	0	0	0	0	0	0	52	0	0	52	178
06:30 PM	0	0	0	0	0	0	81	0	1	82	0	0	0	0	0	1	51	0	0	52	134
06:45 PM	0	0	0	0	0	0	69	0	0	69	6	0	0	0	6	0	40	0	0	40	115
Total	0	0	0	0	0	0	398	2	1	401	10	0	10	0	20	4	194	0	0	198	619
Grand Total	0	0	0	0	0	0	2274	116	1	2391	213	0	262	1	476	342	1895	0	0	2237	5104
Apprch %	0	0	0	0	0	0	95.1	4.9	0	44.7	0	0	55	0.2	15.3	84.7	0	0	0	43.8	
Total %	0	0	0	0	0	0	44.6	2.3	0	46.8	4.2	0	5.1	0	9.3	6.7	37.1	0	0	43.8	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	21	1	0	22	0	0	1	0	1	1	55	0	0	56	79
06:15 AM	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	0	58	0	0	58	87
06:30 AM	0	0	0	0	0	0	44	1	0	45	0	0	0	0	0	2	139	0	0	141	186
06:45 AM	0	0	0	0	0	0	93	3	0	96	0	0	0	0	0	18	144	0	0	162	258
Total	0	0	0	0	0	0	187	5	0	192	0	0	1	0	1	21	396	0	0	417	610
07:00 AM	0	0	0	0	0	0	87	5	0	92	15	0	7	0	22	20	185	0	0	205	319
07:15 AM	0	0	0	0	0	0	64	4	0	68	23	0	2	0	25	13	170	0	0	183	276
07:30 AM	0	0	0	0	0	0	66	6	0	72	18	0	5	0	23	17	130	0	0	147	242
07:45 AM	0	0	0	0	0	0	73	8	0	81	20	0	3	0	23	14	123	0	0	137	241
Total	0	0	0	0	0	0	290	23	0	313	76	0	17	0	93	64	608	0	0	672	1078
08:00 AM	0	0	0	0	0	0	56	18	0	74	25	0	14	0	39	49	113	0	0	162	275
08:15 AM	0	0	0	0	0	0	55	12	0	67	27	0	49	0	76	79	100	0	0	179	322
08:30 AM	0	0	0	0	0	0	58	19	0	77	25	0	60	0	85	67	106	0	0	173	335
08:45 AM	0	0	0	0	0	0	72	6	0	78	23	0	29	0	52	30	59	0	0	89	219
Total	0	0	0	0	0	0	241	55	0	296	100	0	152	0	252	225	378	0	0	603	1151
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	160	2	0	162	6	0	10	0	16	1	64	0	0	65	243
04:15 PM	0	0	0	0	0	0	172	8	0	180	3	0	10	0	13	5	58	0	0	63	256
04:30 PM	0	0	0	0	0	0	153	10	0	163	4	0	11	0	15	3	64	0	0	67	245
04:45 PM	0	0	0	0	0	0	136	6	0	142	1	0	9	0	10	13	60	0	0	73	225
Total	0	0	0	0	0	0	621	26	0	647	14	0	40	0	54	22	246	0	0	268	969
05:00 PM	0	0	0	0	0	0	174	4	0	178	13	0	15	0	28	14	60	0	0	74	280
05:15 PM	0	0	0	0	0	0	168	4	0	172	7	0	11	0	18	8	53	0	0	61	251
05:30 PM	0	0	0	0	0	0	171	6	0	177	2	0	10	0	12	4	63	0	0	67	256
05:45 PM	0	0	0	0	0	0	168	8	0	176	2	0	19	1	22	6	57	0	0	63	261
Total	0	0	0	0	0	0	681	22	0	703	24	0	55	1	80	32	233	0	0	265	1048
06:00 PM	0	0	0	0	0	0	127	2	0	129	5	0	10	0	15	3	53	0	0	56	200
06:15 PM	0	0	0	0	0	0	129	0	0	129	0	0	0	0	0	0	54	0	0	54	183
06:30 PM	0	0	0	0	0	0	86	0	1	87	0	0	0	0	0	1	53	0	0	54	141
06:45 PM	0	0	0	0	0	0	69	0	0	69	6	0	0	0	6	0	40	0	0	40	115
Total	0	0	0	0	0	0	411	2	1	414	11	0	10	0	21	4	200	0	0	204	639
Grand Total	0	0	0	0	0	0	2431	133	1	2565	225	0	275	1	501	368	2061	0	0	2429	5495
Apprch %	0	0	0	0	0	0	94.8	5.2	0	44.9	44.9	0	54.9	0.2	15.2	6.7	84.8	0	0	44.2	
Total %	0	0	0	0	0	0	44.2	2.4	0	46.7	4.1	0	5	0	9.1	6.7	37.5	0	0	44.2	
Passenger Cars	0	0	0	0	0	0	2274	116	1	2391	213	0	262	1	476	342	1895	0	0	2237	5104
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	157	17	0	174	12	0	13	0	25	26	166	0	0	192	391
% Heavy Vehicles							6.5	12.8	0	6.8	5.3	0	4.7	0	5	7.1	8.1	0	0	7.9	7.1

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

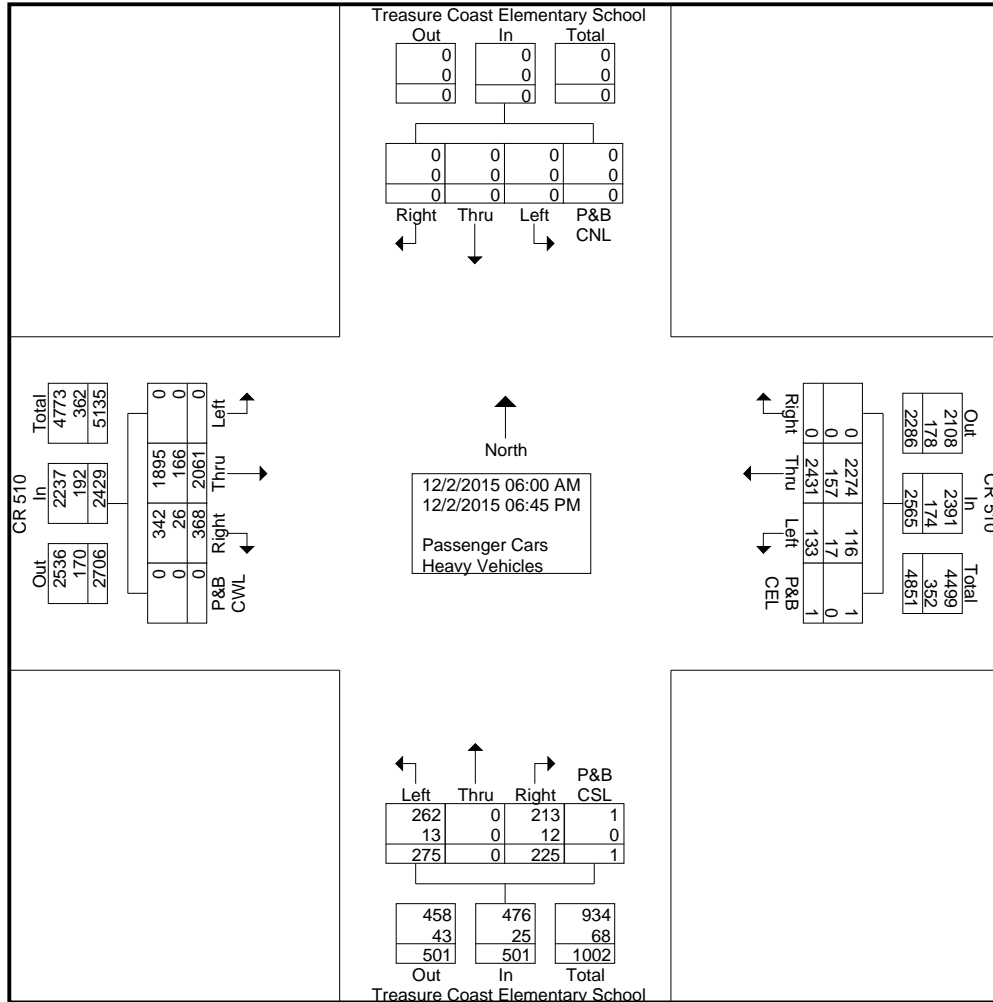
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/2/2015
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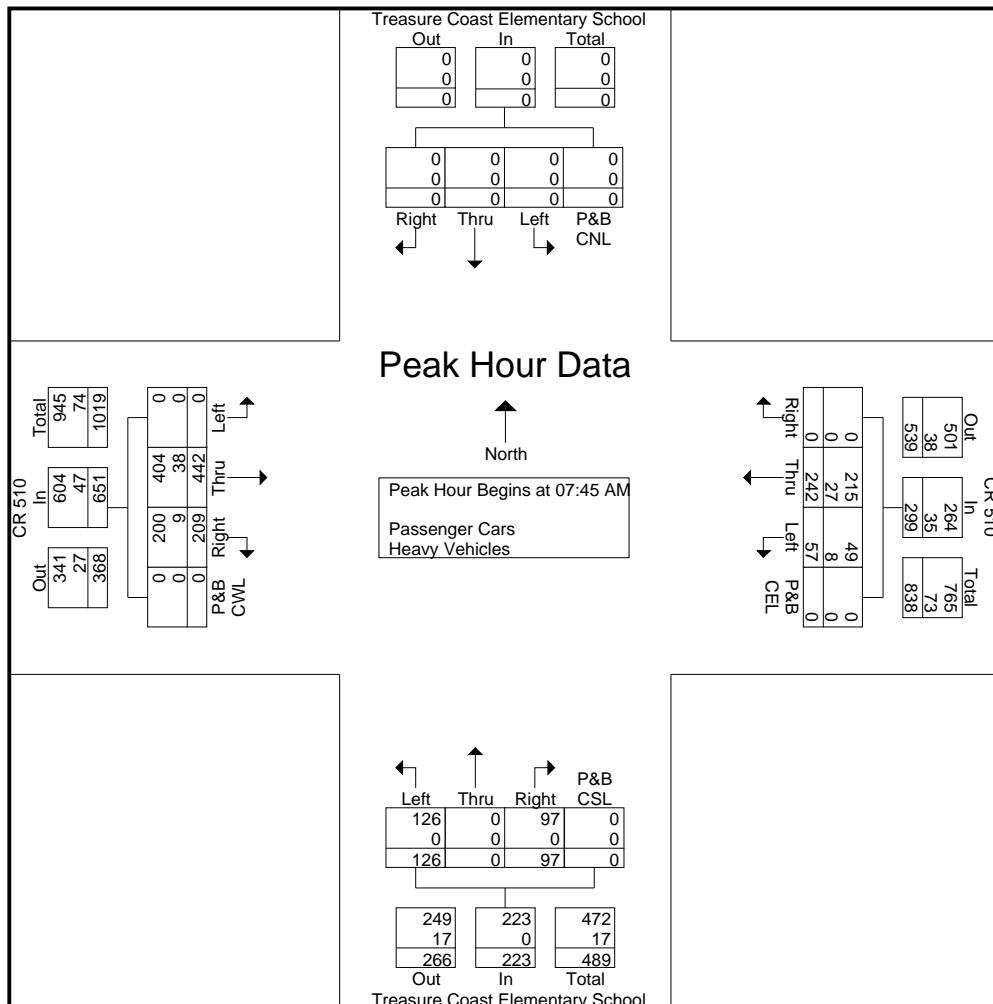
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Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/2/2015
Page No : 3

	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	73	8	0	81	20	0	3	0	23	14	123	0	0	137	241
08:00 AM	0	0	0	0	0	0	56	18	0	74	25	0	14	0	39	49	113	0	0	162	275
08:15 AM	0	0	0	0	0	0	55	12	0	67	27	0	49	0	76	79	100	0	0	179	322
08:30 AM	0	0	0	0	0	0	58	19	0	77	25	0	60	0	85	67	106	0	0	173	335
Total Volume	0	0	0	0	0	0	242	57	0	299	97	0	126	0	223	209	442	0	0	651	1173
% App. Total	0	0	0	0	0	0	80.9	19.1	0		43.5	0	56.5	0		32.1	67.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.829	.750	.000	.923	.898	.000	.525	.000	.656	.661	.898	.000	.000	.909	.875
Passenger Cars	0	0	0	0	0	0	215	49	0	264	97	0	126	0	223	200	404	0	0	604	1091
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	27	8	0	35	0	0	0	0	0	9	38	0	0	47	82
% Heavy Vehicles	0	0	0	0	0	0	11.2	14.0	0	11.7	0	0	0	0	0	4.3	8.6	0	0	7.2	7.0

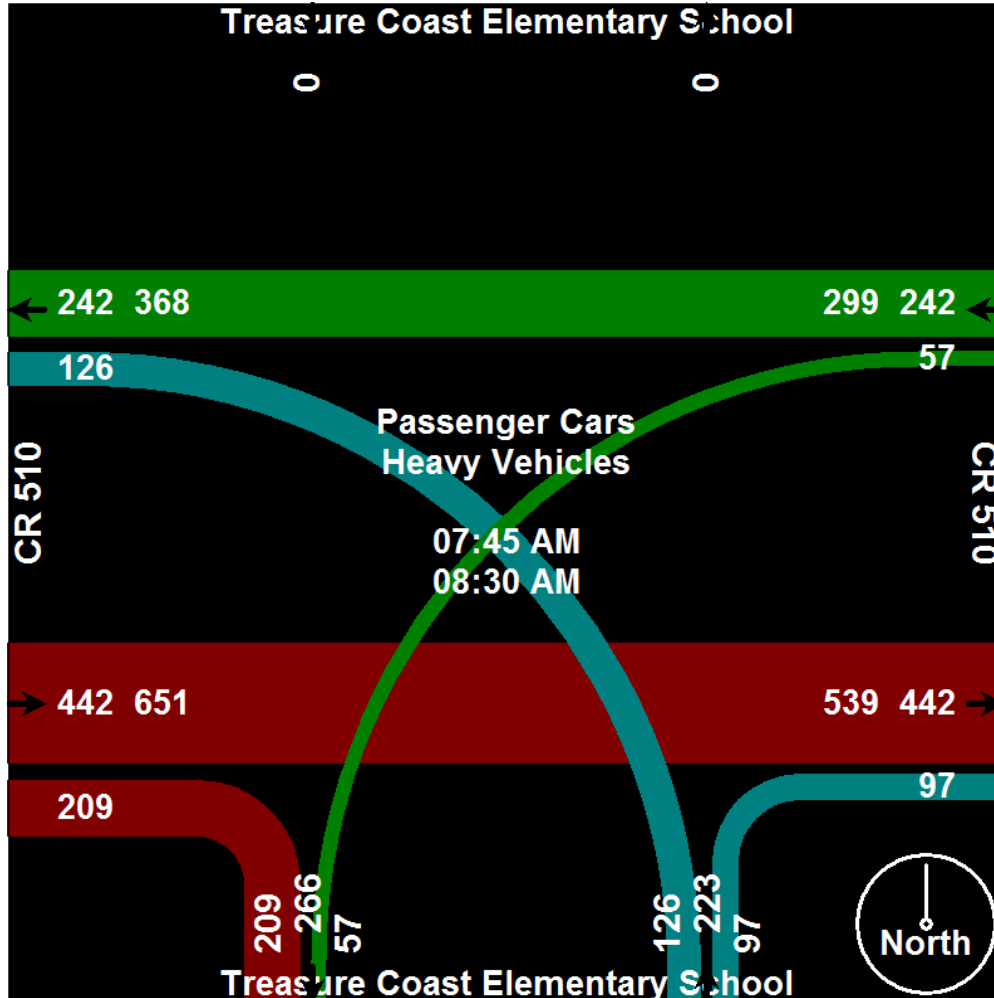


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Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000501
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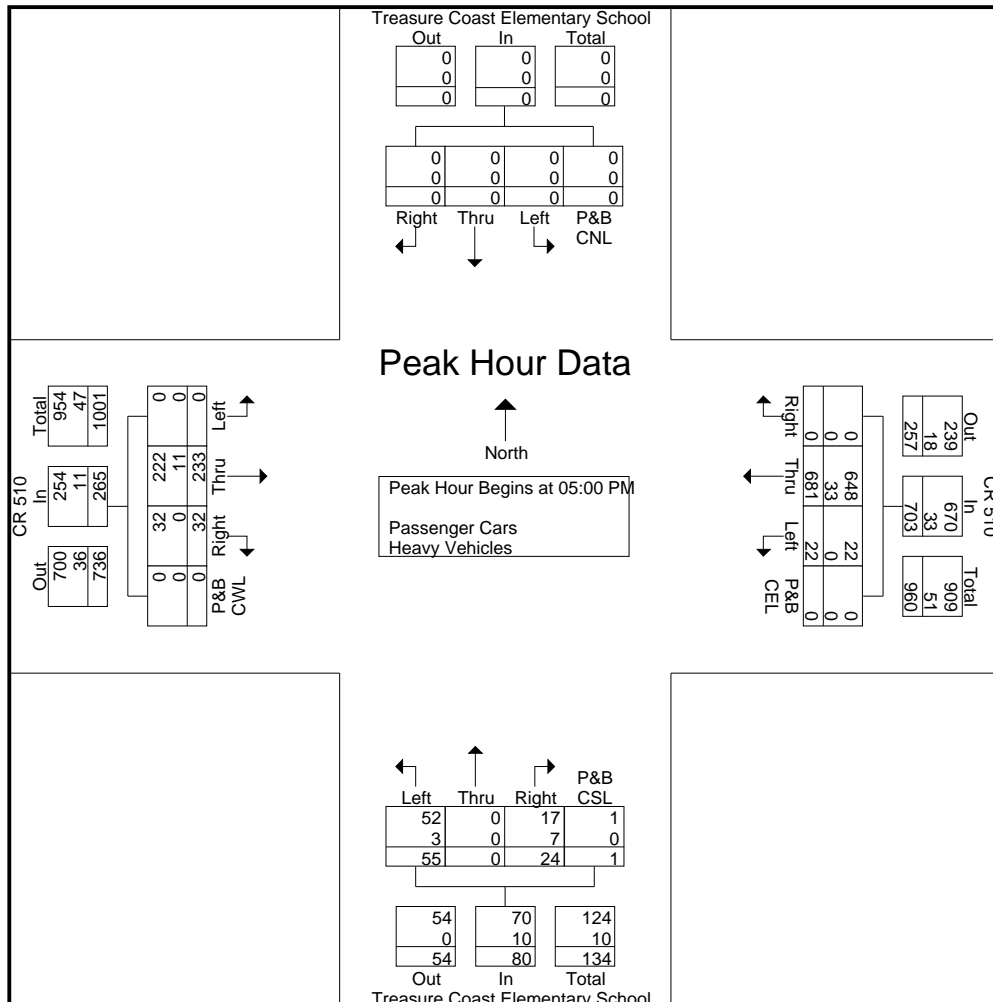
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/2/2015
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	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	0	0	0	0	174	4	0	178	13	0	15	0	28	14	60	0	0	74	280
05:15 PM	0	0	0	0	0	0	168	4	0	172	7	0	11	0	18	8	53	0	0	61	251
05:30 PM	0	0	0	0	0	0	171	6	0	177	2	0	10	0	12	4	63	0	0	67	256
05:45 PM	0	0	0	0	0	0	168	8	0	176	2	0	19	1	22	6	57	0	0	63	261
Total Volume	0	0	0	0	0	0	681	22	0	703	24	0	55	1	80	32	233	0	0	265	1048
% App. Total	0	0	0	0	0	0	96.9	3.1	0		30	0	68.8	1.2		12.1	87.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.978	.688	.000	.987	.462	.000	.724	.250	.714	.571	.925	.000	.000	.895	.936
Passenger Cars	0	0	0	0	0	0	648	22	0	670	17	0	52	1	70	32	222	0	0	254	994
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	33	0	0	33	7	0	3	0	10	0	11	0	0	11	54
% Heavy Vehicles	0	0	0	0	0	0	4.8	0	0	4.7	29.2	0	5.5	0	12.5	0	4.7	0	0	4.2	5.2

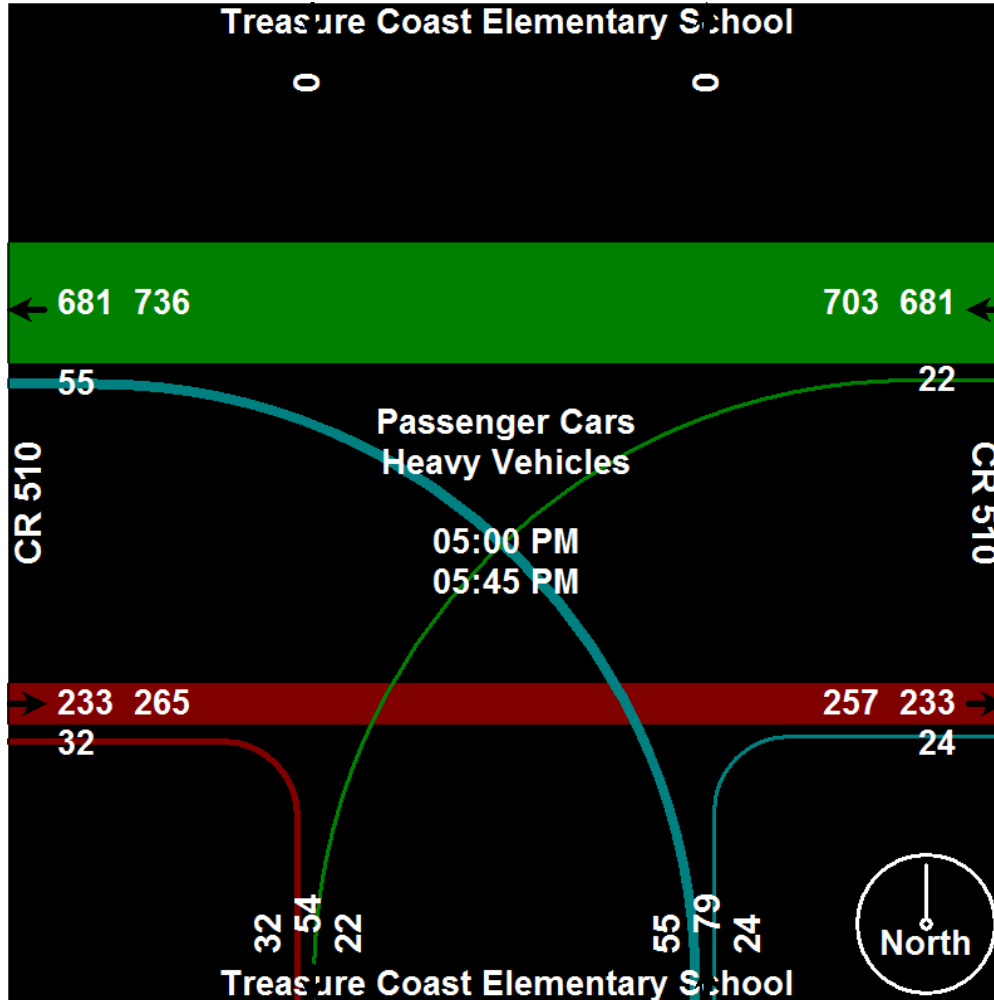


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR 510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/2/2015
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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
 Site Code : 51000501
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	8
06:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	14	0	0	14	16
06:30 AM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	11	0	0	11	23
06:45 AM	0	0	0	0	0	0	9	5	0	14	0	0	0	0	0	0	2	12	0	14	28
Total	0	0	0	0	0	0	24	5	0	29	0	0	0	0	0	0	2	44	0	46	75
07:00 AM	0	0	0	0	0	0	3	2	0	5	3	0	0	0	3	4	10	0	0	14	22
07:15 AM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	4	12	0	0	16	26
07:30 AM	0	0	0	0	0	0	8	3	0	11	0	0	0	0	0	6	13	0	0	19	30
07:45 AM	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	0	3	8	0	11	22
Total	0	0	0	0	0	0	30	6	0	36	4	0	0	0	4	17	43	0	0	60	100
08:00 AM	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	0	7	0	0	7	15
08:15 AM	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	3	8	0	0	11	16
08:30 AM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	8	0	0	8	16
08:45 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	16
Total	0	0	0	0	0	0	22	4	0	26	0	0	0	0	0	3	34	0	0	37	63
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	0	2	0	0	2	12
04:15 PM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	7	0	0	7	18
04:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	2	0	2	0	4	0	0	4	14
04:45 PM	0	0	0	0	0	0	6	0	0	6	1	0	6	0	7	0	4	0	0	4	17
Total	0	0	0	0	0	0	33	0	0	33	1	0	10	0	11	0	17	0	0	17	61
05:00 PM	0	0	0	0	0	0	10	0	0	10	4	0	1	0	5	0	5	0	0	5	20
05:15 PM	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	0	3	0	0	3	13
05:30 PM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	1	0	0	1	9
05:45 PM	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	0	2	0	0	2	10
Total	0	0	0	0	0	0	30	0	0	30	10	0	1	0	11	0	11	0	0	11	52
06:00 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
06:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	8
06:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Total	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	8	0	0	8	21
Grand Total	0	0	0	0	0	0	152	15	0	167	15	0	11	0	26	22	157	0	0	179	372
Apprch %	0	0	0	0	0	0	91	9	0	100	57.7	0	42.3	0	100	12.3	87.7	0	0	100	100
Total %	0	0	0	0	0	0	40.9	4	0	44.9	4	0	3	0	7	5.9	42.2	0	0	48.1	48.1

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	28	1	0	29	6	0	0	0	6	1	43	0	0	44	79
06:15 AM	0	0	0	0	0	0	36	0	0	36	6	0	0	0	6	0	51	0	0	51	93
06:30 AM	0	0	0	0	0	0	33	2	0	35	3	0	1	0	4	2	110	0	0	112	151
06:45 AM	0	0	0	0	0	0	84	0	0	84	12	0	0	0	12	8	161	0	0	169	265
Total	0	0	0	0	0	0	181	3	0	184	27	0	1	0	28	11	365	0	0	376	588
07:00 AM	0	0	0	0	0	0	76	0	0	76	9	0	7	0	16	16	189	0	0	205	297
07:15 AM	0	0	0	0	0	0	71	3	0	74	13	0	3	0	16	9	177	0	0	186	276
07:30 AM	0	0	0	0	0	0	60	6	0	66	3	0	3	0	6	2	156	0	0	158	230
07:45 AM	0	0	0	0	0	0	73	15	0	88	9	0	4	0	13	11	152	0	0	163	264
Total	0	0	0	0	0	0	280	24	0	304	34	0	17	0	51	38	674	0	0	712	1067
08:00 AM	0	0	0	0	0	0	55	13	0	68	9	0	13	0	22	29	150	0	0	179	269
08:15 AM	0	0	0	0	0	0	52	12	0	64	39	0	56	0	95	40	143	0	0	183	342
08:30 AM	0	0	0	0	0	0	57	15	0	72	21	0	58	0	79	40	142	0	0	182	333
08:45 AM	0	0	0	0	0	0	67	8	0	75	24	0	34	0	58	25	93	0	0	118	251
Total	0	0	0	0	0	0	231	48	0	279	93	0	161	0	254	134	528	0	0	662	1195

*** BREAK ***

04:00 PM	0	0	0	0	0	0	158	2	0	160	4	0	6	0	10	1	68	0	0	69	239
04:15 PM	0	0	0	0	0	0	195	3	0	198	0	0	8	0	8	4	64	0	0	68	274
04:30 PM	0	0	0	0	0	0	174	7	0	181	0	0	4	0	4	4	70	0	0	74	259
04:45 PM	0	0	0	0	0	0	179	5	0	184	4	0	15	0	19	7	71	0	0	78	281
Total	0	0	0	0	0	0	706	17	0	723	8	0	33	0	41	16	273	0	0	289	1053
05:00 PM	0	0	0	0	0	0	155	4	0	159	2	0	10	0	12	7	61	0	0	68	239
05:15 PM	0	0	0	0	0	0	169	4	0	173	1	0	15	0	16	7	65	0	0	72	261
05:30 PM	0	0	0	0	0	0	180	6	0	186	2	0	13	0	15	6	51	0	0	57	258
05:45 PM	0	0	0	0	0	0	154	1	0	155	2	0	17	0	19	6	44	0	0	50	224
Total	0	0	0	0	0	0	658	15	0	673	7	0	55	0	62	26	221	0	0	247	982
06:00 PM	0	0	0	0	0	0	99	0	0	99	0	0	0	0	0	0	65	0	0	65	164
06:15 PM	0	0	0	0	0	0	97	0	0	97	0	0	1	0	1	2	51	0	0	53	151
06:30 PM	0	0	0	0	0	0	95	0	1	96	3	0	0	0	3	2	46	0	0	48	147
06:45 PM	0	0	0	0	0	0	74	1	0	75	0	0	0	0	0	0	39	0	0	39	114
Total	0	0	0	0	0	0	365	1	1	367	3	0	1	0	4	4	201	0	0	205	576
Grand Total	0	0	0	0	0	0	2421	108	1	2530	172	0	268	0	440	229	2262	0	0	2491	5461
Apprch %	0	0	0	0	0	0	95.7	4.3	0		39.1	0	60.9	0		9.2	90.8	0	0		
Total %	0	0	0	0	0	0	44.3	2	0	46.3	3.1	0	4.9	0	8.1	4.2	41.4	0	0	45.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

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Turning Movement Counts
 CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
 Site Code : 51000501
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	0	0	0	0	0	29	1	0	30	6	0	0	0	6	1	50	0	0	51	87
06:15 AM	0	0	0	0	0	0	38	0	0	38	6	0	0	0	6	0	65	0	0	65	109
06:30 AM	0	0	0	0	0	0	45	2	0	47	3	0	1	0	4	2	121	0	0	123	174
06:45 AM	0	0	0	0	0	0	93	5	0	98	12	0	0	0	12	10	173	0	0	183	293
Total	0	0	0	0	0	0	205	8	0	213	27	0	1	0	28	13	409	0	0	422	663
07:00 AM	0	0	0	0	0	0	79	2	0	81	12	0	7	0	19	20	199	0	0	219	319
07:15 AM	0	0	0	0	0	0	80	3	0	83	14	0	3	0	17	13	189	0	0	202	302
07:30 AM	0	0	0	0	0	0	68	9	0	77	3	0	3	0	6	8	169	0	0	177	260
07:45 AM	0	0	0	0	0	0	83	16	0	99	9	0	4	0	13	14	160	0	0	174	286
Total	0	0	0	0	0	0	310	30	0	340	38	0	17	0	55	55	717	0	0	772	1167
08:00 AM	0	0	0	0	0	0	60	16	0	76	9	0	13	0	22	29	157	0	0	186	284
08:15 AM	0	0	0	0	0	0	56	13	0	69	39	0	56	0	95	43	151	0	0	194	358
08:30 AM	0	0	0	0	0	0	65	15	0	80	21	0	58	0	79	40	150	0	0	190	349
08:45 AM	0	0	0	0	0	0	72	8	0	80	24	0	34	0	58	25	104	0	0	129	267
Total	0	0	0	0	0	0	253	52	0	305	93	0	161	0	254	137	562	0	0	699	1258
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	167	2	0	169	4	0	7	0	11	1	70	0	0	71	251
04:15 PM	0	0	0	0	0	0	205	3	0	208	0	0	9	0	9	4	71	0	0	75	292
04:30 PM	0	0	0	0	0	0	182	7	0	189	0	0	6	0	6	4	74	0	0	78	273
04:45 PM	0	0	0	0	0	0	185	5	0	190	5	0	21	0	26	7	75	0	0	82	298
Total	0	0	0	0	0	0	739	17	0	756	9	0	43	0	52	16	290	0	0	306	1114
05:00 PM	0	0	0	0	0	0	165	4	0	169	6	0	11	0	17	7	66	0	0	73	259
05:15 PM	0	0	0	0	0	0	176	4	0	180	4	0	15	0	19	7	68	0	0	75	274
05:30 PM	0	0	0	0	0	0	187	6	0	193	3	0	13	0	16	6	52	0	0	58	267
05:45 PM	0	0	0	0	0	0	160	1	0	161	4	0	17	0	21	6	46	0	0	52	234
Total	0	0	0	0	0	0	688	15	0	703	17	0	56	0	73	26	232	0	0	258	1034
06:00 PM	0	0	0	0	0	0	102	0	0	102	0	0	0	0	0	0	68	0	0	68	170
06:15 PM	0	0	0	0	0	0	102	0	0	102	0	0	1	0	1	2	54	0	0	56	159
06:30 PM	0	0	0	0	0	0	98	0	1	99	3	0	0	0	3	2	46	0	0	48	150
06:45 PM	0	0	0	0	0	0	76	1	0	77	0	0	0	0	0	0	41	0	0	41	118
Total	0	0	0	0	0	0	378	1	1	380	3	0	1	0	4	4	209	0	0	213	597
Grand Total	0	0	0	0	0	0	2573	123	1	2697	187	0	279	0	466	251	2419	0	0	2670	5833
Apprch %	0	0	0	0	0	0	95.4	4.6	0		40.1	0	59.9	0		9.4	90.6	0	0		
Total %	0	0	0	0	0	0	44.1	2.1	0	46.2	3.2	0	4.8	0	8	4.3	41.5	0	0	45.8	
Passenger Cars	0	0	0	0	0	0	2421	108	1	2530	172	0	268	0	440	229	2262	0	0	2491	5461
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	152	15	0	167	15	0	11	0	26	22	157	0	0	179	372
% Heavy Vehicles							5.9	12.2	0	6.2	8	0	3.9	0	5.6	8.8	6.5	0	0	6.7	6.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

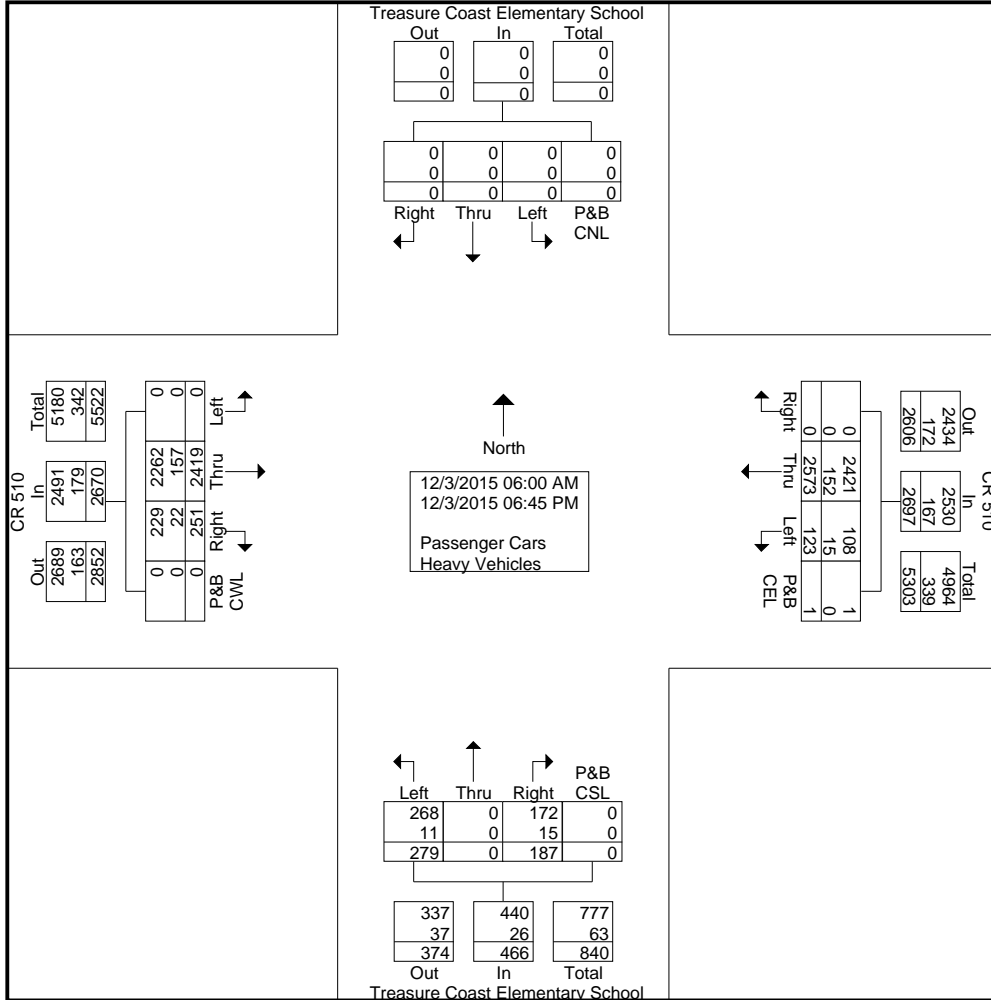
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/3/2015
Page No : 2



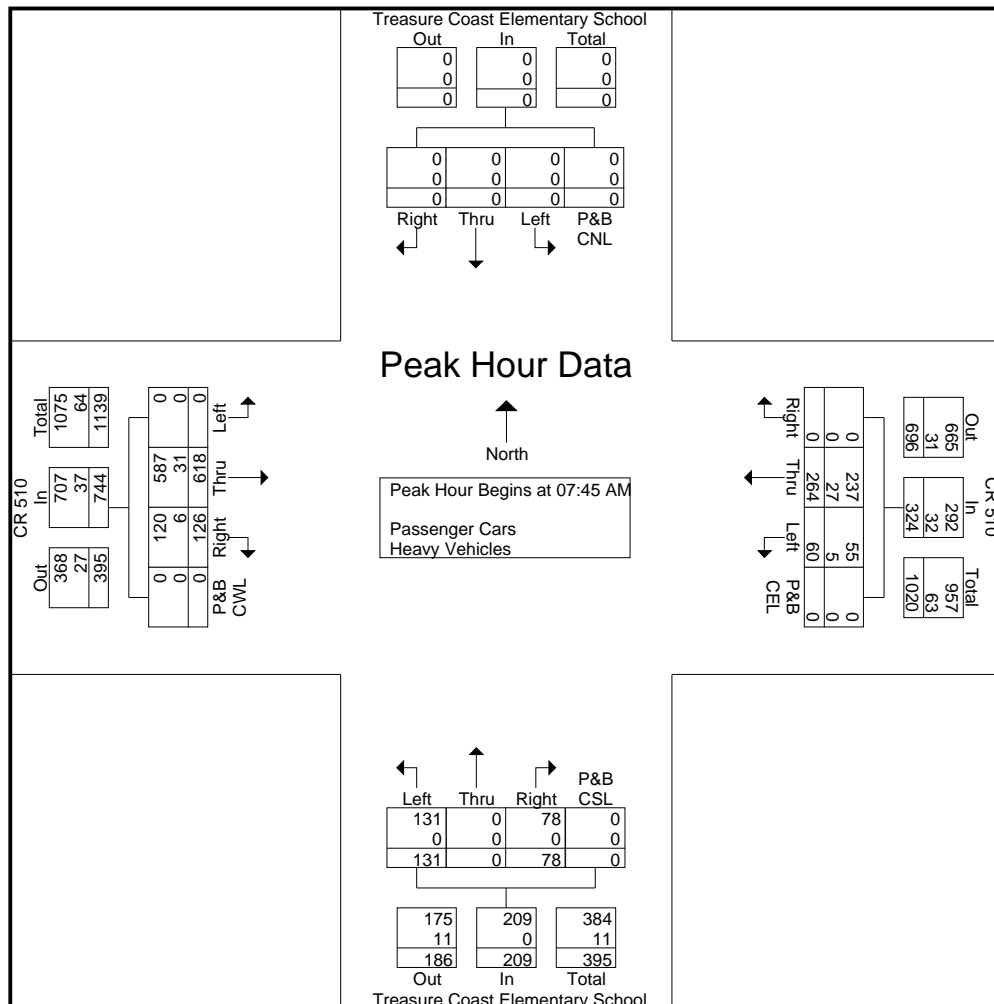
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/3/2015
Page No : 3

	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	83	16	0	99	9	0	4	0	13	14	160	0	0	174	286
08:00 AM	0	0	0	0	0	0	60	16	0	76	9	0	13	0	22	29	157	0	0	186	284
08:15 AM	0	0	0	0	0	0	56	13	0	69	39	0	56	0	95	43	151	0	0	194	358
08:30 AM	0	0	0	0	0	0	65	15	0	80	21	0	58	0	79	40	150	0	0	190	349
Total Volume	0	0	0	0	0	0	264	60	0	324	78	0	131	0	209	126	618	0	0	744	1277
% App. Total	0	0	0	0	0	0	81.5	18.5	0		37.3	0	62.7	0		16.9	83.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.795	.938	.000	.818	.500	.000	.565	.000	.550	.733	.966	.000	.000	.959	.892
Passenger Cars	0	0	0	0	0	0	237	55	0	292	78	0	131	0	209	120	587	0	0	707	1208
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	27	5	0	32	0	0	0	0	0	6	31	0	0	37	69
% Heavy Vehicles	0	0	0	0	0	0	10.2	8.3	0	9.9	0	0	0	0	0	4.8	5.0	0	0	5.0	5.4

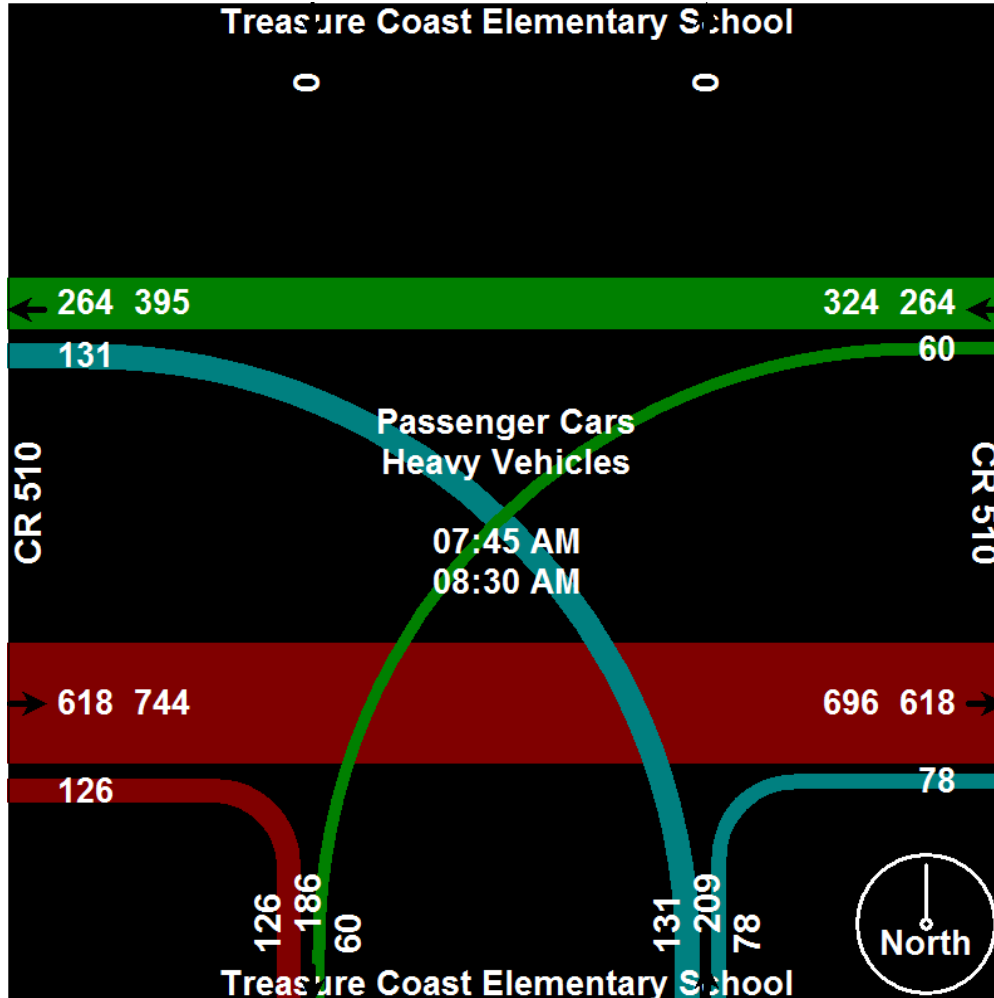


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/3/2015
Page No : 4



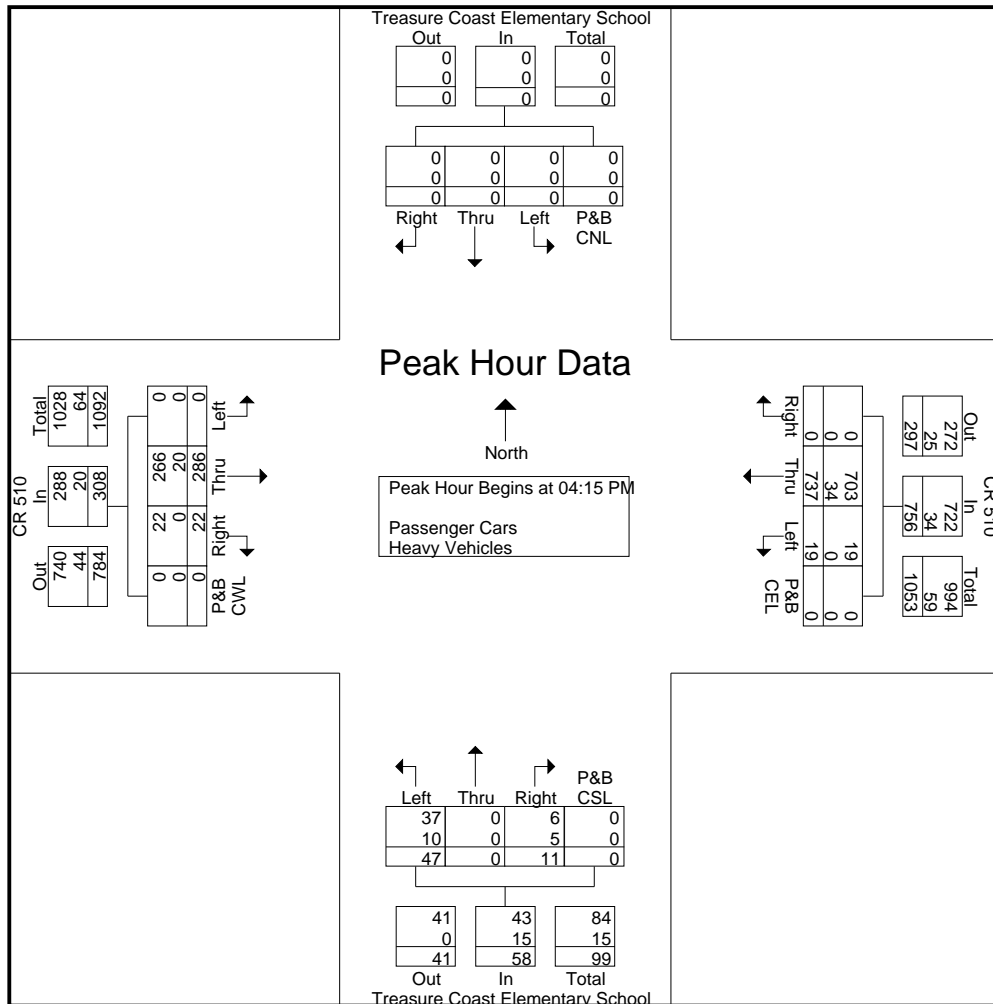
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/3/2015
Page No : 5

Start Time	Treasure Coast Elementary School Southbound					CR 510 Westbound					Treasure Coast Elementary School Northbound					CR 510 Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	0	0	0	0	0	0	205	3	0	208	0	0	9	0	9	4	71	0	0	75	292
04:30 PM	0	0	0	0	0	0	182	7	0	189	0	0	6	0	6	4	74	0	0	78	273
04:45 PM	0	0	0	0	0	0	185	5	0	190	5	0	21	0	26	7	75	0	0	82	298
05:00 PM	0	0	0	0	0	0	165	4	0	169	6	0	11	0	17	7	66	0	0	73	259
Total Volume	0	0	0	0	0	0	737	19	0	756	11	0	47	0	58	22	286	0	0	308	1122
% App. Total	0	0	0	0	0	0	97.5	2.5	0		19	0	81	0		7.1	92.9	0	0		
PHF	.000	.000	.000	.000	.000	.000	.899	.679	.000	.909	.458	.000	.560	.000	.558	.786	.953	.000	.000	.939	.941
Passenger Cars	0	0	0	0	0	0	703	19	0	722	6	0	37	0	43	22	266	0	0	288	1053
% Passenger Cars																					
Heavy Vehicles	0	0	0	0	0	0	34	0	0	34	5	0	10	0	15	0	20	0	0	20	69
% Heavy Vehicles	0	0	0	0	0	0	4.6	0	0	4.5	45.5	0	21.3	0	25.9	0	7.0	0	0	6.5	6.1

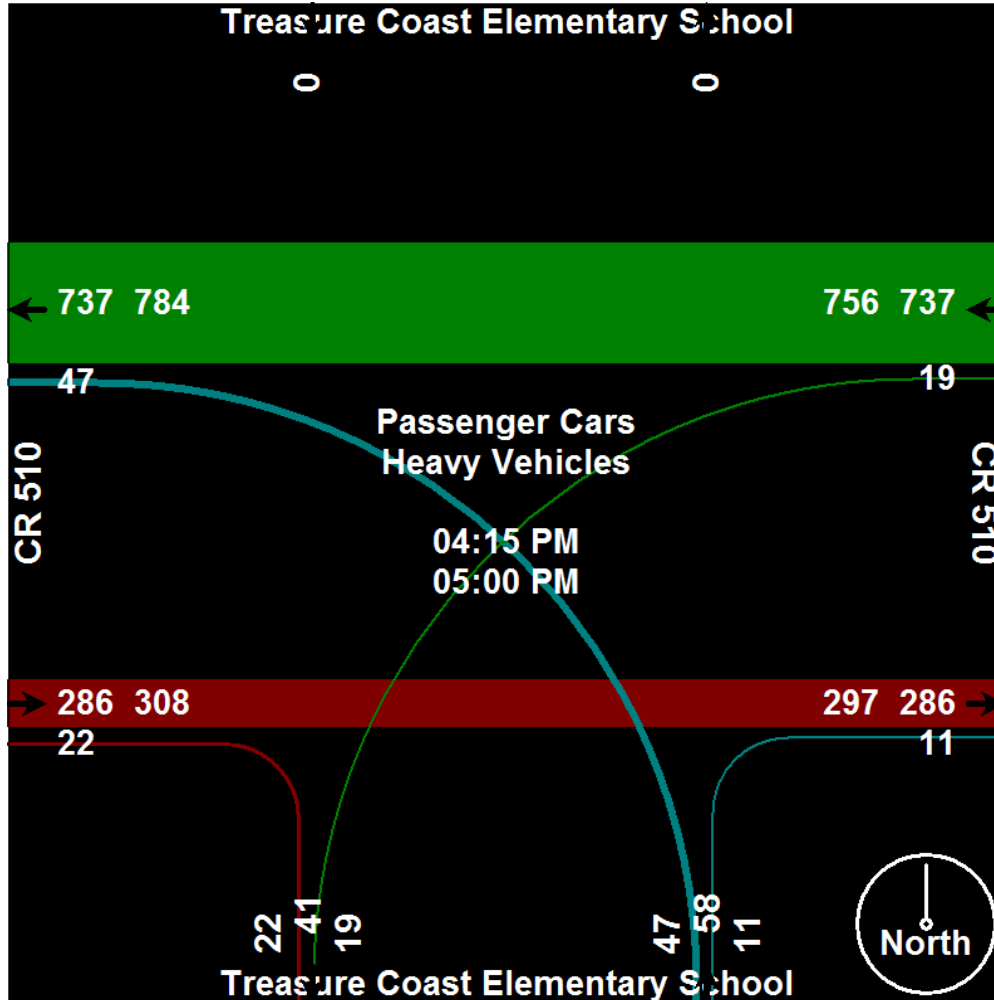


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Treasure Coast Elementary School

File Name : CR -510 at Treasure Coast Elementary School
Site Code : 51000501
Start Date : 12/3/2015
Page No : 6



CR-510 at 87th Street

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 87 Street

File Name : CR 510 at 87 Street
 Site Code : 51008701
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	8
06:15 AM	2	7	0	0	9	0	0	0	0	0	0	5	0	0	5	5	0	2	0	7	21
06:30 AM	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	5	0	1	0	6	18
06:45 AM	1	8	0	0	9	0	0	0	0	0	0	7	0	0	7	4	0	4	0	8	24
Total	5	24	0	0	29	0	0	0	0	0	0	17	1	0	18	17	0	7	0	24	71
07:00 AM	3	5	0	0	8	0	0	0	0	0	0	3	0	0	3	8	0	0	0	8	19
07:15 AM	0	5	0	0	5	0	0	0	0	0	0	10	1	0	11	9	0	2	0	11	27
07:30 AM	1	6	0	0	7	0	0	0	0	0	0	13	2	0	15	6	0	2	0	8	30
07:45 AM	2	7	0	0	9	0	0	0	0	0	0	13	0	0	13	2	0	1	0	3	25
Total	6	23	0	0	29	0	0	0	0	0	0	39	3	0	42	25	0	5	0	30	101
08:00 AM	1	4	0	0	5	0	0	0	0	0	0	4	2	0	6	5	0	4	0	9	20
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	10	0	0	10	8	0	5	0	13	26
08:30 AM	2	3	0	0	5	0	0	0	0	0	0	10	1	0	11	6	0	1	0	7	23
08:45 AM	2	5	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	17
Total	6	14	0	0	20	0	0	0	0	0	0	33	3	0	36	19	0	11	0	30	86
*** BREAK ***																					
04:00 PM	1	1	0	0	2	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	16
04:15 PM	1	3	0	0	4	0	0	0	0	0	0	7	1	0	8	4	0	2	0	6	18
04:30 PM	4	1	0	0	5	0	0	0	0	0	0	10	1	0	11	0	0	1	0	1	17
04:45 PM	3	0	0	0	3	0	0	0	0	0	0	13	2	0	15	4	0	1	0	5	23
Total	9	5	0	0	14	0	0	0	0	0	0	43	4	0	47	9	0	4	0	13	74
05:00 PM	1	2	0	0	3	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	11
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	8	1	0	9	1	0	1	0	2	12
05:30 PM	1	2	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	12
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	5	0	0	5	3	0	4	0	7	13
Total	4	4	0	0	8	0	0	0	0	0	0	29	2	0	31	4	0	5	0	9	48
06:00 PM	1	2	0	0	3	0	0	0	0	0	0	3	1	0	4	1	0	0	0	1	8
06:15 PM	1	2	0	0	3	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	9
06:30 PM	3	0	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	6
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	6
Total	5	5	0	0	10	0	0	0	0	0	0	12	3	0	15	2	0	2	0	4	29
Grand Total	35	75	0	0	110	0	0	0	0	0	0	173	16	0	189	76	0	34	0	110	409
Apprch %	31.8	68.2	0	0		0	0	0	0		0	91.5	8.5	0		69.1	0	30.9	0		
Total %	8.6	18.3	0	0	26.9	0	0	0	0	0	0	42.3	3.9	0	46.2	18.6	0	8.3	0	26.9	

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 87 Street

File Name : CR 510 at 87 Street
 Site Code : 51008701
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	8	22	0	0	30	0	0	0	0	0	0	25	1	0	26	29	0	18	0	47	103
06:15 AM	3	47	0	0	50	0	0	0	0	0	0	25	2	0	27	21	0	17	0	38	115
06:30 AM	3	100	0	0	103	0	0	0	0	0	0	43	5	0	48	41	0	37	0	78	229
06:45 AM	33	108	0	0	141	0	0	0	0	0	0	57	20	0	77	44	0	47	0	91	309
Total	47	277	0	0	324	0	0	0	0	0	0	150	28	0	178	135	0	119	0	254	756
07:00 AM	20	140	0	0	160	0	0	0	0	0	0	60	22	0	82	51	0	43	0	94	336
07:15 AM	14	105	0	0	119	0	0	0	0	0	0	49	14	0	63	51	0	48	0	99	281
07:30 AM	15	94	0	0	109	0	0	0	0	0	0	52	14	0	66	59	0	48	0	107	282
07:45 AM	14	136	0	0	150	0	0	0	0	0	0	47	15	0	62	58	0	41	0	99	311
Total	63	475	0	0	538	0	0	0	0	0	0	208	65	0	273	219	0	180	0	399	1210
08:00 AM	15	122	0	0	137	0	0	0	0	0	0	55	21	0	76	70	0	33	0	103	316
08:15 AM	22	117	0	0	139	0	0	0	0	0	0	76	29	0	105	72	0	29	0	101	345
08:30 AM	11	83	0	0	94	0	0	0	0	0	0	82	28	0	110	63	0	51	0	114	318
08:45 AM	15	70	0	0	85	0	0	0	0	0	0	83	13	0	96	40	0	43	0	83	264
Total	63	392	0	0	455	0	0	0	0	0	0	296	91	0	387	245	0	156	0	401	1243
*** BREAK ***																					
04:00 PM	38	64	0	0	102	0	0	0	0	0	0	112	40	0	152	19	0	48	0	67	321
04:15 PM	68	57	0	0	125	0	0	0	0	0	0	128	34	0	162	9	0	33	0	42	329
04:30 PM	54	65	0	1	120	0	0	0	0	0	0	120	42	0	162	13	0	33	0	46	328
04:45 PM	43	69	0	0	112	0	0	0	0	0	0	121	44	0	165	10	0	43	0	53	330
Total	203	255	0	1	459	0	0	0	0	0	0	481	160	0	641	51	0	157	0	208	1308
05:00 PM	56	54	0	0	110	0	0	0	0	0	0	129	48	0	177	20	0	34	0	54	341
05:15 PM	49	59	0	0	108	0	0	0	0	0	0	124	52	0	176	16	0	31	0	47	331
05:30 PM	54	63	0	0	117	0	0	0	0	0	0	118	50	0	168	15	0	48	0	63	348
05:45 PM	73	59	0	0	132	0	0	0	0	0	0	105	40	0	145	9	0	44	0	53	330
Total	232	235	0	0	467	0	0	0	0	0	0	476	190	0	666	60	0	157	0	217	1350
06:00 PM	75	54	0	0	129	0	0	0	0	0	0	89	35	0	124	11	0	48	0	59	312
06:15 PM	65	52	0	0	117	0	0	0	0	0	0	79	30	0	109	10	0	48	0	58	284
06:30 PM	39	35	0	0	74	0	0	0	0	0	0	58	27	0	85	5	0	41	0	46	205
06:45 PM	45	29	0	0	74	0	0	0	0	0	0	52	22	0	74	7	0	42	0	49	197
Total	224	170	0	0	394	0	0	0	0	0	0	278	114	0	392	33	0	179	0	212	998
Grand Total	832	1804	0	1	2637	0	0	0	0	0	0	1889	648	0	2537	743	0	948	0	1691	6865
Apprch %	31.6	68.4	0	0		0	0	0	0	0	0	74.5	25.5	0		43.9	0	56.1	0		
Total %	12.1	26.3	0	0	38.4	0	0	0	0	0	0	27.5	9.4	0	37	10.8	0	13.8	0	24.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	8	26	0	0	34	0	0	0	0	0	0	25	2	0	27	32	0	18	0	50	111
06:15 AM	5	54	0	0	59	0	0	0	0	0	0	30	2	0	32	26	0	19	0	45	136
06:30 AM	5	105	0	0	110	0	0	0	0	0	0	48	5	0	53	46	0	38	0	84	247
06:45 AM	34	116	0	0	150	0	0	0	0	0	0	64	20	0	84	48	0	51	0	99	333
Total	52	301	0	0	353	0	0	0	0	0	0	167	29	0	196	152	0	126	0	278	827
07:00 AM	23	145	0	0	168	0	0	0	0	0	0	63	22	0	85	59	0	43	0	102	355
07:15 AM	14	110	0	0	124	0	0	0	0	0	0	59	15	0	74	60	0	50	0	110	308
07:30 AM	16	100	0	0	116	0	0	0	0	0	0	65	16	0	81	65	0	50	0	115	312
07:45 AM	16	143	0	0	159	0	0	0	0	0	0	60	15	0	75	60	0	42	0	102	336
Total	69	498	0	0	567	0	0	0	0	0	0	247	68	0	315	244	0	185	0	429	1311
08:00 AM	16	126	0	0	142	0	0	0	0	0	0	59	23	0	82	75	0	37	0	112	336
08:15 AM	23	119	0	0	142	0	0	0	0	0	0	86	29	0	115	80	0	34	0	114	371
08:30 AM	13	86	0	0	99	0	0	0	0	0	0	92	29	0	121	69	0	52	0	121	341
08:45 AM	17	75	0	0	92	0	0	0	0	0	0	92	13	0	105	40	0	44	0	84	281
Total	69	406	0	0	475	0	0	0	0	0	0	329	94	0	423	264	0	167	0	431	1329
*** BREAK ***																					
04:00 PM	39	65	0	0	104	0	0	0	0	0	0	125	40	0	165	20	0	48	0	68	337
04:15 PM	69	60	0	0	129	0	0	0	0	0	0	135	35	0	170	13	0	35	0	48	347
04:30 PM	58	66	0	1	125	0	0	0	0	0	0	130	43	0	173	13	0	34	0	47	345
04:45 PM	46	69	0	0	115	0	0	0	0	0	0	134	46	0	180	14	0	44	0	58	353
Total	212	260	0	1	473	0	0	0	0	0	0	524	164	0	688	60	0	161	0	221	1382
05:00 PM	57	56	0	0	113	0	0	0	0	0	0	136	49	0	185	20	0	34	0	54	352
05:15 PM	50	59	0	0	109	0	0	0	0	0	0	132	53	0	185	17	0	32	0	49	343
05:30 PM	55	65	0	0	120	0	0	0	0	0	0	127	50	0	177	15	0	48	0	63	360
05:45 PM	74	59	0	0	133	0	0	0	0	0	0	110	40	0	150	12	0	48	0	60	343
Total	236	239	0	0	475	0	0	0	0	0	0	505	192	0	697	64	0	162	0	226	1398
06:00 PM	76	56	0	0	132	0	0	0	0	0	0	92	36	0	128	12	0	48	0	60	320
06:15 PM	66	54	0	0	120	0	0	0	0	0	0	83	30	0	113	11	0	49	0	60	293
06:30 PM	42	35	0	0	77	0	0	0	0	0	0	59	28	0	87	5	0	42	0	47	211
06:45 PM	45	30	0	0	75	0	0	0	0	0	0	56	23	0	79	7	0	42	0	49	203
Total	229	175	0	0	404	0	0	0	0	0	0	290	117	0	407	35	0	181	0	216	1027
Grand Total	867	1879	0	1	2747	0	0	0	0	0	0	2062	664	0	2726	819	0	982	0	1801	7274
Apprch %	31.6	68.4	0	0		0	0	0	0		0	75.6	24.4	0		45.5	0	54.5	0		
Total %	11.9	25.8	0	0	37.8	0	0	0	0		0	28.3	9.1	0	37.5	11.3	0	13.5	0	24.8	
Passenger Cars	832	1804	0	1	2637	0	0	0	0		0	1889	648	0	2537	743	0	948	0	1691	6865
% Passenger Cars																					
Heavy Vehicles	35	75	0	0	110	0	0	0	0		0	173	16	0	189	76	0	34	0	110	409
% Heavy Vehicles	4	4	0	0	4	0	0	0	0		0	8.4	2.4	0	6.9	9.3	0	3.5	0	6.1	5.6

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

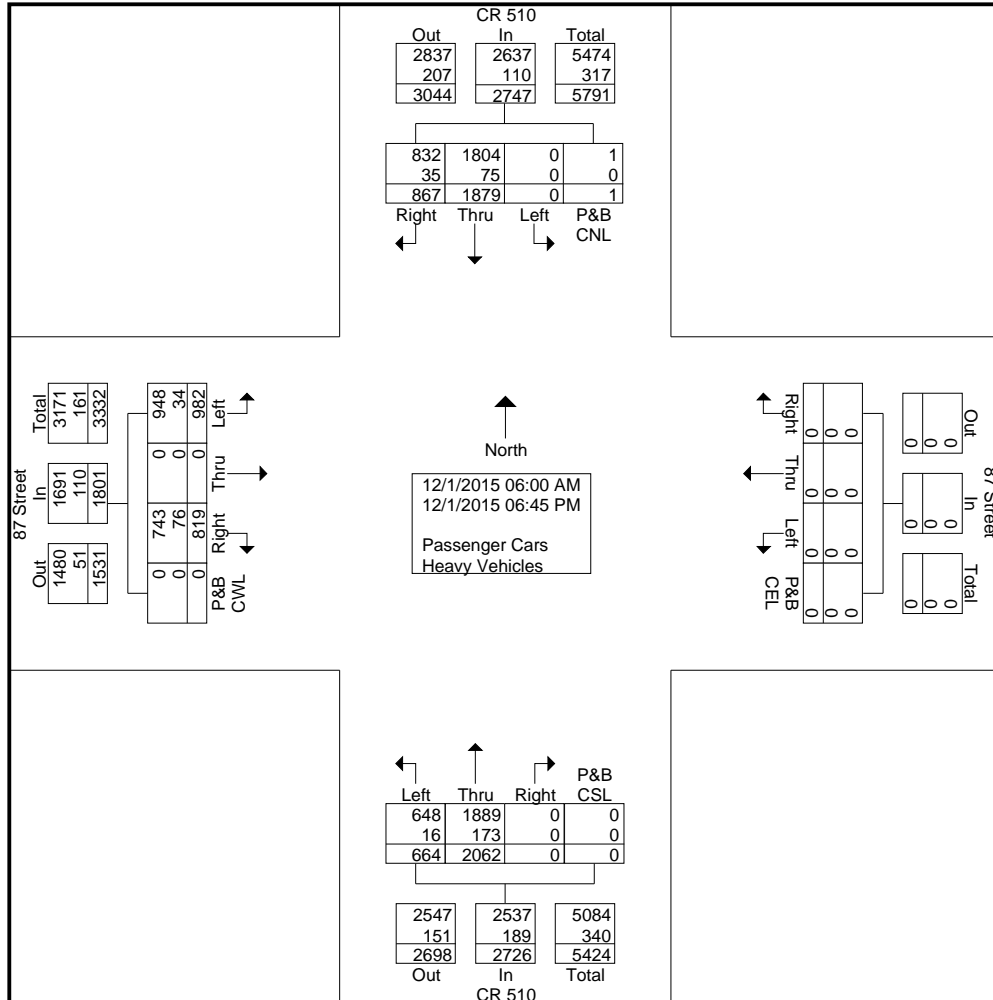
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/1/2015
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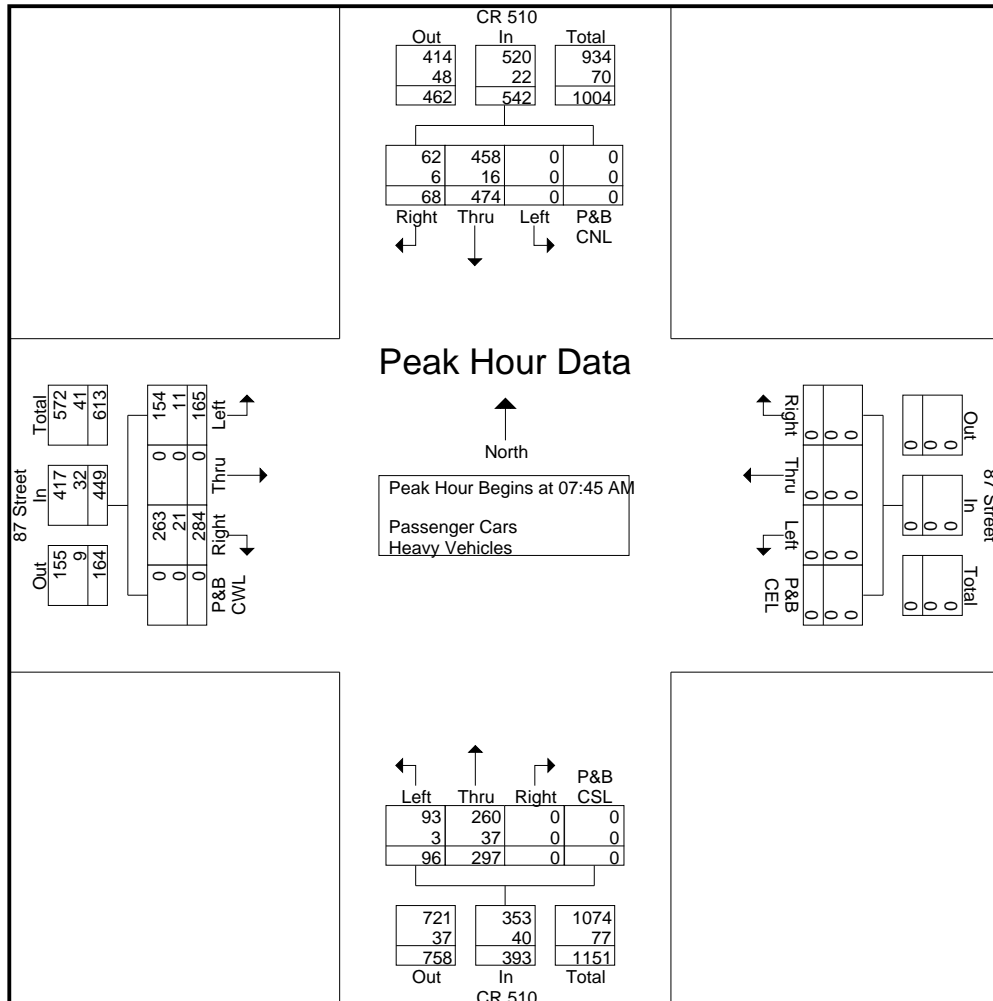
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/1/2015
Page No : 3

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	16	143	0	0	159	0	0	0	0	0	0	60	15	0	75	60	0	42	0	102	336
08:00 AM	16	126	0	0	142	0	0	0	0	0	0	59	23	0	82	75	0	37	0	112	336
08:15 AM	23	119	0	0	142	0	0	0	0	0	0	86	29	0	115	80	0	34	0	114	371
08:30 AM	13	86	0	0	99	0	0	0	0	0	0	92	29	0	121	69	0	52	0	121	341
Total Volume	68	474	0	0	542	0	0	0	0	0	0	297	96	0	393	284	0	165	0	449	1384
% App. Total	12.5	87.5	0	0		0	0	0	0	0	0	75.6	24.4	0		63.3	0	36.7	0		
PHF	.739	.829	.000	.000	.852	.000	.000	.000	.000	.000	.000	.807	.828	.000	.812	.888	.000	.793	.000	.928	.933
Passenger Cars	62	458	0	0	520	0	0	0	0	0	0	260	93	0	353	263	0	154	0	417	1290
% Passenger Cars																					
Heavy Vehicles	6	16	0	0	22	0	0	0	0	0	0	37	3	0	40	21	0	11	0	32	94
% Heavy Vehicles	8.8	3.4	0	0	4.1	0	0	0	0	0	0	12.5	3.1	0	10.2	7.4	0	6.7	0	7.1	6.8

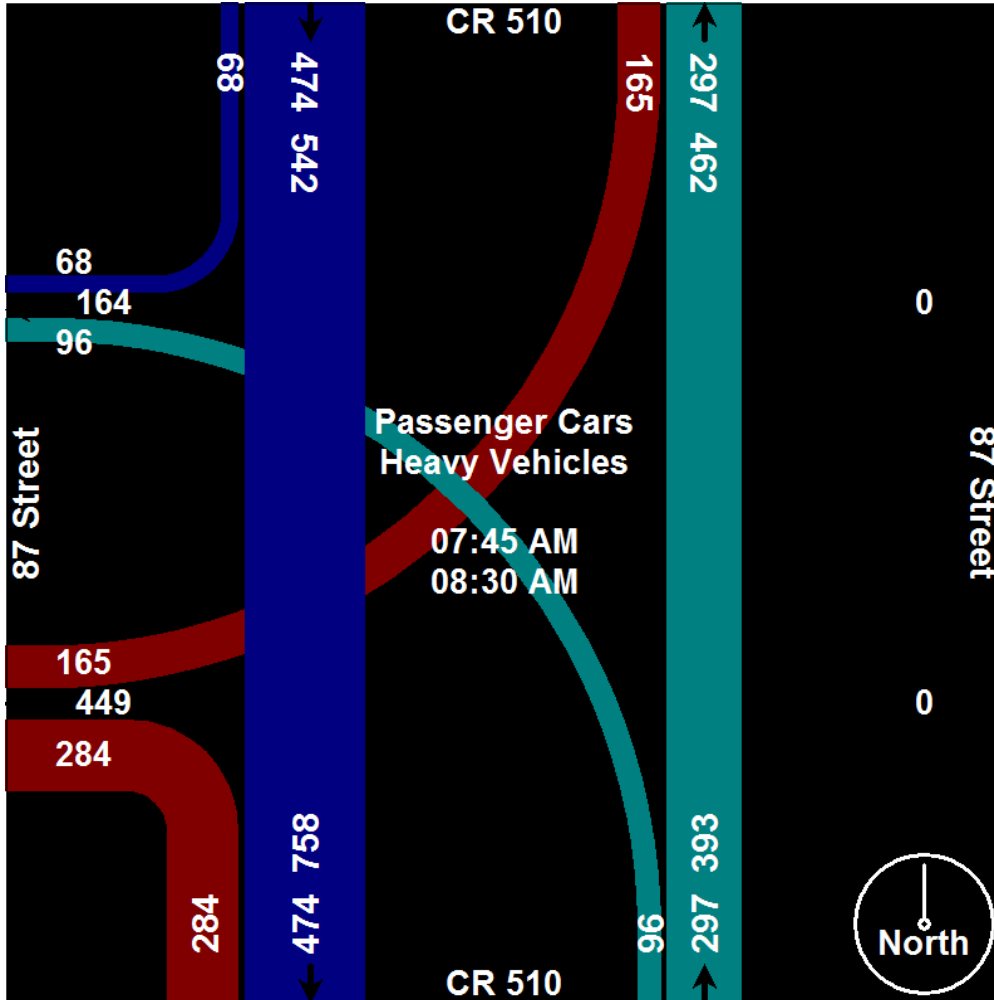


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
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Start Date : 12/1/2015
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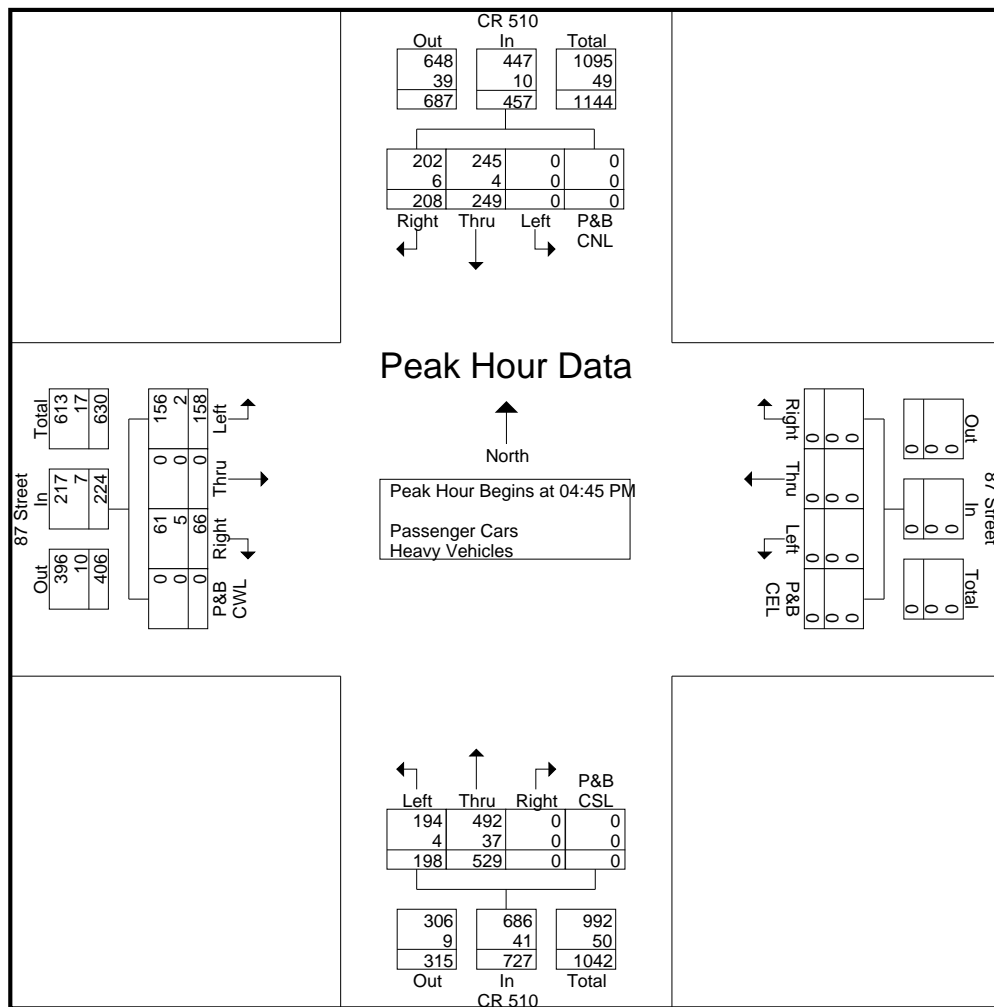
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/1/2015
Page No : 5

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	46	69	0	0	115	0	0	0	0	0	0	134	46	0	180	14	0	44	0	58	353
05:00 PM	57	56	0	0	113	0	0	0	0	0	0	136	49	0	185	20	0	34	0	54	352
05:15 PM	50	59	0	0	109	0	0	0	0	0	0	132	53	0	185	17	0	32	0	49	343
05:30 PM	55	65	0	0	120	0	0	0	0	0	0	127	50	0	177	15	0	48	0	63	360
Total Volume	208	249	0	0	457	0	0	0	0	0	0	529	198	0	727	66	0	158	0	224	1408
% App. Total	45.5	54.5	0	0		0	0	0	0	0	0	72.8	27.2	0		29.5	0	70.5	0		
PHF	.912	.902	.000	.000	.952	.000	.000	.000	.000	.000	.000	.972	.934	.000	.982	.825	.000	.823	.000	.889	.978
Passenger Cars	202	245	0	0	447	0	0	0	0	0	0	492	194	0	686	61	0	156	0	217	1350
% Passenger Cars																					
Heavy Vehicles	6	4	0	0	10	0	0	0	0	0	0	37	4	0	41	5	0	2	0	7	58
% Heavy Vehicles	2.9	1.6	0	0	2.2	0	0	0	0	0	0	7.0	2.0	0	5.6	7.6	0	1.3	0	3.1	4.1

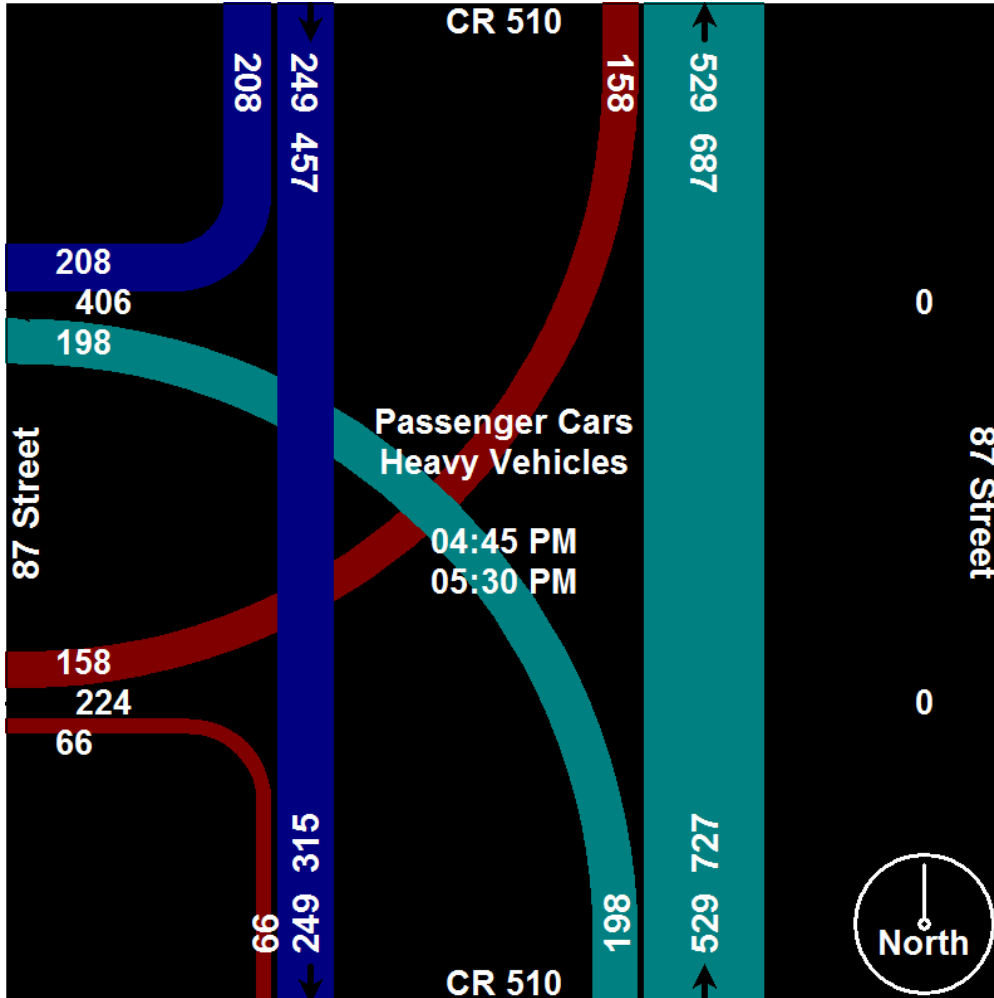


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/1/2015
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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 87 Street

File Name : CR 510 at 87 Street
 Site Code : 51008701
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/L	App. Total	Right	Thru	Left	P&B C/S	App. Total	Right	Thru	Left	P&B C/WL	App. Total	
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	5
06:15 AM	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	6
06:30 AM	2	1	0	0	3	0	0	0	0	0	0	10	0	0	10	0	0	2	0	2	15
06:45 AM	1	5	0	0	6	0	0	0	0	0	0	14	0	0	14	0	0	4	0	4	24
Total	5	10	0	0	15	0	0	0	0	0	0	25	0	0	25	2	0	8	0	10	50
07:00 AM	4	10	0	0	14	0	0	0	0	0	0	10	0	0	10	5	0	1	0	6	30
07:15 AM	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	3	0	4	0	7	22
07:30 AM	3	9	0	0	12	0	0	0	0	0	0	9	1	0	10	3	0	2	0	5	27
07:45 AM	1	3	0	0	4	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	14
Total	8	27	0	0	35	0	0	0	0	0	0	37	1	0	38	13	0	7	0	20	93
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	15
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	10	0	0	10	5	0	2	0	7	20
08:30 AM	1	12	0	0	13	0	0	0	0	0	0	14	1	0	15	1	0	1	0	2	30
08:45 AM	2	8	0	0	10	0	0	0	0	0	0	8	2	0	10	2	0	0	0	2	22
Total	3	27	0	0	30	0	0	0	0	0	0	42	3	0	45	9	0	3	0	12	87
*** BREAK ***																					
04:00 PM	1	4	0	0	5	0	0	0	0	0	0	13	0	0	13	0	0	3	0	3	21
04:15 PM	1	2	0	0	3	0	0	0	0	0	0	9	0	0	9	0	0	1	0	1	13
04:30 PM	2	4	0	0	6	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	14
04:45 PM	5	2	0	0	7	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	11
Total	9	12	0	0	21	0	0	0	0	0	0	31	3	0	34	0	0	4	0	4	59
05:00 PM	2	2	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	10
05:15 PM	2	1	0	0	3	0	0	0	0	0	0	6	1	0	7	0	0	1	0	1	11
05:30 PM	3	3	0	0	6	0	0	0	0	0	0	5	2	0	7	0	0	1	0	1	14
05:45 PM	2	5	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	3	0	4	16
Total	9	11	0	0	20	0	0	0	0	0	0	21	4	0	25	1	0	5	0	6	51
06:00 PM	1	0	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	6
06:15 PM	3	1	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
06:30 PM	2	0	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	5
06:45 PM	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
Total	7	2	0	0	9	0	0	0	0	0	0	7	1	0	8	0	0	2	0	2	19
Grand Total	41	89	0	0	130	0	0	0	0	0	0	163	12	0	175	25	0	29	0	54	359
Apprch %	31.5	68.5	0	0		0	0	0	0		0	93.1	6.9	0		46.3	0	53.7	0		
Total %	11.4	24.8	0	0	36.2	0	0	0	0	0	0	45.4	3.3	0	48.7	7	0	8.1	0	15	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	4	37	0	0	41	0	0	0	0	0	0	20	1	0	21	15	0	14	0	29	91
06:15 AM	13	39	0	0	52	0	0	0	0	0	0	27	3	0	30	19	0	17	0	36	118
06:30 AM	3	111	0	0	114	0	0	0	0	0	0	32	2	0	34	33	0	37	0	70	218
06:45 AM	27	99	0	0	126	0	0	0	0	0	0	62	15	0	77	50	0	46	0	96	299
Total	47	286	0	0	333	0	0	0	0	0	0	141	21	0	162	117	0	114	0	231	726
07:00 AM	22	129	0	0	151	0	0	0	0	0	0	60	23	0	83	58	0	55	0	113	347
07:15 AM	15	108	0	0	123	0	0	0	0	0	0	45	13	0	58	57	0	52	0	109	290
07:30 AM	12	88	0	0	100	0	0	0	0	0	0	50	11	0	61	42	0	52	0	94	255
07:45 AM	14	110	0	0	124	0	0	0	0	0	0	57	10	0	67	28	0	56	0	84	275
Total	63	435	0	0	498	0	0	0	0	0	0	212	57	0	269	185	0	215	0	400	1167
08:00 AM	12	110	0	0	122	0	0	0	0	0	0	50	8	0	58	39	0	33	0	72	252
08:15 AM	13	112	0	0	125	0	0	0	0	0	0	71	18	0	89	60	0	51	0	111	325
08:30 AM	11	108	0	0	119	0	0	0	0	0	0	73	22	0	95	55	0	42	0	97	311
08:45 AM	25	56	0	0	81	0	0	0	0	0	0	71	13	0	84	19	0	37	0	56	221
Total	61	386	0	0	447	0	0	0	0	0	0	265	61	0	326	173	0	163	0	336	1109
*** BREAK ***																					
04:00 PM	56	46	0	0	102	0	0	0	0	0	0	107	43	0	150	13	0	26	0	39	291
04:15 PM	48	44	0	0	92	0	0	0	0	0	0	117	47	0	164	13	0	22	0	35	291
04:30 PM	51	47	0	0	98	0	0	0	0	0	0	111	39	0	150	15	0	33	0	48	296
04:45 PM	53	61	0	0	114	0	0	0	0	0	0	108	38	0	146	11	0	22	0	33	293
Total	208	198	0	0	406	0	0	0	0	0	0	443	167	0	610	52	0	103	0	155	1171
05:00 PM	59	58	0	0	117	0	0	0	0	0	0	121	48	0	169	11	0	22	0	33	319
05:15 PM	75	42	0	0	117	0	0	0	0	0	0	120	45	0	165	16	0	48	0	64	346
05:30 PM	75	47	0	0	122	0	0	0	0	0	0	118	44	0	162	20	0	48	0	68	352
05:45 PM	79	35	0	7	121	0	0	0	0	0	0	118	46	0	164	19	0	56	0	75	360
Total	288	182	0	7	477	0	0	0	0	0	0	477	183	0	660	66	0	174	0	240	1377
06:00 PM	70	43	0	0	113	0	0	0	0	0	0	98	31	0	129	10	0	50	0	60	302
06:15 PM	61	33	0	0	94	0	0	0	0	0	0	98	28	0	126	19	0	40	0	59	279
06:30 PM	52	41	0	0	93	0	0	0	0	0	0	60	27	0	87	13	0	39	0	52	232
06:45 PM	36	28	0	0	64	0	0	0	0	0	0	54	13	0	67	9	0	37	0	46	177
Total	219	145	0	0	364	0	0	0	0	0	0	310	99	0	409	51	0	166	0	217	990
Grand Total	886	1632	0	7	2525	0	0	0	0	0	0	1848	588	0	2436	644	0	935	0	1579	6540
Apprch %	35.1	64.6	0	0.3		0	0	0	0	0	0	75.9	24.1	0		40.8	0	59.2	0		
Total %	13.5	25	0	0.1	38.6	0	0	0	0	0	0	28.3	9	0	37.2	9.8	0	14.3	0	24.1	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	4	39	0	0	43	0	0	0	0	0	0	21	1	0	22	17	0	14	0	31	96
06:15 AM	15	41	0	0	56	0	0	0	0	0	0	27	3	0	30	19	0	19	0	38	124
06:30 AM	5	112	0	0	117	0	0	0	0	0	0	42	2	0	44	33	0	39	0	72	233
06:45 AM	28	104	0	0	132	0	0	0	0	0	0	76	15	0	91	50	0	50	0	100	323
Total	52	296	0	0	348	0	0	0	0	0	0	166	21	0	187	119	0	122	0	241	776
07:00 AM	26	139	0	0	165	0	0	0	0	0	0	70	23	0	93	63	0	56	0	119	377
07:15 AM	15	113	0	0	128	0	0	0	0	0	0	55	13	0	68	60	0	56	0	116	312
07:30 AM	15	97	0	0	112	0	0	0	0	0	0	59	12	0	71	45	0	54	0	99	282
07:45 AM	15	113	0	0	128	0	0	0	0	0	0	65	10	0	75	30	0	56	0	86	289
Total	71	462	0	0	533	0	0	0	0	0	0	249	58	0	307	198	0	222	0	420	1260
08:00 AM	12	114	0	0	126	0	0	0	0	0	0	60	8	0	68	40	0	33	0	73	267
08:15 AM	13	115	0	0	128	0	0	0	0	0	0	81	18	0	99	65	0	53	0	118	345
08:30 AM	12	120	0	0	132	0	0	0	0	0	0	87	23	0	110	56	0	43	0	99	341
08:45 AM	27	64	0	0	91	0	0	0	0	0	0	79	15	0	94	21	0	37	0	58	243
Total	64	413	0	0	477	0	0	0	0	0	0	307	64	0	371	182	0	166	0	348	1196
*** BREAK ***																					
04:00 PM	57	50	0	0	107	0	0	0	0	0	0	120	43	0	163	13	0	29	0	42	312
04:15 PM	49	46	0	0	95	0	0	0	0	0	0	126	47	0	173	13	0	23	0	36	304
04:30 PM	53	51	0	0	104	0	0	0	0	0	0	118	40	0	158	15	0	33	0	48	310
04:45 PM	58	63	0	0	121	0	0	0	0	0	0	110	40	0	150	11	0	22	0	33	304
Total	217	210	0	0	427	0	0	0	0	0	0	474	170	0	644	52	0	107	0	159	1230
05:00 PM	61	60	0	0	121	0	0	0	0	0	0	127	48	0	175	11	0	22	0	33	329
05:15 PM	77	43	0	0	120	0	0	0	0	0	0	126	46	0	172	16	0	49	0	65	357
05:30 PM	78	50	0	0	128	0	0	0	0	0	0	123	46	0	169	20	0	49	0	69	366
05:45 PM	81	40	0	7	128	0	0	0	0	0	0	122	47	0	169	20	0	59	0	79	376
Total	297	193	0	7	497	0	0	0	0	0	0	498	187	0	685	67	0	179	0	246	1428
06:00 PM	71	43	0	0	114	0	0	0	0	0	0	101	32	0	133	10	0	51	0	61	308
06:15 PM	64	34	0	0	98	0	0	0	0	0	0	99	28	0	127	19	0	40	0	59	284
06:30 PM	54	41	0	0	95	0	0	0	0	0	0	62	27	0	89	13	0	40	0	53	237
06:45 PM	37	29	0	0	66	0	0	0	0	0	0	55	13	0	68	9	0	37	0	46	180
Total	226	147	0	0	373	0	0	0	0	0	0	317	100	0	417	51	0	168	0	219	1009
Grand Total	927	1721	0	7	2655	0	0	0	0	0	0	2011	600	0	2611	669	0	964	0	1633	6899
Apprch %	34.9	64.8	0	0.3		0	0	0	0		0	77	23	0		41	0	59	0		
Total %	13.4	24.9	0	0.1	38.5	0	0	0	0	0	0	29.1	8.7	0	37.8	9.7	0	14	0	23.7	
Passenger Cars	886	1632	0	7	2525	0	0	0	0	0	0	1848	588	0	2436	644	0	935	0	1579	6540
% Passenger Cars																					
Heavy Vehicles	41	89	0	0	130	0	0	0	0	0	0	163	12	0	175	25	0	29	0	54	359
% Heavy Vehicles	4.4	5.2	0	0	4.9	0	0	0	0	0	0	8.1	2	0	6.7	3.7	0	3	0	3.3	5.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

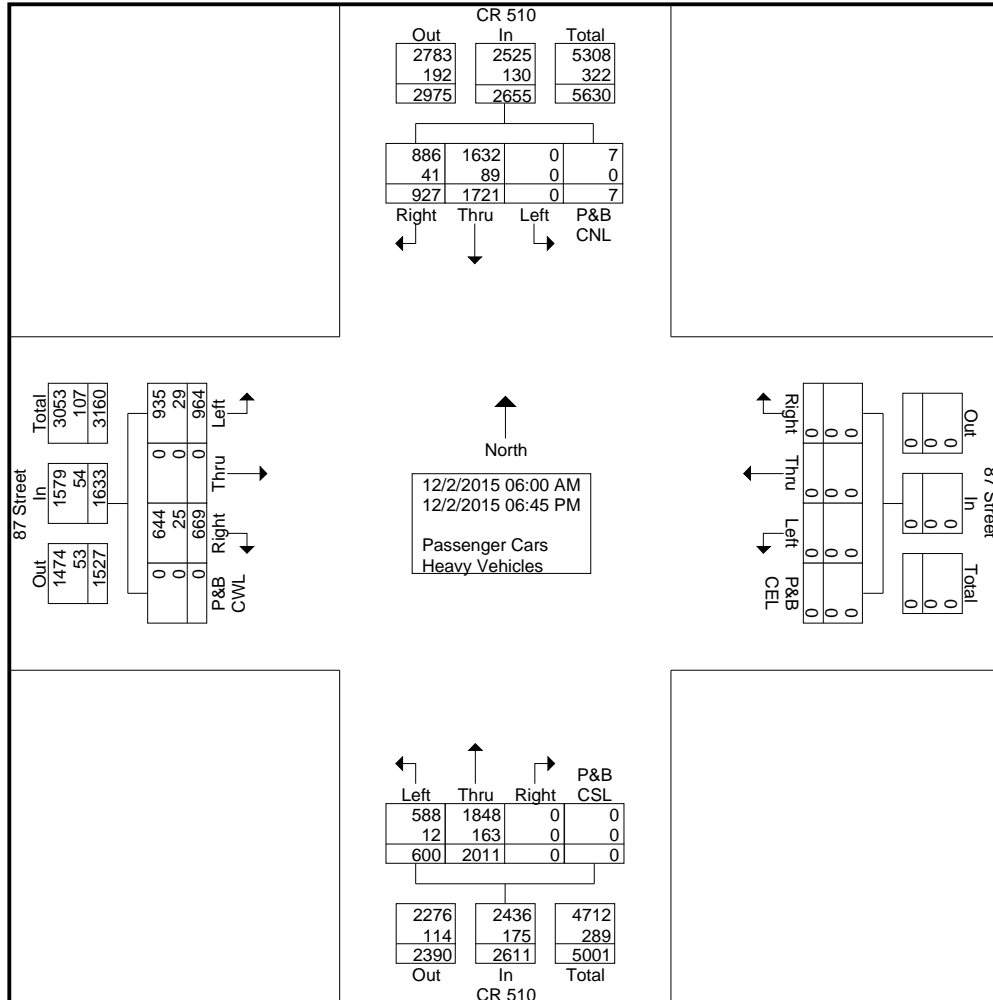
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/2/2015
Page No : 2



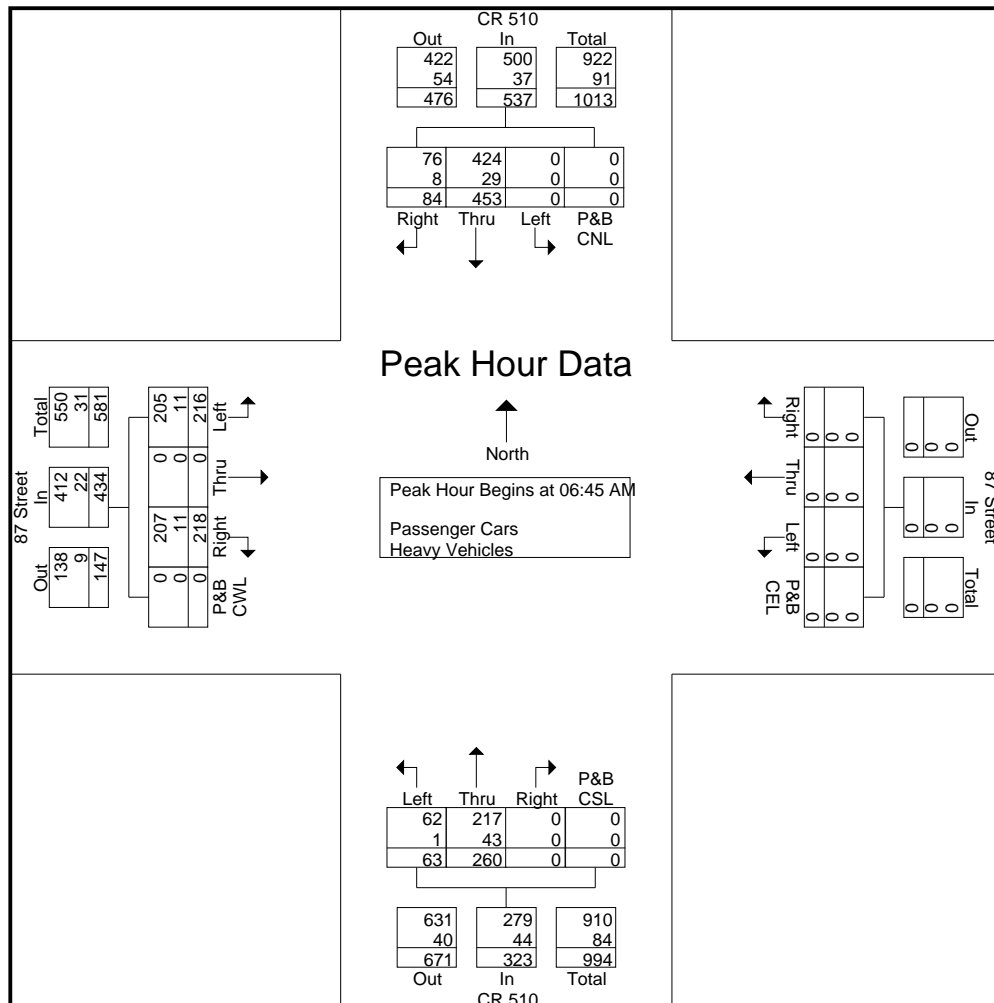
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/2/2015
Page No : 3

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	28	104	0	0	132	0	0	0	0	0	0	76	15	0	91	50	0	50	0	100	323
07:00 AM	26	139	0	0	165	0	0	0	0	0	0	70	23	0	93	63	0	56	0	119	377
07:15 AM	15	113	0	0	128	0	0	0	0	0	0	55	13	0	68	60	0	56	0	116	312
07:30 AM	15	97	0	0	112	0	0	0	0	0	0	59	12	0	71	45	0	54	0	99	282
Total Volume	84	453	0	0	537	0	0	0	0	0	0	260	63	0	323	218	0	216	0	434	1294
% App. Total	15.6	84.4	0	0		0	0	0	0		0	80.5	19.5	0		50.2	0	49.8	0		
PHF	.750	.815	.000	.000	.814	.000	.000	.000	.000	.000	.000	.855	.685	.000	.868	.865	.000	.964	.000	.912	.858
Passenger Cars	76	424	0	0	500	0	0	0	0	0	0	217	62	0	279	207	0	205	0	412	1191
% Passenger Cars																					
Heavy Vehicles	8	29	0	0	37	0	0	0	0	0	0	43	1	0	44	11	0	11	0	22	103
% Heavy Vehicles	9.5	6.4	0	0	6.9	0	0	0	0	0	0	16.5	1.6	0	13.6	5.0	0	5.1	0	5.1	8.0

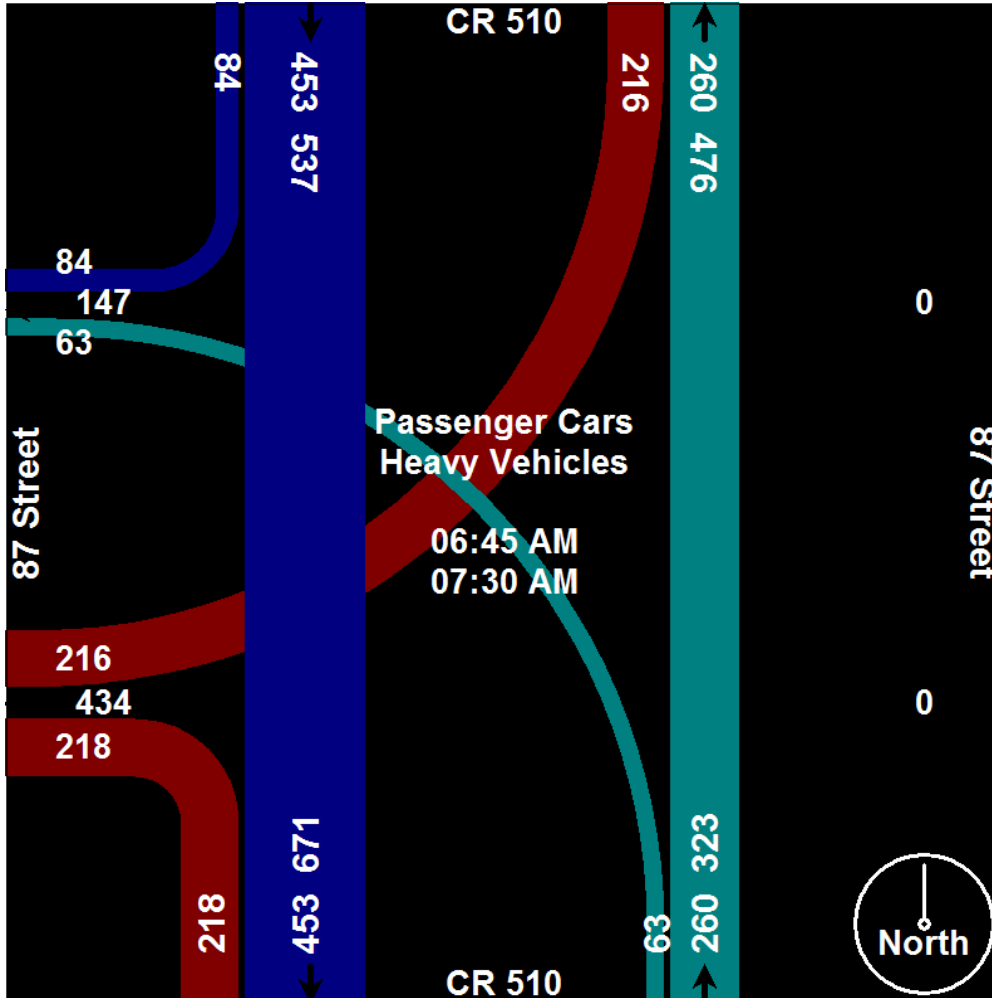


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
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Start Date : 12/2/2015
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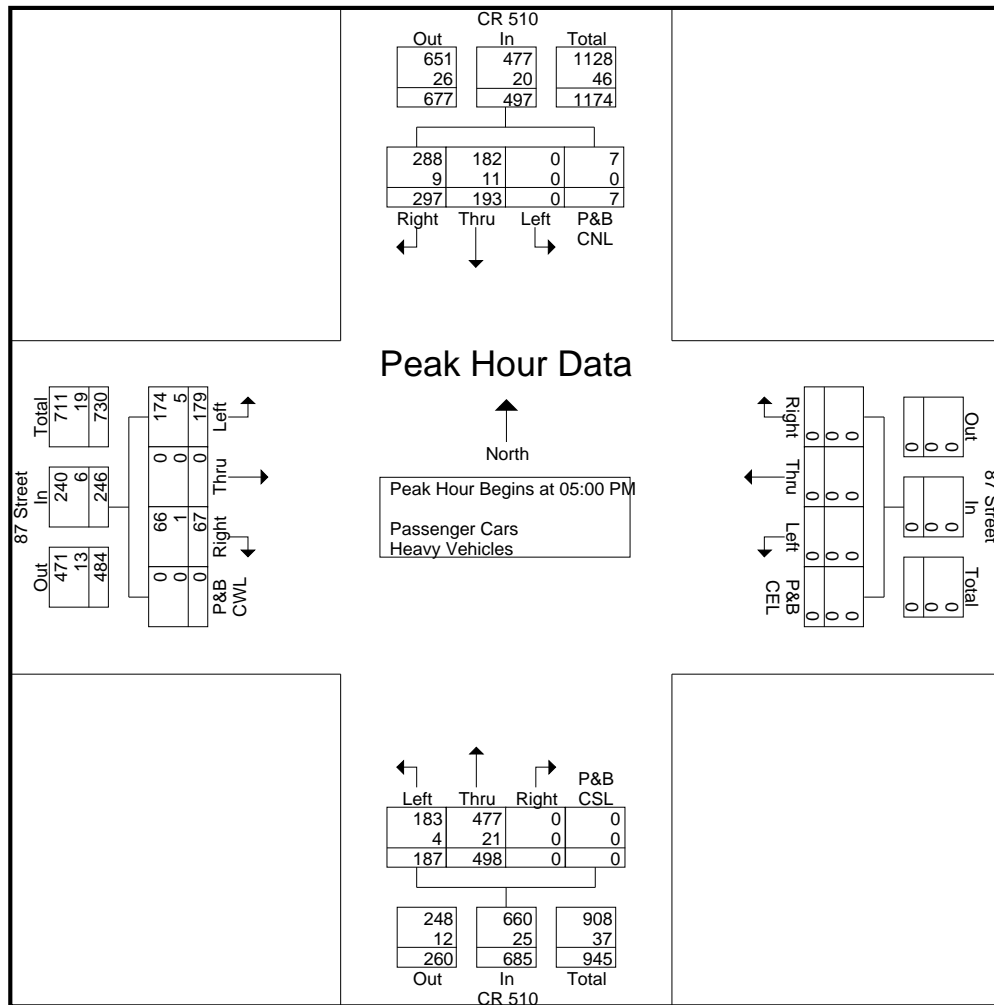
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/2/2015
Page No : 5

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	61	60	0	0	121	0	0	0	0	0	0	127	48	0	175	11	0	22	0	33	329
05:15 PM	77	43	0	0	120	0	0	0	0	0	0	126	46	0	172	16	0	49	0	65	357
05:30 PM	78	50	0	0	128	0	0	0	0	0	0	123	46	0	169	20	0	49	0	69	366
05:45 PM	81	40	0	7	128	0	0	0	0	0	0	122	47	0	169	20	0	59	0	79	376
Total Volume	297	193	0	7	497	0	0	0	0	0	0	498	187	0	685	67	0	179	0	246	1428
% App. Total	59.8	38.8	0	1.4		0	0	0	0		0	72.7	27.3	0		27.2	0	72.8	0		
PHF	.917	.804	.000	.250	.971	.000	.000	.000	.000	.000	.000	.980	.974	.000	.979	.838	.000	.758	.000	.778	.949
Passenger Cars	288	182	0	7	477	0	0	0	0	0	0	477	183	0	660	66	0	174	0	240	1377
% Passenger Cars																					
Heavy Vehicles	9	11	0	0	20	0	0	0	0	0	0	21	4	0	25	1	0	5	0	6	51
% Heavy Vehicles	3.0	5.7	0	0	4.0	0	0	0	0	0	0	4.2	2.1	0	3.6	1.5	0	2.8	0	2.4	3.6

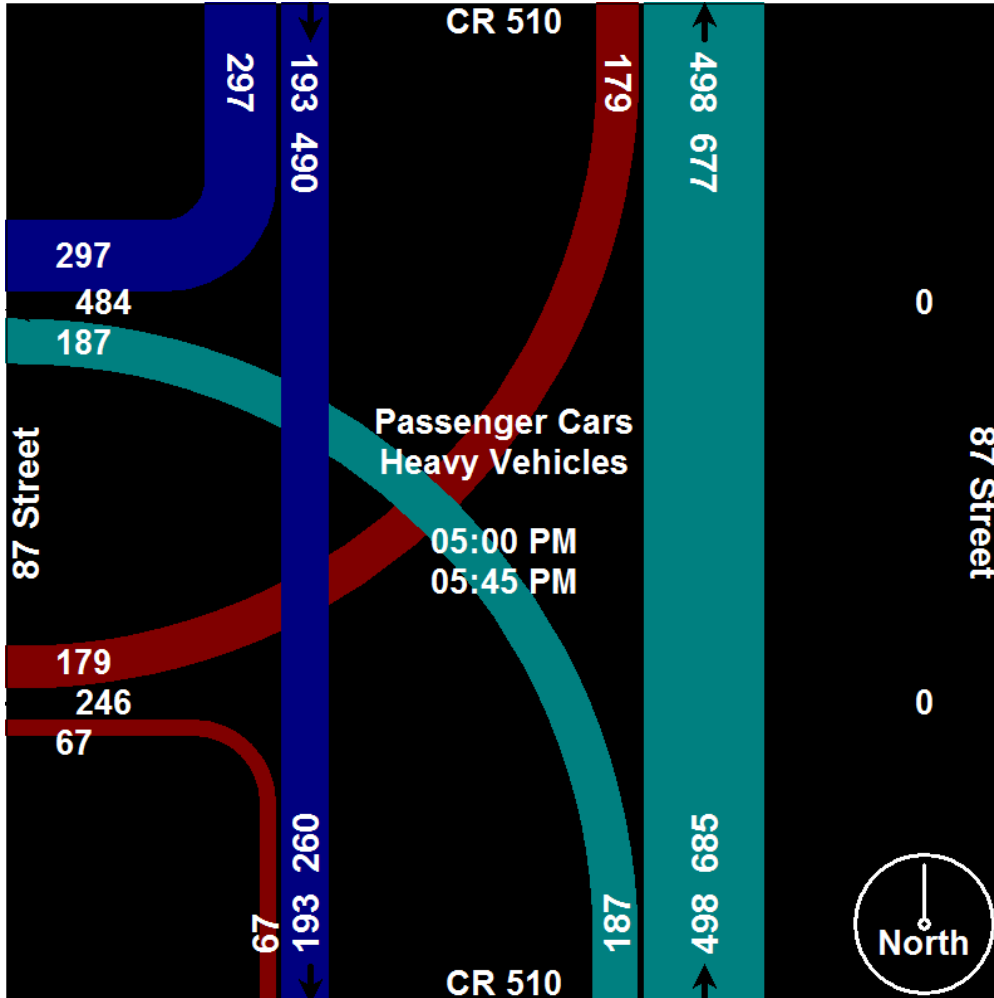


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/2/2015
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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 87 Street

File Name : CR 510 at 87 Street
 Site Code : 51008701
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
06:15 AM	2	7	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	14
06:30 AM	2	3	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	14
06:45 AM	3	5	0	0	8	0	0	0	0	0	0	14	0	0	14	4	0	3	0	7	29
Total	7	15	0	0	22	0	0	0	0	0	0	27	0	0	27	4	0	6	0	10	59
07:00 AM	3	6	0	0	9	0	0	0	0	0	0	13	0	0	13	2	0	1	0	3	25
07:15 AM	1	4	0	0	5	0	0	0	0	0	0	7	0	0	7	2	0	3	0	5	17
07:30 AM	2	10	0	0	12	0	0	0	0	0	0	5	1	0	6	1	0	4	0	5	23
07:45 AM	1	4	0	0	5	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	12
Total	7	24	0	0	31	0	0	0	0	0	0	31	1	0	32	5	0	9	0	14	77
08:00 AM	3	8	0	0	11	0	0	0	0	0	0	1	0	0	1	1	0	4	0	5	17
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	11	0	0	11	1	0	5	0	6	20
08:30 AM	1	8	0	0	9	0	0	0	0	0	0	10	0	0	10	1	0	4	0	5	24
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	10
Total	5	21	0	0	26	0	0	0	0	0	0	28	1	0	29	3	0	13	0	16	71
*** BREAK ***																					
04:00 PM	3	0	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	12
04:15 PM	5	0	0	0	5	0	0	0	0	0	0	6	4	0	10	0	0	3	0	3	18
04:30 PM	2	2	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
04:45 PM	2	2	0	0	4	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	8
Total	12	4	0	0	16	0	0	0	0	0	0	21	6	0	27	0	0	5	0	5	48
05:00 PM	1	1	0	0	2	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	8
05:15 PM	2	4	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
05:30 PM	6	3	0	0	9	0	0	0	0	0	0	5	2	0	7	0	0	1	0	1	17
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	8
Total	9	9	0	0	18	0	0	0	0	0	0	24	3	0	27	1	0	1	0	2	47
06:00 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	1	0	2	8
*** BREAK ***																					
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	5
06:45 PM	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	7
Total	3	2	0	0	5	0	0	0	0	0	0	9	1	0	10	1	0	4	0	5	20
Grand Total	43	75	0	0	118	0	0	0	0	0	0	140	12	0	152	14	0	38	0	52	322
Apprch %	36.4	63.6	0	0		0	0	0	0		0	92.1	7.9	0		26.9	0	73.1	0		
Total %	13.4	23.3	0	0	36.6	0	0	0	0	0	0	43.5	3.7	0	47.2	4.3	0	11.8	0	16.1	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	5	32	0	0	37	0	0	0	0	0	0	26	1	0	27	20	0	13	0	33	97
06:15 AM	4	36	0	0	40	0	0	0	0	0	0	28	5	0	33	21	0	19	0	40	113
06:30 AM	9	90	0	0	99	0	0	0	0	0	0	39	1	0	40	34	0	35	0	69	208
06:45 AM	29	120	0	0	149	0	0	0	0	0	0	55	21	0	76	46	0	60	0	106	331
Total	47	278	0	0	325	0	0	0	0	0	0	148	28	0	176	121	0	127	0	248	749
07:00 AM	22	136	0	0	158	0	0	0	0	0	0	58	17	0	75	66	0	54	0	120	353
07:15 AM	11	124	0	0	135	0	0	0	0	0	0	62	13	0	75	64	0	27	0	91	301
07:30 AM	10	103	0	0	113	0	0	0	0	0	0	57	7	0	64	55	0	32	0	87	264
07:45 AM	12	122	0	0	134	0	0	0	0	0	0	71	9	0	80	40	0	46	0	86	300
Total	55	485	0	0	540	0	0	0	0	0	0	248	46	0	294	225	0	159	0	384	1218
08:00 AM	18	118	0	0	136	0	0	0	0	0	0	61	8	0	69	49	0	36	0	85	290
08:15 AM	14	122	0	0	136	0	0	0	0	0	0	74	23	0	97	61	2	36	0	99	332
08:30 AM	9	112	0	0	121	0	0	0	0	0	0	85	23	0	108	59	0	39	0	98	327
08:45 AM	11	73	0	0	84	0	0	0	0	0	0	81	17	0	98	47	0	40	0	87	269
Total	52	425	0	0	477	0	0	0	0	0	0	301	71	0	372	216	2	151	0	369	1218
*** BREAK ***																					
04:00 PM	59	57	0	0	116	0	0	0	0	0	0	111	48	0	159	11	0	37	0	48	323
04:15 PM	47	50	0	0	97	0	0	0	0	0	0	139	55	0	194	21	0	40	0	61	352
04:30 PM	59	55	0	0	114	0	0	0	0	0	0	136	41	0	177	16	0	33	0	49	340
04:45 PM	56	55	0	0	111	0	0	0	0	0	0	153	48	0	201	21	1	55	0	77	389
Total	221	217	0	0	438	0	0	0	0	0	0	539	192	0	731	69	1	165	0	235	1404
05:00 PM	82	61	0	0	143	0	0	0	0	0	0	127	48	0	175	9	1	51	0	61	379
05:15 PM	56	59	0	0	115	0	0	0	0	0	0	132	43	0	175	11	0	48	0	59	349
05:30 PM	67	41	0	0	108	0	0	0	0	0	0	138	47	0	185	11	1	38	0	50	343
05:45 PM	67	33	0	0	100	0	0	0	0	0	0	130	41	0	171	15	0	51	0	66	337
Total	272	194	0	0	466	0	0	0	0	0	0	527	179	0	706	46	2	188	0	236	1408
06:00 PM	66	57	0	0	123	0	0	0	0	0	0	68	33	0	101	6	0	47	0	53	277
06:15 PM	70	44	0	0	114	0	0	0	0	0	0	70	30	0	100	11	3	36	0	50	264
06:30 PM	79	31	0	0	110	0	0	0	0	0	0	67	26	0	93	14	0	43	0	57	260
06:45 PM	54	34	0	0	88	0	0	0	0	0	0	57	13	0	70	7	1	42	0	50	208
Total	269	166	0	0	435	0	0	0	0	0	0	262	102	0	364	38	4	168	0	210	1009
Grand Total	916	1765	0	0	2681	0	0	0	0	0	0	2025	618	0	2643	715	9	958	0	1682	7006
Apprch %	34.2	65.8	0	0		0	0	0	0	0	0	76.6	23.4	0		42.5	0.5	57	0		
Total %	13.1	25.2	0	0	38.3	0	0	0	0	0	0	28.9	8.8	0	37.7	10.2	0.1	13.7	0	24	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	5	32	0	0	37	0	0	0	0	0	0	27	1	0	28	20	0	14	0	34	99
06:15 AM	6	43	0	0	49	0	0	0	0	0	0	32	5	0	37	21	0	20	0	41	127
06:30 AM	11	93	0	0	104	0	0	0	0	0	0	47	1	0	48	34	0	36	0	70	222
06:45 AM	32	125	0	0	157	0	0	0	0	0	0	69	21	0	90	50	0	63	0	113	360
Total	54	293	0	0	347	0	0	0	0	0	0	175	28	0	203	125	0	133	0	258	808
07:00 AM	25	142	0	0	167	0	0	0	0	0	0	71	17	0	88	68	0	55	0	123	378
07:15 AM	12	128	0	0	140	0	0	0	0	0	0	69	13	0	82	66	0	30	0	96	318
07:30 AM	12	113	0	0	125	0	0	0	0	0	0	62	8	0	70	56	0	36	0	92	287
07:45 AM	13	126	0	0	139	0	0	0	0	0	0	77	9	0	86	40	0	47	0	87	312
Total	62	509	0	0	571	0	0	0	0	0	0	279	47	0	326	230	0	168	0	398	1295
08:00 AM	21	126	0	0	147	0	0	0	0	0	0	62	8	0	70	50	0	40	0	90	307
08:15 AM	15	124	0	0	139	0	0	0	0	0	0	85	23	0	108	62	2	41	0	105	352
08:30 AM	10	120	0	0	130	0	0	0	0	0	0	95	23	0	118	60	0	43	0	103	351
08:45 AM	11	76	0	0	87	0	0	0	0	0	0	87	18	0	105	47	0	40	0	87	279
Total	57	446	0	0	503	0	0	0	0	0	0	329	72	0	401	219	2	164	0	385	1289
*** BREAK ***																					
04:00 PM	62	57	0	0	119	0	0	0	0	0	0	119	48	0	167	11	0	38	0	49	335
04:15 PM	52	50	0	0	102	0	0	0	0	0	0	145	59	0	204	21	0	43	0	64	370
04:30 PM	61	57	0	0	118	0	0	0	0	0	0	141	42	0	183	16	0	33	0	49	350
04:45 PM	58	57	0	0	115	0	0	0	0	0	0	155	49	0	204	21	1	56	0	78	397
Total	233	221	0	0	454	0	0	0	0	0	0	560	198	0	758	69	1	170	0	240	1452
05:00 PM	83	62	0	0	145	0	0	0	0	0	0	132	48	0	180	10	1	51	0	62	387
05:15 PM	58	63	0	0	121	0	0	0	0	0	0	140	43	0	183	11	0	48	0	59	363
05:30 PM	73	44	0	0	117	0	0	0	0	0	0	143	49	0	192	11	1	39	0	51	360
05:45 PM	67	34	0	0	101	0	0	0	0	0	0	136	42	0	178	15	0	51	0	66	345
Total	281	203	0	0	484	0	0	0	0	0	0	551	182	0	733	47	2	189	0	238	1455
06:00 PM	67	58	0	0	125	0	0	0	0	0	0	72	33	0	105	7	0	48	0	55	285
06:15 PM	70	44	0	0	114	0	0	0	0	0	0	70	30	0	100	11	3	36	0	50	264
06:30 PM	79	32	0	0	111	0	0	0	0	0	0	69	26	0	95	14	0	45	0	59	265
06:45 PM	56	34	0	0	90	0	0	0	0	0	0	60	14	0	74	7	1	43	0	51	215
Total	272	168	0	0	440	0	0	0	0	0	0	271	103	0	374	39	4	172	0	215	1029
Grand Total	959	1840	0	0	2799	0	0	0	0	0	0	2165	630	0	2795	729	9	996	0	1734	7328
Apprch %	34.3	65.7	0	0		0	0	0	0		0	77.5	22.5	0		42	0.5	57.4	0		
Total %	13.1	25.1	0	0	38.2	0	0	0	0		0	29.5	8.6	0	38.1	9.9	0.1	13.6	0	23.7	
Passenger Cars	916	1765	0	0	2681	0	0	0	0		0	2025	618	0	2643	715	9	958	0	1682	7006
% Passenger Cars																					
Heavy Vehicles	43	75	0	0	118	0	0	0	0		0	140	12	0	152	14	0	38	0	52	322
% Heavy Vehicles	4.5	4.1	0	0	4.2	0	0	0	0		0	6.5	1.9	0	5.4	1.9	0	3.8	0	3	4.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

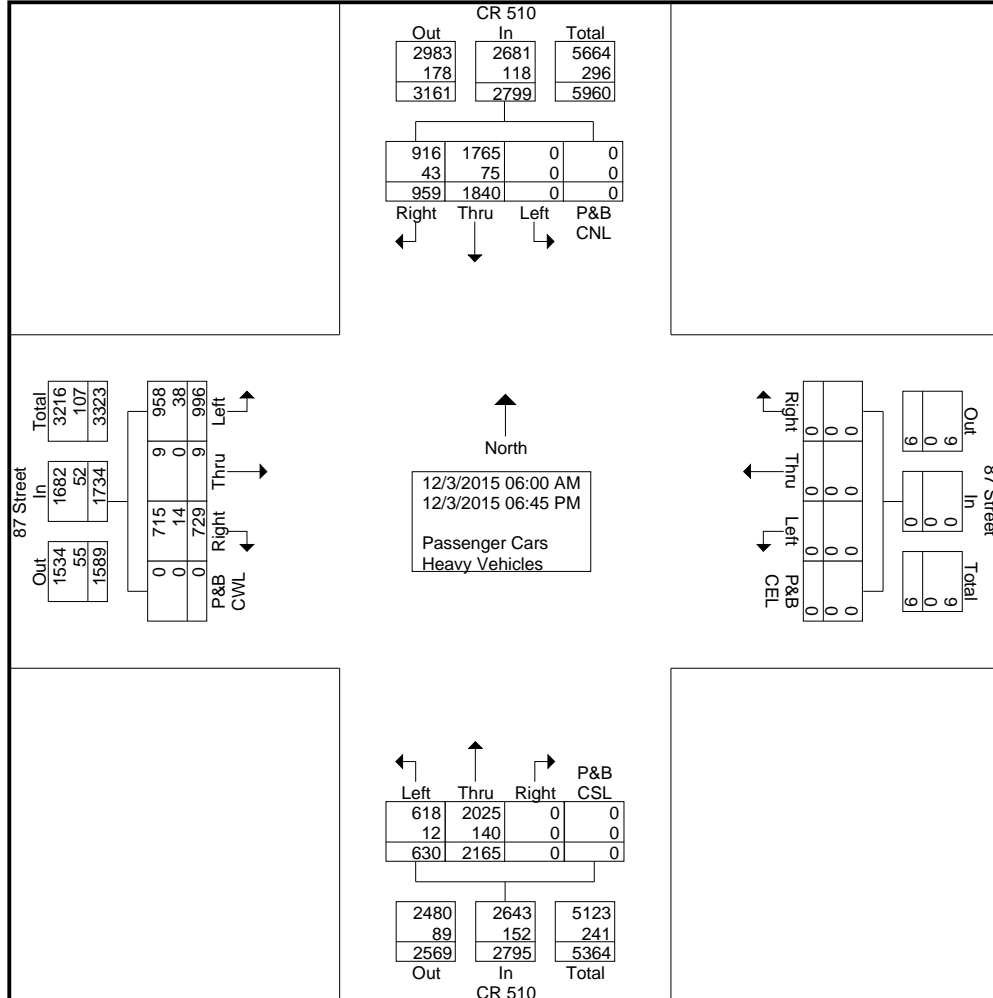
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/3/2015
Page No : 2



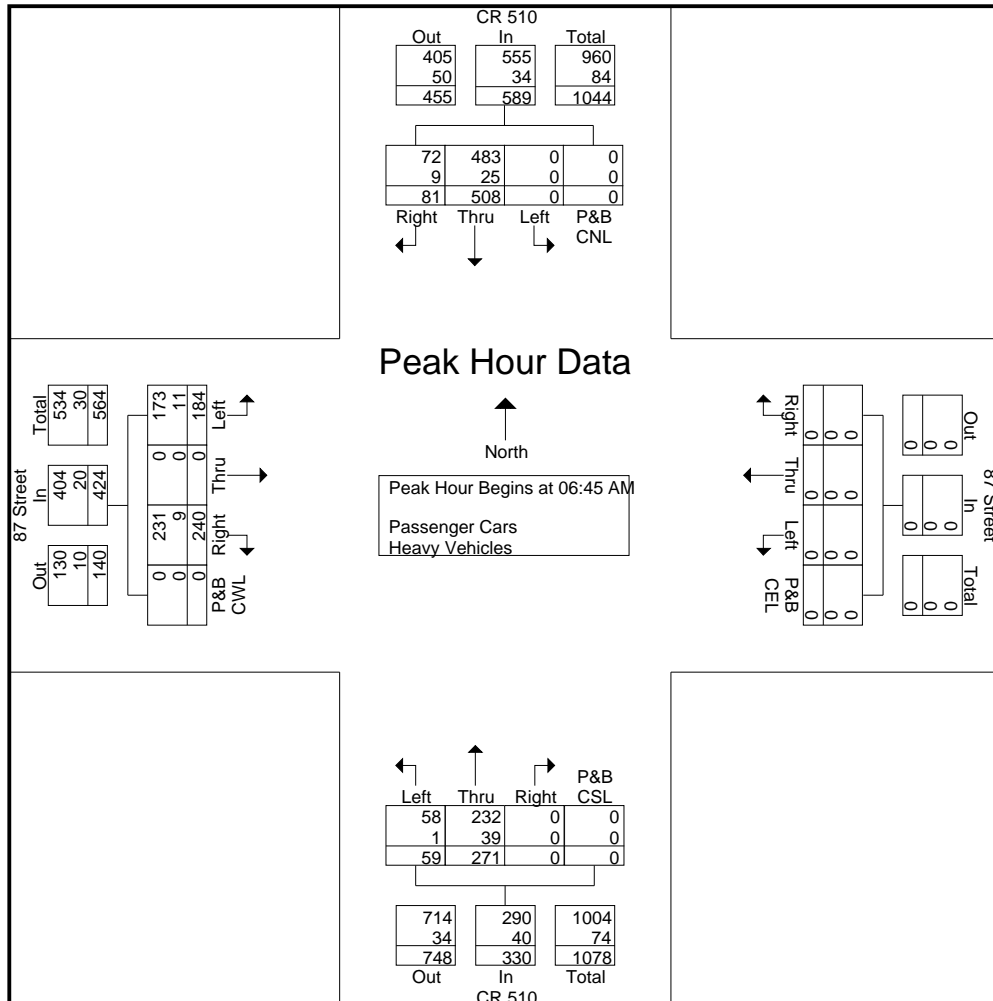
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/3/2015
Page No : 3

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	32	125	0	0	157	0	0	0	0	0	0	69	21	0	90	50	0	63	0	113	360
07:00 AM	25	142	0	0	167	0	0	0	0	0	0	71	17	0	88	68	0	55	0	123	378
07:15 AM	12	128	0	0	140	0	0	0	0	0	0	69	13	0	82	66	0	30	0	96	318
07:30 AM	12	113	0	0	125	0	0	0	0	0	0	62	8	0	70	56	0	36	0	92	287
Total Volume	81	508	0	0	589	0	0	0	0	0	0	271	59	0	330	240	0	184	0	424	1343
% App. Total	13.8	86.2	0	0	0	0	0	0	0	0	0	82.1	17.9	0	0	56.6	0	43.4	0	0	0
PHF	.633	.894	.000	.000	.882	.000	.000	.000	.000	.000	.000	.954	.702	.000	.917	.882	.000	.730	.000	.862	.888
Passenger Cars	72	483	0	0	555	0	0	0	0	0	0	232	58	0	290	231	0	173	0	404	1249
% Passenger Cars																					
Heavy Vehicles	9	25	0	0	34	0	0	0	0	0	0	39	1	0	40	9	0	11	0	20	94
% Heavy Vehicles	11.1	4.9	0	0	5.8	0	0	0	0	0	0	14.4	1.7	0	12.1	3.8	0	6.0	0	4.7	7.0

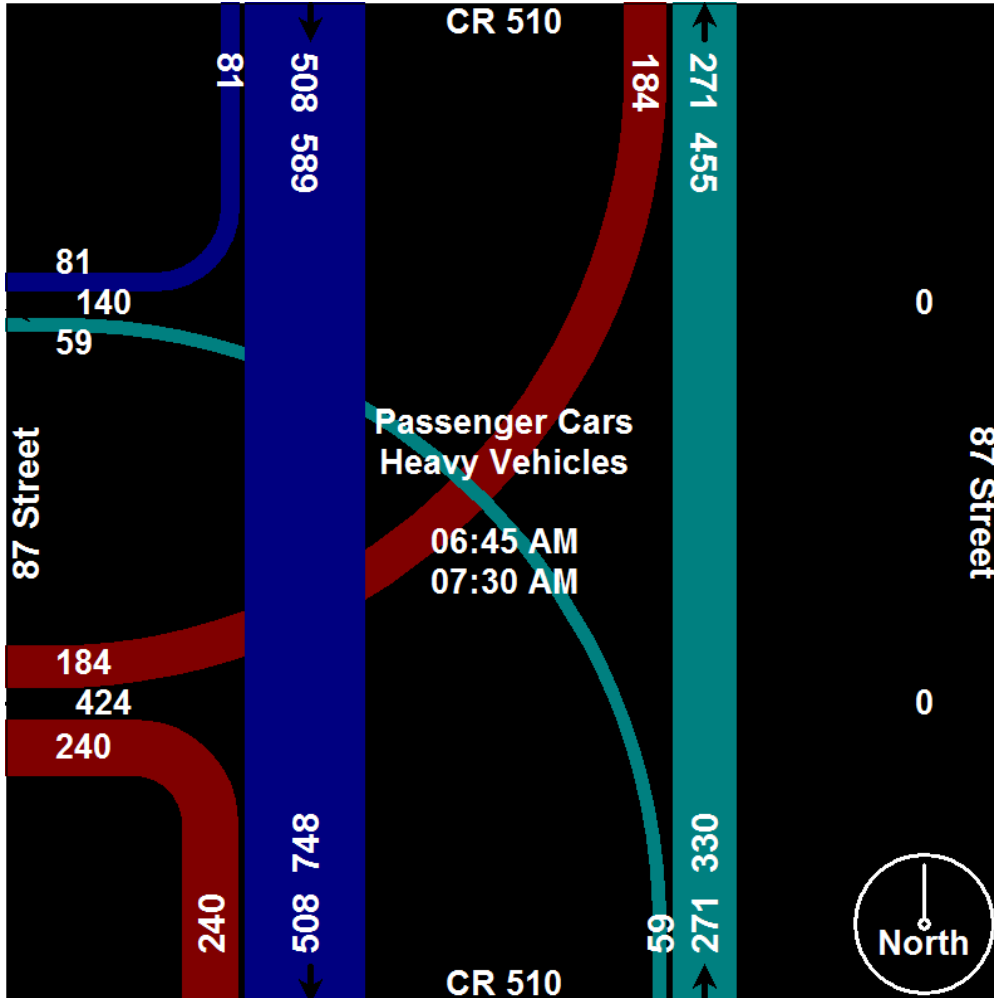


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/3/2015
Page No : 4

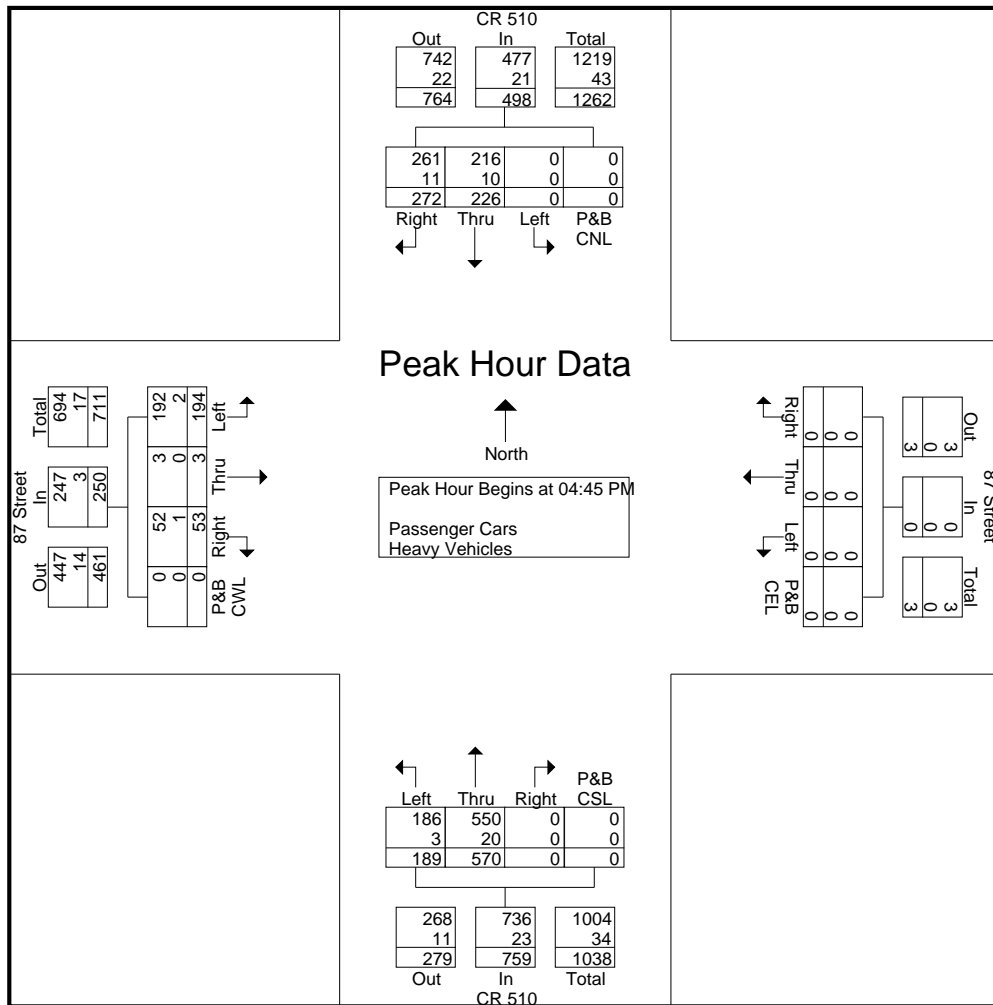


CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at 87 Street

File Name : CR 510 at 87 Street
 Site Code : 51008701
 Start Date : 12/3/2015
 Page No : 5

Start Time	CR 510 Southbound					87 Street Westbound					CR 510 Northbound					87 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	58	57	0	0	115	0	0	0	0	0	0	155	49	0	204	21	1	56	0	78	397
05:00 PM	83	62	0	0	145	0	0	0	0	0	0	132	48	0	180	10	1	51	0	62	387
05:15 PM	58	63	0	0	121	0	0	0	0	0	0	140	43	0	183	11	0	48	0	59	363
05:30 PM	73	44	0	0	117	0	0	0	0	0	0	143	49	0	192	11	1	39	0	51	360
Total Volume	272	226	0	0	498	0	0	0	0	0	0	570	189	0	759	53	3	194	0	250	1507
% App. Total	54.6	45.4	0	0		0	0	0	0	0	0	75.1	24.9	0		21.2	1.2	77.6	0		
PHF	.819	.897	.000	.000	.859	.000	.000	.000	.000	.000	.000	.919	.964	.000	.930	.631	.750	.866	.000	.801	.949
Passenger Cars	261	216	0	0	477	0	0	0	0	0	0	550	186	0	736	52	3	192	0	247	1460
% Passenger Cars																					
Heavy Vehicles	11	10	0	0	21	0	0	0	0	0	0	20	3	0	23	1	0	2	0	3	47
% Heavy Vehicles	4.0	4.4	0	0	4.2	0	0	0	0	0	0	3.5	1.6	0	3.0	1.9	0	1.0	0	1.2	3.1

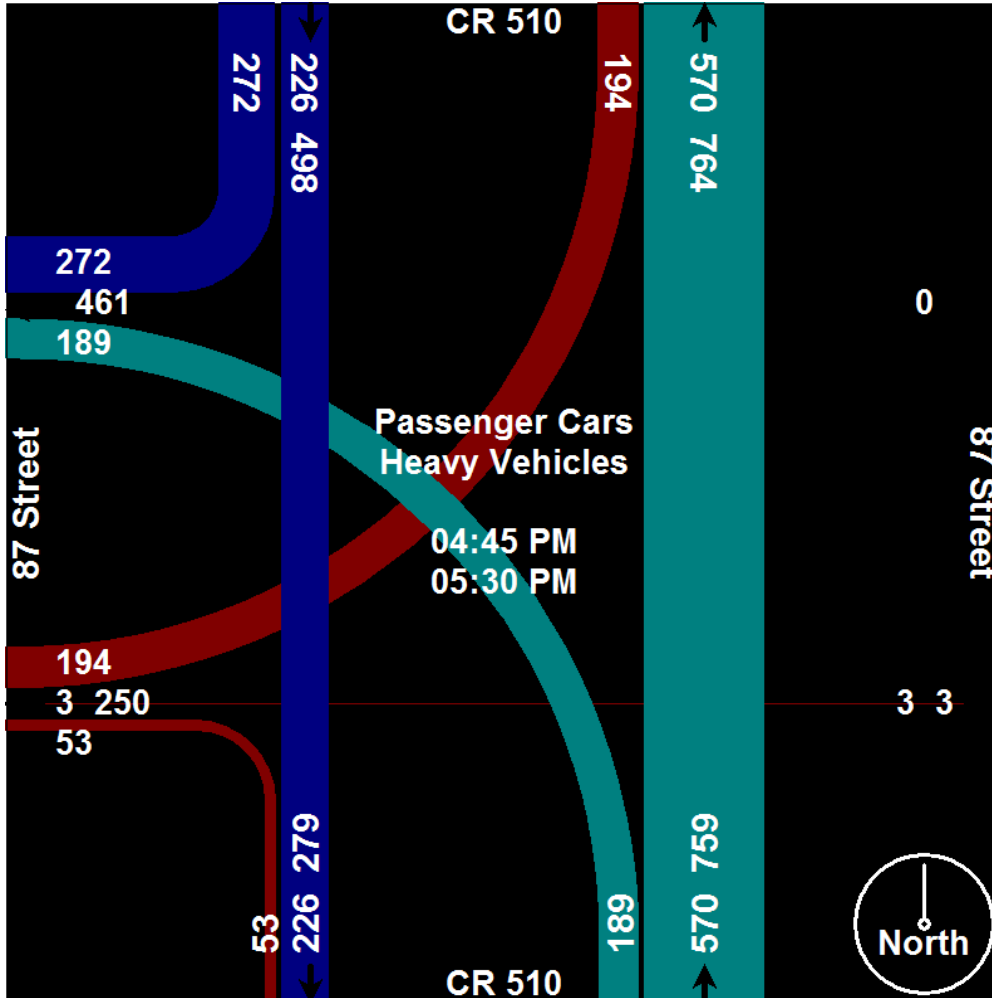


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at 87 Street

File Name : CR 510 at 87 Street
Site Code : 51008701
Start Date : 12/3/2015
Page No : 6



CR-510 at Hammerhead Way

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
 Site Code : 51000301
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/EL	App. Total	Right	Thru	Left	P&B C/SL	App. Total	Right	Thru	Left	P&B C/WL	App. Total	
06:00 AM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	7	0	0	7	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	13
06:30 AM	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	10
06:45 AM	0	11	0	0	11	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	21
Total	0	28	0	0	28	0	0	0	0	0	0	19	2	0	21	0	0	0	0	0	49
07:00 AM	0	10	0	0	10	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	12
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	17
07:30 AM	0	7	0	0	7	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	23
07:45 AM	0	7	0	0	7	0	0	0	0	0	0	15	1	0	16	0	0	0	0	0	23
Total	0	27	0	0	27	0	0	0	0	0	0	46	2	0	48	0	0	0	0	0	75
08:00 AM	0	5	0	0	5	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	12
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	17
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	15
08:45 AM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18
Total	0	18	0	0	18	0	0	0	0	0	0	39	5	0	44	0	0	0	0	0	62
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	10	1	0	11	0	0	0	0	0	12
04:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	12
04:30 PM	0	3	0	0	3	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	13
04:45 PM	0	3	0	0	3	0	0	0	0	0	0	12	1	0	13	1	0	0	0	1	17
Total	0	11	0	0	11	0	0	0	0	0	0	35	7	0	42	1	0	0	0	1	54
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	5	3	0	8	0	0	0	0	0	10
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	7	1	0	8	0	0	0	0	0	12
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	9
Total	0	9	0	0	9	0	0	0	0	0	0	24	7	0	31	0	0	0	0	0	40
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
Total	0	7	0	0	7	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	19
Grand Total	0	100	0	0	100	0	0	0	0	0	0	175	23	0	198	1	0	0	0	1	299
Apprch %	0	100	0	0		0	0	0	0		0	88.4	11.6	0		100	0	0	0		
Total %	0	33.4	0	0	33.4	0	0	0	0	0	0	58.5	7.7	0	66.2	0.3	0	0	0	0.3	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	8	28	0	0	36	0	0	0	0	0	0	40	2	0	42	0	0	0	0	0	78
06:15 AM	6	49	0	0	55	0	0	0	0	0	0	41	4	8	53	2	0	3	0	5	113
06:30 AM	43	90	0	0	133	0	0	0	0	0	0	50	28	0	78	9	0	11	0	20	231
06:45 AM	111	104	0	0	215	0	0	0	0	0	0	39	66	0	105	31	0	43	0	74	394
Total	168	271	0	0	439	0	0	0	0	0	0	170	100	8	278	42	0	57	0	99	816
07:00 AM	113	115	0	0	228	0	0	0	0	0	0	53	52	0	105	51	0	55	0	106	439
07:15 AM	22	106	0	0	128	0	0	0	0	0	0	76	15	6	97	11	0	32	0	43	268
07:30 AM	3	105	0	0	108	0	0	0	0	0	0	87	15	0	102	2	0	8	0	10	220
07:45 AM	10	132	0	0	142	0	0	0	0	0	0	77	6	0	83	15	0	1	0	16	241
Total	148	458	0	0	606	0	0	0	0	0	0	293	88	6	387	79	0	96	0	175	1168
08:00 AM	11	133	0	0	144	0	0	0	0	0	0	79	7	0	86	4	0	1	0	5	235
08:15 AM	6	124	0	0	130	0	0	0	0	0	0	92	9	3	104	12	0	2	0	14	248
08:30 AM	3	92	0	0	95	0	0	0	0	0	0	136	0	1	137	1	0	1	0	2	234
08:45 AM	2	86	0	0	88	0	0	0	0	0	0	125	2	0	127	0	0	0	0	0	215
Total	22	435	0	0	457	0	0	0	0	0	0	432	18	4	454	17	0	4	0	21	932
*** BREAK ***																					
04:00 PM	3	89	0	0	92	0	0	0	0	0	0	148	11	0	159	9	0	17	0	26	277
04:15 PM	5	114	0	0	119	0	0	0	0	0	0	163	3	0	166	8	0	9	0	17	302
04:30 PM	8	121	0	0	129	0	0	0	0	0	0	144	6	1	151	2	0	8	0	10	290
04:45 PM	8	100	0	1	109	0	0	0	0	0	0	149	8	0	157	7	0	14	0	21	287
Total	24	424	0	1	449	0	0	0	0	0	0	604	28	1	633	26	0	48	0	74	1156
05:00 PM	12	103	0	0	115	0	0	0	0	0	0	152	3	0	155	7	0	3	0	10	280
05:15 PM	20	102	0	0	122	0	0	0	0	0	0	144	7	1	152	3	0	5	0	8	282
05:30 PM	22	111	0	0	133	0	0	0	0	0	0	156	11	2	169	2	0	17	0	19	321
05:45 PM	32	117	0	0	149	0	0	0	0	0	0	146	13	0	159	13	0	28	0	41	349
Total	86	433	0	0	519	0	0	0	0	0	0	598	34	3	635	25	0	53	0	78	1232
06:00 PM	27	121	0	0	148	0	0	0	0	0	0	121	18	0	139	14	0	21	0	35	322
06:15 PM	24	113	0	0	137	0	0	0	0	0	0	108	15	0	123	10	0	4	0	14	274
06:30 PM	23	68	0	0	91	0	0	0	0	0	0	92	10	0	102	5	0	6	0	11	204
06:45 PM	19	71	0	0	90	0	0	0	0	0	0	81	12	0	93	1	0	7	0	8	191
Total	93	373	0	0	466	0	0	0	0	0	0	402	55	0	457	30	0	38	0	68	991
Grand Total	541	2394	0	1	2936	0	0	0	0	0	0	2499	323	22	2844	219	0	296	0	515	6295
Apprch %	18.4	81.5	0	0		0	0	0	0	0	0	87.9	11.4	0.8		42.5	0	57.5	0		
Total %	8.6	38	0	0	46.6	0	0	0	0	0	0	39.7	5.1	0.3	45.2	3.5	0	4.7	0	8.2	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	8	33	0	0	41	0	0	0	0	0	0	40	2	0	42	0	0	0	0	0	83
06:15 AM	6	56	0	0	62	0	0	0	0	0	0	45	6	8	59	2	0	3	0	5	126
06:30 AM	43	95	0	0	138	0	0	0	0	0	0	55	28	0	83	9	0	11	0	20	241
06:45 AM	111	115	0	0	226	0	0	0	0	0	0	49	66	0	115	31	0	43	0	74	415
Total	168	299	0	0	467	0	0	0	0	0	0	189	102	8	299	42	0	57	0	99	865
07:00 AM	113	125	0	0	238	0	0	0	0	0	0	55	52	0	107	51	0	55	0	106	451
07:15 AM	22	109	0	0	131	0	0	0	0	0	0	90	15	6	111	11	0	32	0	43	285
07:30 AM	3	112	0	0	115	0	0	0	0	0	0	102	16	0	118	2	0	8	0	10	243
07:45 AM	10	139	0	0	149	0	0	0	0	0	0	92	7	0	99	15	0	1	0	16	264
Total	148	485	0	0	633	0	0	0	0	0	0	339	90	6	435	79	0	96	0	175	1243
08:00 AM	11	138	0	0	149	0	0	0	0	0	0	84	9	0	93	4	0	1	0	5	247
08:15 AM	6	126	0	0	132	0	0	0	0	0	0	105	11	3	119	12	0	2	0	14	265
08:30 AM	3	96	0	0	99	0	0	0	0	0	0	146	1	1	148	1	0	1	0	2	249
08:45 AM	2	93	0	0	95	0	0	0	0	0	0	136	2	0	138	0	0	0	0	0	233
Total	22	453	0	0	475	0	0	0	0	0	0	471	23	4	498	17	0	4	0	21	994
*** BREAK ***																					
04:00 PM	3	90	0	0	93	0	0	0	0	0	0	158	12	0	170	9	0	17	0	26	289
04:15 PM	5	118	0	0	123	0	0	0	0	0	0	168	6	0	174	8	0	9	0	17	314
04:30 PM	8	124	0	0	132	0	0	0	0	0	0	152	8	1	161	2	0	8	0	10	303
04:45 PM	8	103	0	1	112	0	0	0	0	0	0	161	9	0	170	8	0	14	0	22	304
Total	24	435	0	1	460	0	0	0	0	0	0	639	35	1	675	27	0	48	0	75	1210
05:00 PM	12	105	0	0	117	0	0	0	0	0	0	158	4	0	162	7	0	3	0	10	289
05:15 PM	20	104	0	0	124	0	0	0	0	0	0	149	10	1	160	3	0	5	0	8	292
05:30 PM	22	115	0	0	137	0	0	0	0	0	0	163	12	2	177	2	0	17	0	19	333
05:45 PM	32	118	0	0	150	0	0	0	0	0	0	152	15	0	167	13	0	28	0	41	358
Total	86	442	0	0	528	0	0	0	0	0	0	622	41	3	666	25	0	53	0	78	1272
06:00 PM	27	123	0	0	150	0	0	0	0	0	0	123	18	0	141	14	0	21	0	35	326
06:15 PM	24	115	0	0	139	0	0	0	0	0	0	112	15	0	127	10	0	4	0	14	280
06:30 PM	23	70	0	0	93	0	0	0	0	0	0	94	10	0	104	5	0	6	0	11	208
06:45 PM	19	72	0	0	91	0	0	0	0	0	0	85	12	0	97	1	0	7	0	8	196
Total	93	380	0	0	473	0	0	0	0	0	0	414	55	0	469	30	0	38	0	68	1010
Grand Total	541	2494	0	1	3036	0	0	0	0	0	0	2674	346	22	3042	220	0	296	0	516	6594
Apprch %	17.8	82.1	0	0		0	0	0	0		0	87.9	11.4	0.7		42.6	0	57.4	0		
Total %	8.2	37.8	0	0	46	0	0	0	0	0	0	40.6	5.2	0.3	46.1	3.3	0	4.5	0	7.8	
Passenger Cars	541	2394	0	1	2936	0	0	0	0	0	0	2499	323	22	2844	219	0	296	0	515	6295
% Passenger Cars																					
Heavy Vehicles	0	100	0	0	100	0	0	0	0	0	0	175	23	0	198	1	0	0	0	1	299
% Heavy Vehicles	0	4	0	0	3.3	0	0	0	0	0	0	6.5	6.6	0	6.5	0.5	0	0	0	0.2	4.5

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

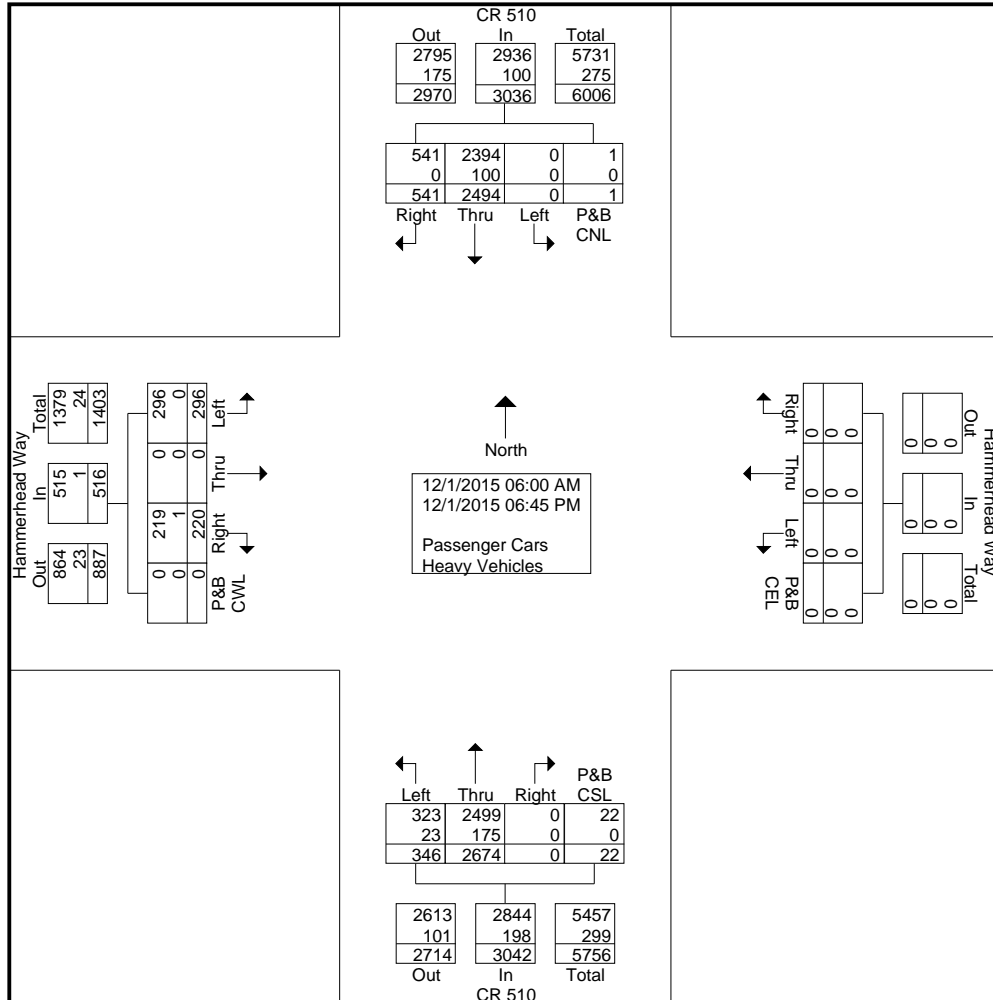
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/1/2015
Page No : 2



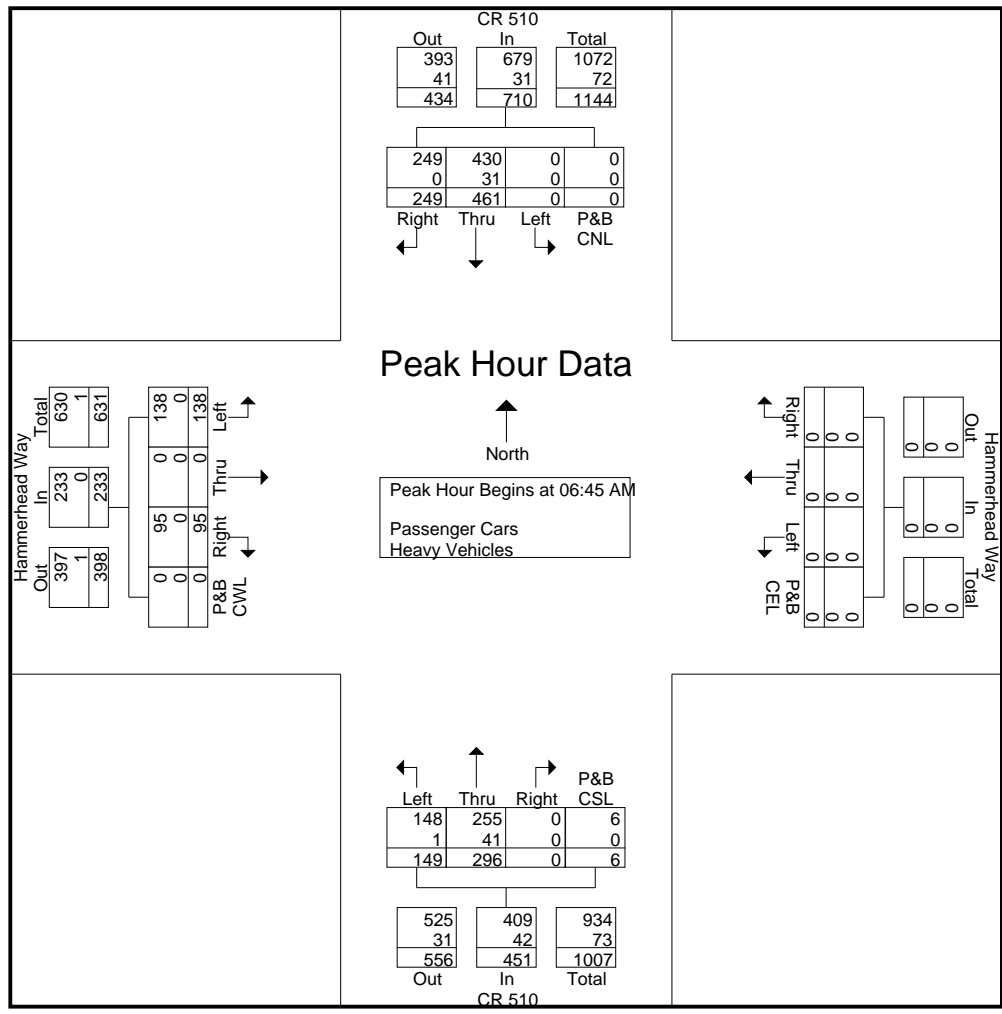
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/1/2015
Page No : 3

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	111	115	0	0	226	0	0	0	0	0	0	49	66	0	115	31	0	43	0	74	415
07:00 AM	113	125	0	0	238	0	0	0	0	0	0	55	52	0	107	51	0	55	0	106	451
07:15 AM	22	109	0	0	131	0	0	0	0	0	0	90	15	6	111	11	0	32	0	43	285
07:30 AM	3	112	0	0	115	0	0	0	0	0	0	102	16	0	118	2	0	8	0	10	243
Total Volume	249	461	0	0	710	0	0	0	0	0	0	296	149	6	451	95	0	138	0	233	1394
% App. Total	35.1	64.9	0	0		0	0	0	0		0	65.6	33	1.3		40.8	0	59.2	0		
PHF	.551	.922	.000	.000	.746	.000	.000	.000	.000	.000	.000	.725	.564	.250	.956	.466	.000	.627	.000	.550	.773
Passenger Cars	249	430	0	0	679	0	0	0	0	0	0	255	148	6	409	95	0	138	0	233	1321
% Passenger Cars																					
Heavy Vehicles	0	31	0	0	31	0	0	0	0	0	0	41	1	0	42	0	0	0	0	0	73
% Heavy Vehicles	0	6.7	0	0	4.4	0	0	0	0	0	0	13.9	0.7	0	9.3	0	0	0	0	0	5.2



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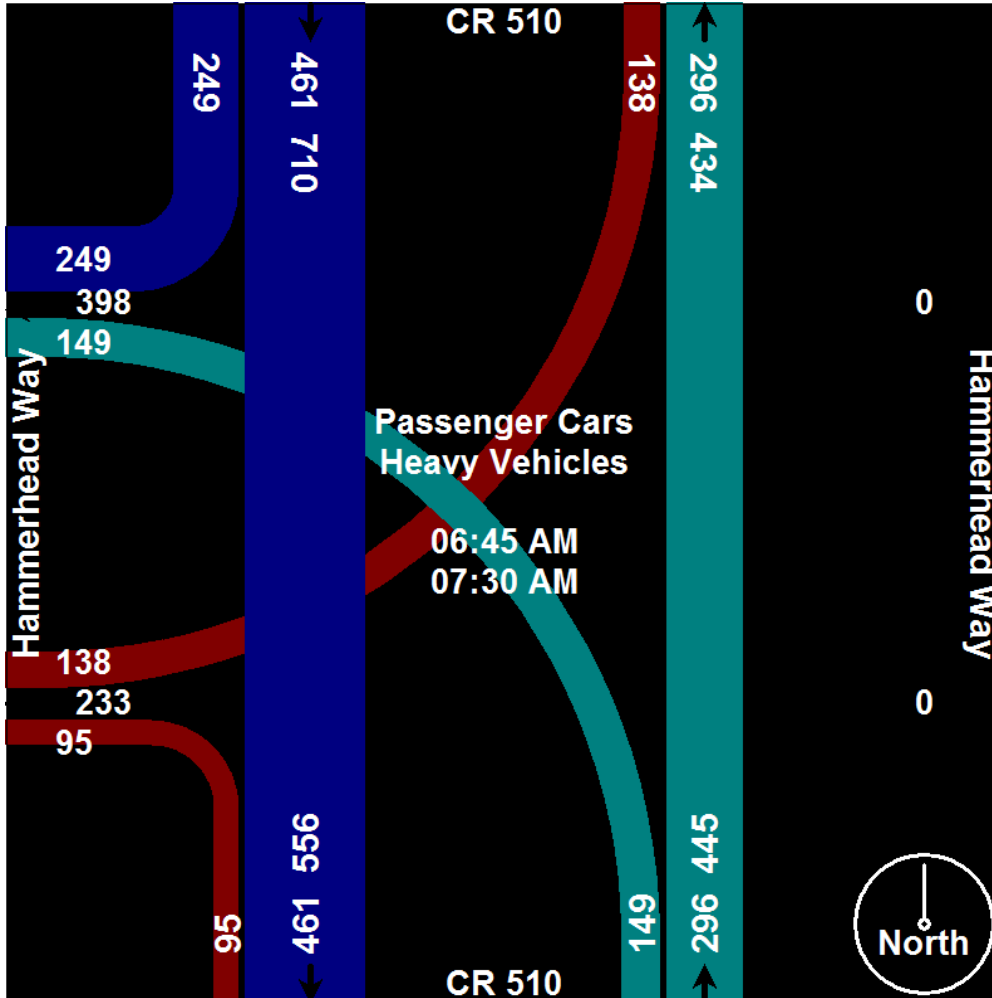
Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/1/2015

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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

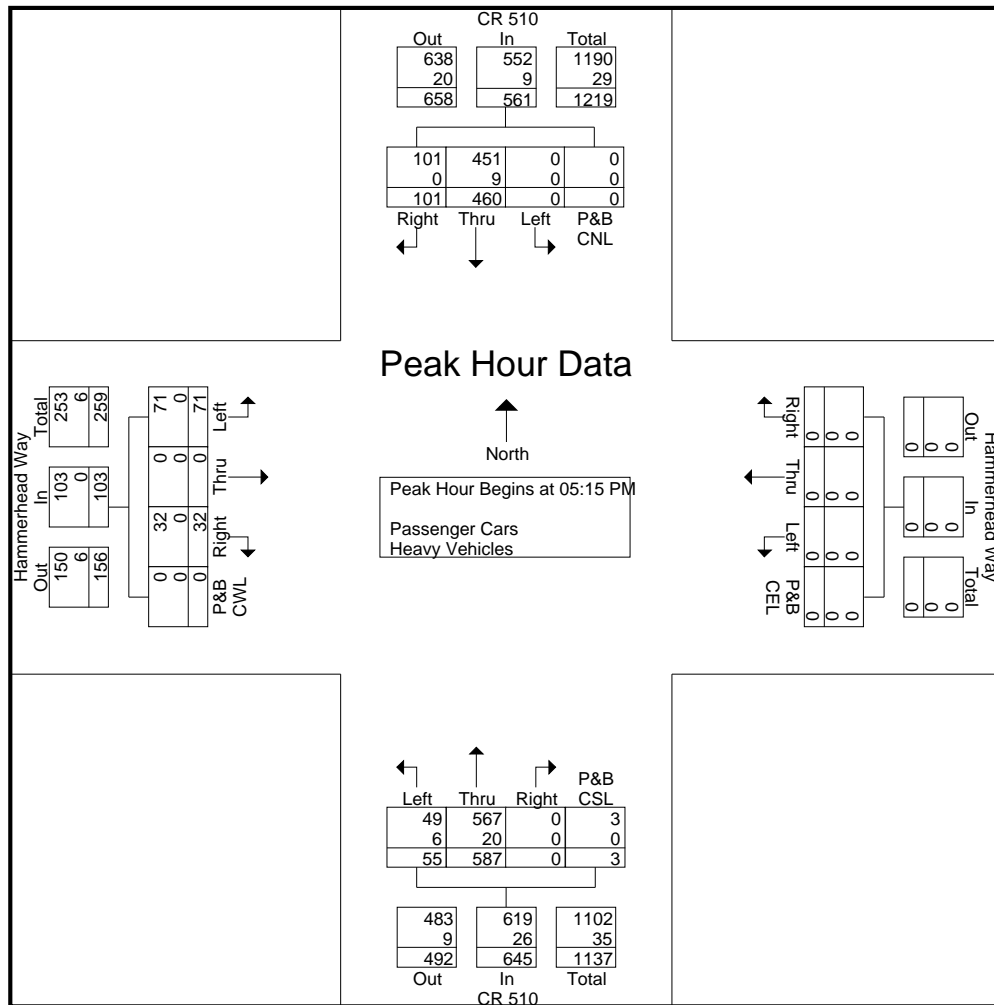
File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/1/2015

Page No : 5

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	20	104	0	0	124	0	0	0	0	0	0	149	10	1	160	3	0	5	0	8	292
05:30 PM	22	115	0	0	137	0	0	0	0	0	0	163	12	2	177	2	0	17	0	19	333
05:45 PM	32	118	0	0	150	0	0	0	0	0	0	152	15	0	167	13	0	28	0	41	358
06:00 PM	27	123	0	0	150	0	0	0	0	0	0	123	18	0	141	14	0	21	0	35	326
Total Volume	101	460	0	0	561	0	0	0	0	0	0	587	55	3	645	32	0	71	0	103	1309
% App. Total	18	82	0	0		0	0	0	0	0	0	91	8.5	0.5		31.1	0	68.9	0		
PHF	.789	.935	.000	.000	.935	.000	.000	.000	.000	.000	.000	.900	.764	.375	.911	.571	.000	.634	.000	.628	.914
Passenger Cars	101	451	0	0	552	0	0	0	0	0	0	567	49	3	619	32	0	71	0	103	1274
% Passenger Cars																					
Heavy Vehicles	0	9	0	0	9	0	0	0	0	0	0	20	6	0	26	0	0	0	0	0	35
% Heavy Vehicles	0	2.0	0	0	1.6	0	0	0	0	0	0	3.4	10.9	0	4.0	0	0	0	0	0	2.7



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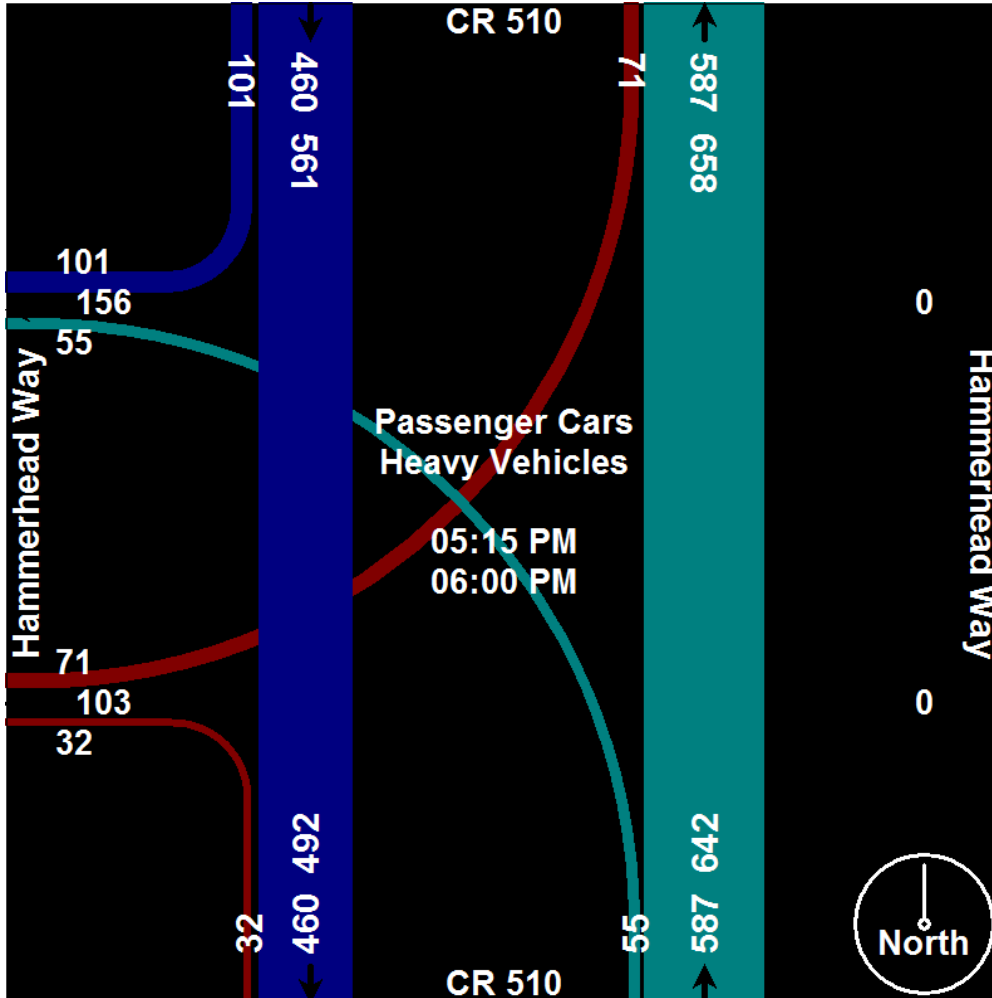
Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/1/2015

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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
 Site Code : 51000301
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
06:15 AM	0	8	0	0	8	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	10
06:30 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
06:45 AM	1	10	0	0	11	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	31
Total	1	24	0	0	25	0	0	0	0	0	0	30	0	0	30	0	0	0	0	0	55
07:00 AM	0	10	0	0	10	0	0	0	0	0	0	12	1	0	13	1	0	1	0	2	25
07:15 AM	0	4	0	0	4	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	20
07:30 AM	0	6	0	0	6	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	17
07:45 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
Total	0	24	0	0	24	0	0	0	0	0	0	46	1	0	47	1	0	1	0	2	73
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	5
08:15 AM	0	1	0	0	1	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	14
08:30 AM	0	10	0	0	10	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	22
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	14	0	0	14	0	0	0	0	0	18
Total	0	16	0	0	16	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	59
*** BREAK ***																					
04:00 PM	0	7	0	0	7	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	20
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	8
04:30 PM	1	5	0	0	6	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	15
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	11
Total	1	17	0	0	18	0	0	0	0	0	0	35	0	0	35	0	0	1	0	1	54
05:00 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
Total	0	15	0	0	15	0	0	0	0	0	0	18	1	0	19	0	0	0	0	0	34
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
Total	0	5	0	0	5	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	13
Grand Total	2	101	0	0	103	0	0	0	0	0	0	180	2	0	182	1	0	2	0	3	288
Apprch %	1.9	98.1	0	0		0	0	0	0		0	98.9	1.1	0		33.3	0	66.7	0		
Total %	0.7	35.1	0	0	35.8	0	0	0	0	0	0	62.5	0.7	0	63.2	0.3	0	0.7	0	1	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	41	0	0	42	0	0	0	0	0	0	31	2	0	33	0	0	0	0	0	75
06:15 AM	3	46	0	0	49	0	0	0	0	0	0	38	6	7	51	1	0	2	0	3	103
06:30 AM	38	99	0	0	137	0	0	0	0	0	0	50	27	0	77	9	0	2	0	11	225
06:45 AM	128	88	0	0	216	0	0	0	0	0	0	43	59	0	102	29	0	50	0	79	397
Total	170	274	0	0	444	0	0	0	0	0	0	162	94	7	263	39	0	54	0	93	800
07:00 AM	121	109	0	1	231	0	0	0	0	0	0	50	59	0	109	53	0	85	0	138	478
07:15 AM	15	107	0	0	122	0	0	0	0	0	0	83	18	6	107	13	0	33	0	46	275
07:30 AM	15	97	0	0	112	0	0	0	0	0	0	96	4	0	100	5	0	2	0	7	219
07:45 AM	6	121	0	3	130	0	0	0	0	0	0	112	8	0	120	1	0	2	0	3	253
Total	157	434	0	4	595	0	0	0	0	0	0	341	89	6	436	72	0	122	0	194	1225
08:00 AM	6	120	0	0	126	0	0	0	0	0	0	86	8	3	97	3	0	9	0	12	235
08:15 AM	6	121	0	0	127	0	0	0	0	0	0	114	1	4	119	0	0	1	9	10	256
08:30 AM	3	115	0	0	118	0	0	0	0	0	0	113	1	0	114	0	0	2	1	3	235
08:45 AM	2	83	0	0	85	0	0	0	0	0	0	103	3	0	106	0	0	1	4	5	196
Total	17	439	0	0	456	0	0	0	0	0	0	416	13	7	436	3	0	13	14	30	922
*** BREAK ***																					
04:00 PM	10	98	0	0	108	0	0	0	0	0	0	127	2	0	129	6	0	5	1	12	249
04:15 PM	3	94	0	0	97	0	0	0	0	0	0	141	2	6	149	3	0	6	1	10	256
04:30 PM	2	98	0	0	100	0	0	0	0	0	0	133	2	0	135	3	0	3	0	6	241
04:45 PM	5	111	0	0	116	0	0	0	0	0	0	126	0	0	126	6	0	14	0	20	262
Total	20	401	0	0	421	0	0	0	0	0	0	527	6	6	539	18	0	28	2	48	1008
05:00 PM	14	109	0	0	123	0	0	0	0	0	0	144	2	0	146	2	0	8	0	10	279
05:15 PM	8	118	0	0	126	0	0	0	0	0	0	156	5	0	161	3	0	18	0	21	308
05:30 PM	15	114	0	0	129	0	0	0	0	0	0	163	8	0	171	13	0	14	0	27	327
05:45 PM	15	106	0	0	121	0	0	0	0	0	0	156	14	0	170	7	0	24	0	31	322
Total	52	447	0	0	499	0	0	0	0	0	0	619	29	0	648	25	0	64	0	89	1236
06:00 PM	22	107	0	0	129	0	0	0	0	0	0	136	12	0	148	11	0	23	0	34	311
06:15 PM	8	89	0	0	97	0	0	0	0	0	0	130	11	1	142	4	0	9	1	14	253
06:30 PM	10	90	0	0	100	0	0	0	0	0	0	96	5	0	101	3	0	3	0	6	207
06:45 PM	9	68	0	0	77	0	0	0	0	0	0	87	3	0	90	1	0	0	0	1	168
Total	49	354	0	0	403	0	0	0	0	0	0	449	31	1	481	19	0	35	1	55	939
Grand Total	465	2349	0	4	2818	0	0	0	0	0	0	2514	262	27	2803	176	0	316	17	509	6130
Apprch %	16.5	83.4	0	0.1		0	0	0	0	0	0	89.7	9.3	1		34.6	0	62.1	3.3		
Total %	7.6	38.3	0	0.1	46	0	0	0	0	0	0	41	4.3	0.4	45.7	2.9	0	5.2	0.3	8.3	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total	
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total		
06:00 AM	1	44	0	0	45	0	0	0	0	0	0	32	2	0	34	0	0	0	0	0	0	79
06:15 AM	3	54	0	0	57	0	0	0	0	0	0	40	6	7	53	1	0	2	0	3	0	113
06:30 AM	38	102	0	0	140	0	0	0	0	0	0	57	27	0	84	9	0	2	0	11	0	235
06:45 AM	129	98	0	0	227	0	0	0	0	0	0	63	59	0	122	29	0	50	0	79	0	428
Total	171	298	0	0	469	0	0	0	0	0	0	192	94	7	293	39	0	54	0	93	0	855
07:00 AM	121	119	0	1	241	0	0	0	0	0	0	62	60	0	122	54	0	86	0	140	0	503
07:15 AM	15	111	0	0	126	0	0	0	0	0	0	99	18	6	123	13	0	33	0	46	0	295
07:30 AM	15	103	0	0	118	0	0	0	0	0	0	107	4	0	111	5	0	2	0	7	0	236
07:45 AM	6	125	0	3	134	0	0	0	0	0	0	119	8	0	127	1	0	2	0	3	0	264
Total	157	458	0	4	619	0	0	0	0	0	0	387	90	6	483	73	0	123	0	196	0	1298
08:00 AM	6	121	0	0	127	0	0	0	0	0	0	90	8	3	101	3	0	9	0	12	0	240
08:15 AM	6	122	0	0	128	0	0	0	0	0	0	127	1	4	132	0	0	1	9	10	0	270
08:30 AM	3	125	0	0	128	0	0	0	0	0	0	125	1	0	126	0	0	2	1	3	0	257
08:45 AM	2	87	0	0	89	0	0	0	0	0	0	117	3	0	120	0	0	1	4	5	0	214
Total	17	455	0	0	472	0	0	0	0	0	0	459	13	7	479	3	0	13	14	30	0	981
*** BREAK ***																						
04:00 PM	10	105	0	0	115	0	0	0	0	0	0	140	2	0	142	6	0	5	1	12	0	269
04:15 PM	3	95	0	0	98	0	0	0	0	0	0	148	2	6	156	3	0	6	1	10	0	264
04:30 PM	3	103	0	0	106	0	0	0	0	0	0	142	2	0	144	3	0	3	0	6	0	256
04:45 PM	5	115	0	0	120	0	0	0	0	0	0	132	0	0	132	6	0	15	0	21	0	273
Total	21	418	0	0	439	0	0	0	0	0	0	562	6	6	574	18	0	29	2	49	0	1062
05:00 PM	14	113	0	0	127	0	0	0	0	0	0	148	2	0	150	2	0	8	0	10	0	287
05:15 PM	8	122	0	0	130	0	0	0	0	0	0	161	6	0	167	3	0	18	0	21	0	318
05:30 PM	15	117	0	0	132	0	0	0	0	0	0	167	8	0	175	13	0	14	0	27	0	334
05:45 PM	15	110	0	0	125	0	0	0	0	0	0	161	14	0	175	7	0	24	0	31	0	331
Total	52	462	0	0	514	0	0	0	0	0	0	637	30	0	667	25	0	64	0	89	0	1270
06:00 PM	22	108	0	0	130	0	0	0	0	0	0	138	12	0	150	11	0	23	0	34	0	314
06:15 PM	8	90	0	0	98	0	0	0	0	0	0	132	11	1	144	4	0	9	1	14	0	256
06:30 PM	10	93	0	0	103	0	0	0	0	0	0	98	5	0	103	3	0	3	0	6	0	212
06:45 PM	9	68	0	0	77	0	0	0	0	0	0	89	3	0	92	1	0	0	0	1	0	170
Total	49	359	0	0	408	0	0	0	0	0	0	457	31	1	489	19	0	35	1	55	0	952
Grand Total	467	2450	0	4	2921	0	0	0	0	0	0	2694	264	27	2985	177	0	318	17	512	0	6418
Apprch %	16	83.9	0	0.1		0	0	0	0		0	90.3	8.8	0.9		34.6	0	62.1	3.3			
Total %	7.3	38.2	0	0.1	45.5	0	0	0	0	0	0	42	4.1	0.4	46.5	2.8	0	5	0.3	8		
Passenger Cars	465	2349	0	4	2818	0	0	0	0	0	0	2514	262	27	2803	176	0	316	17	509	0	6130
% Passenger Cars																						
Heavy Vehicles	2	101	0	0	103	0	0	0	0	0	0	180	2	0	182	1	0	2	0	3	0	288
% Heavy Vehicles	0.4	4.1	0	0	3.5	0	0	0	0	0	0	6.7	0.8	0	6.1	0.6	0	0.6	0	0.6	0	4.5

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

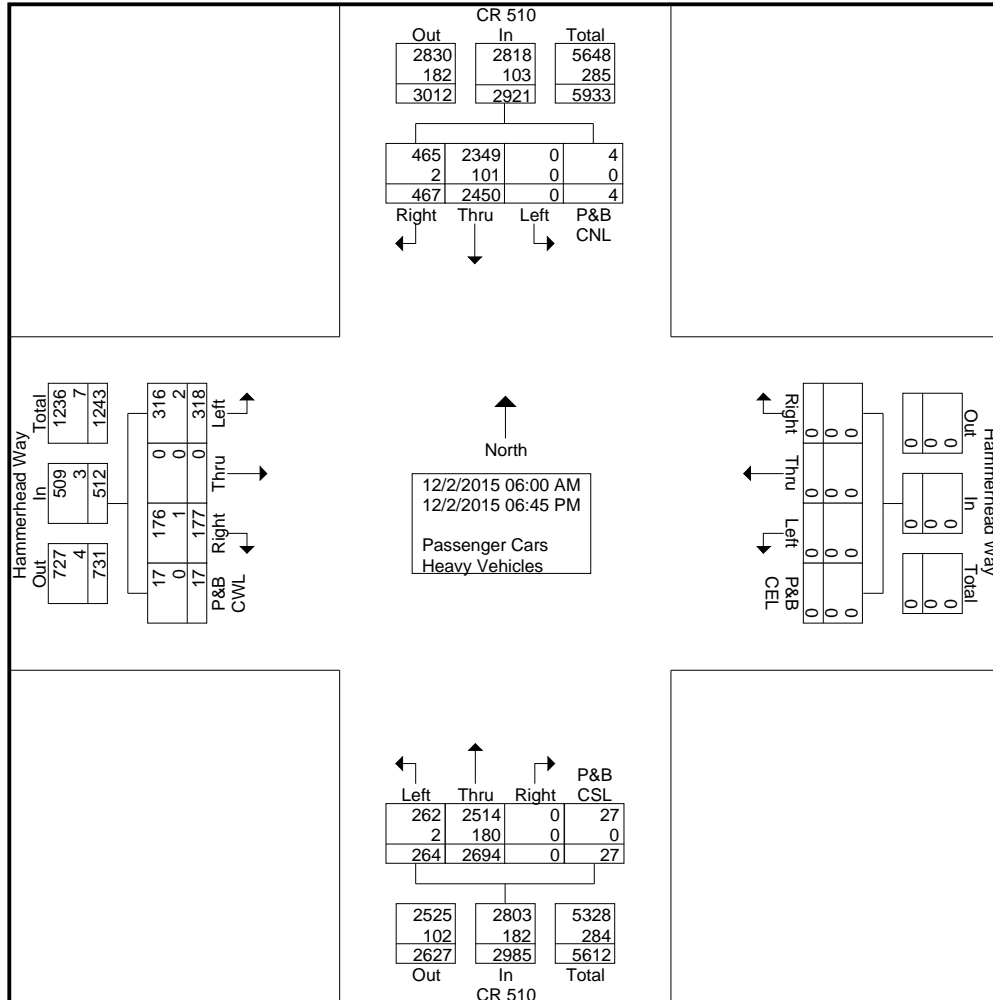
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/2/2015
Page No : 2



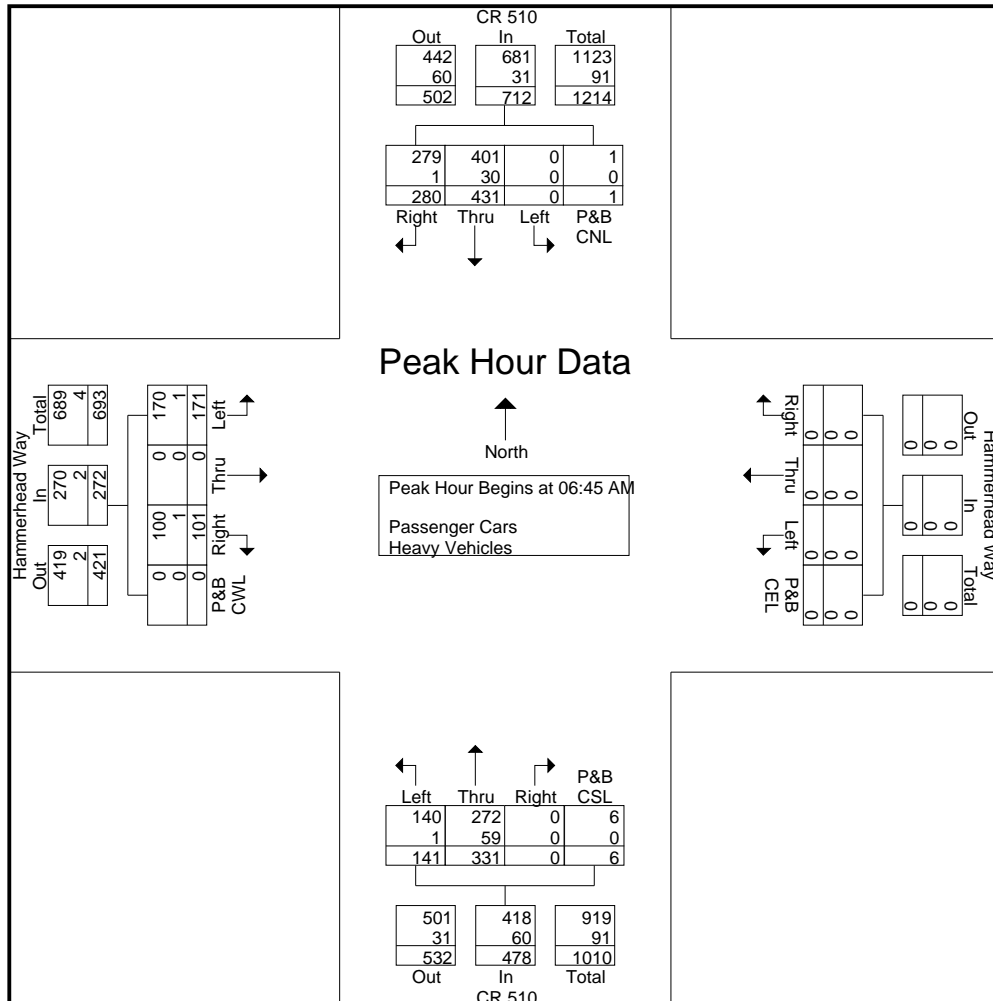
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/2/2015
Page No : 3

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	129	98	0	0	227	0	0	0	0	0	0	63	59	0	122	29	0	50	0	79	428
07:00 AM	121	119	0	1	241	0	0	0	0	0	0	62	60	0	122	54	0	86	0	140	503
07:15 AM	15	111	0	0	126	0	0	0	0	0	0	99	18	6	123	13	0	33	0	46	295
07:30 AM	15	103	0	0	118	0	0	0	0	0	0	107	4	0	111	5	0	2	0	7	236
Total Volume	280	431	0	1	712	0	0	0	0	0	0	331	141	6	478	101	0	171	0	272	1462
% App. Total	39.3	60.5	0	0.1								69.2	29.5	1.3		37.1	0	62.9	0		
PHF	.543	.905	.000	.250	.739	.000	.000	.000	.000	.000	.000	.773	.588	.250	.972	.468	.000	.497	.000	.486	.727
Passenger Cars	279	401	0	1	681	0	0	0	0	0	0	272	140	6	418	100	0	170	0	270	1369
% Passenger Cars																					
Heavy Vehicles	1	30	0	0	31	0	0	0	0	0	0	59	1	0	60	1	0	1	0	2	93
% Heavy Vehicles	0.4	7.0	0	0	4.4	0	0	0	0	0	0	17.8	0.7	0	12.6	1.0	0	0.6	0	0.7	6.4



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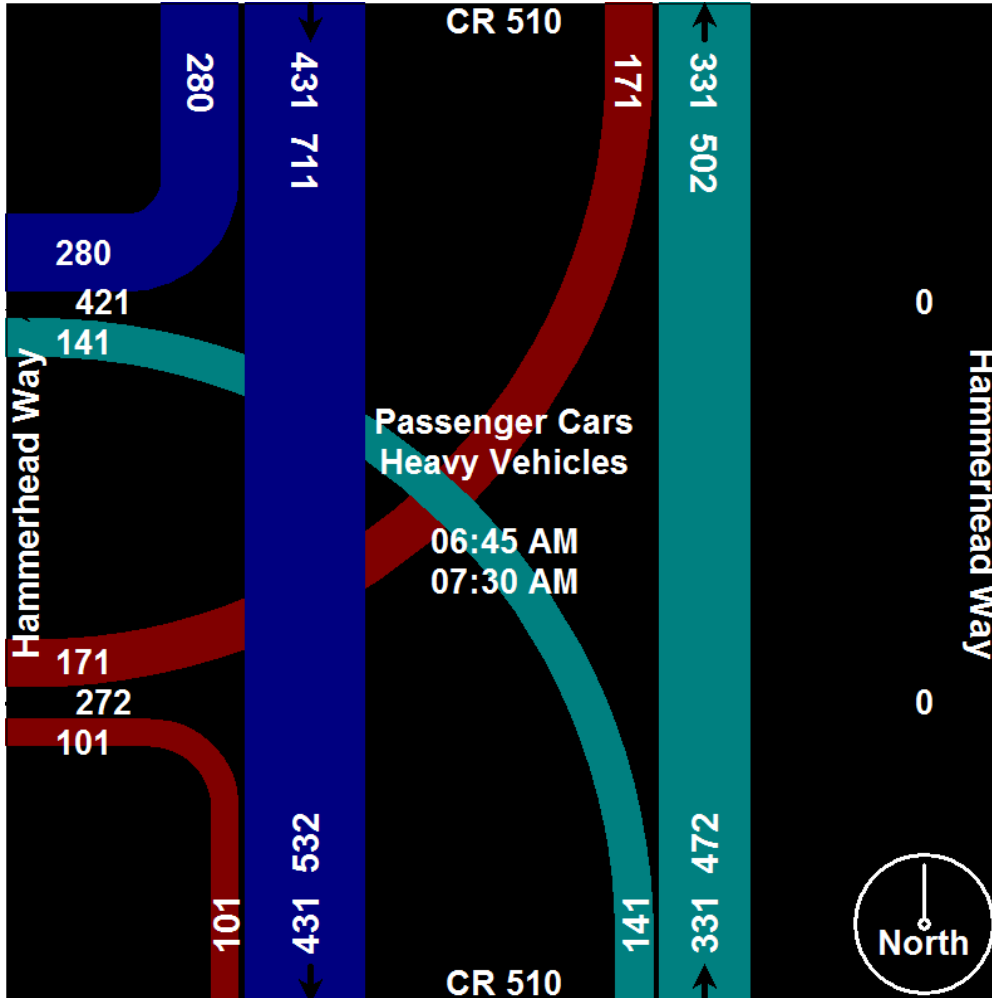
Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/2/2015

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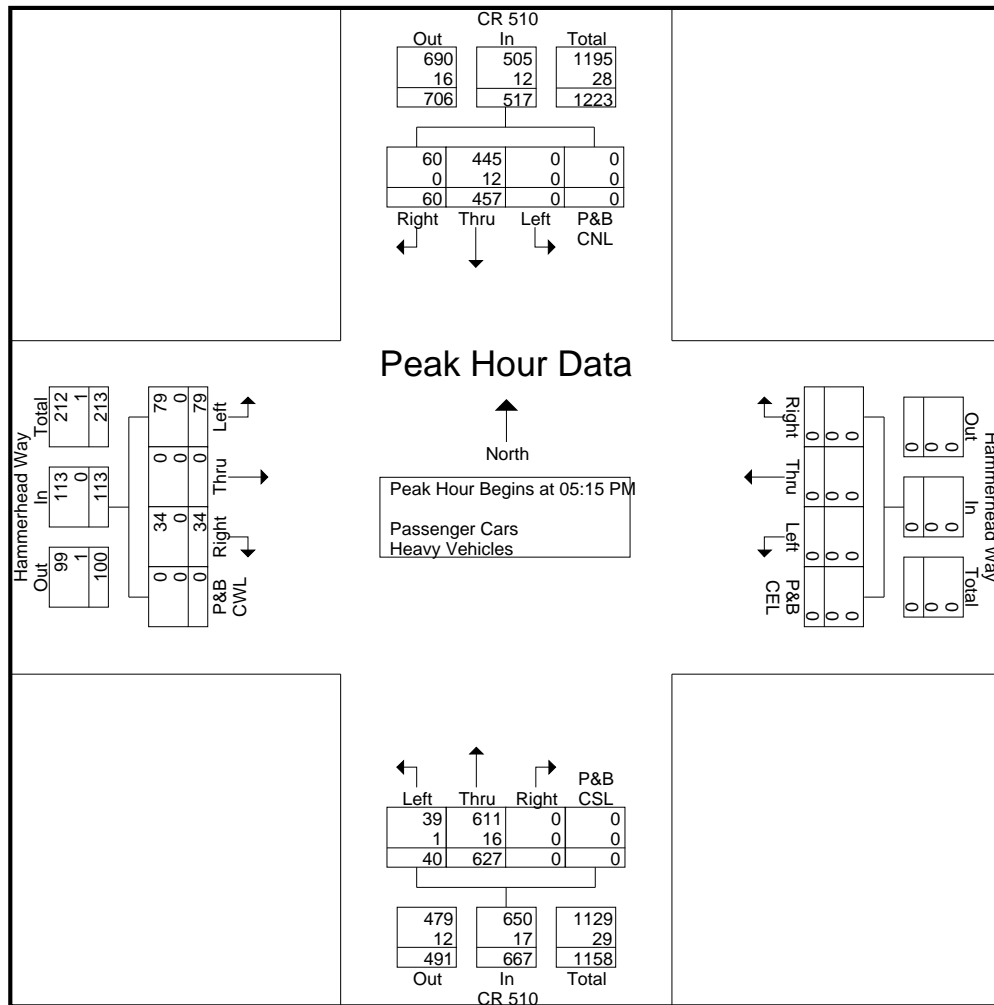
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/2/2015
Page No : 5

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	8	122	0	0	130	0	0	0	0	0	0	161	6	0	167	3	0	18	0	21	318
05:30 PM	15	117	0	0	132	0	0	0	0	0	0	167	8	0	175	13	0	14	0	27	334
05:45 PM	15	110	0	0	125	0	0	0	0	0	0	161	14	0	175	7	0	24	0	31	331
06:00 PM	22	108	0	0	130	0	0	0	0	0	0	138	12	0	150	11	0	23	0	34	314
Total Volume	60	457	0	0	517	0	0	0	0	0	0	627	40	0	667	34	0	79	0	113	1297
% App. Total	11.6	88.4	0	0		0	0	0	0	0	0	94	6	0		30.1	0	69.9	0		
PHF	.682	.936	.000	.000	.979	.000	.000	.000	.000	.000	.000	.939	.714	.000	.953	.654	.000	.823	.000	.831	.971
Passenger Cars	60	445	0	0	505	0	0	0	0	0	0	611	39	0	650	34	0	79	0	113	1268
% Passenger Cars																					
Heavy Vehicles	0	12	0	0	12	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	29
% Heavy Vehicles	0	2.6	0	0	2.3	0	0	0	0	0	0	2.6	2.5	0	2.5	0	0	0	0	0	2.2



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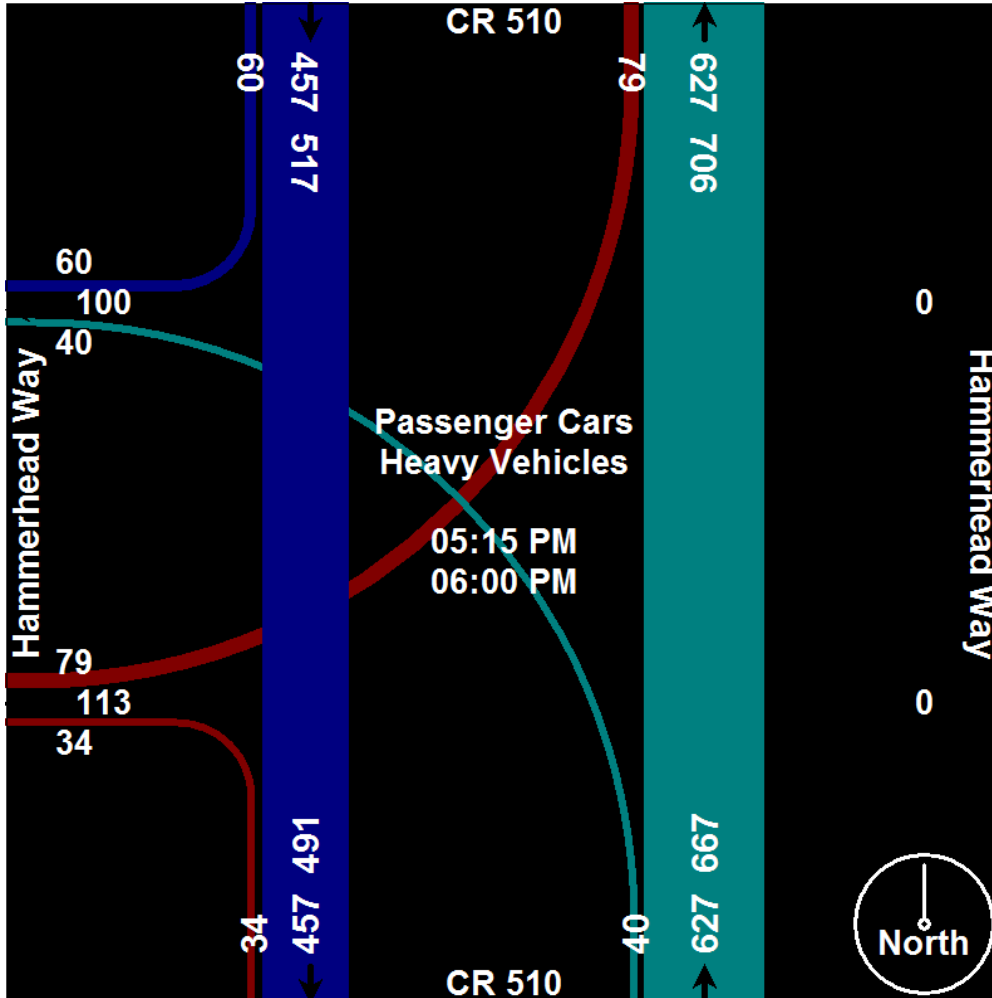
Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/2/2015

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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
 Site Code : 51000301
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	8	0	0	8	0	0	0	0	0	0	6	0	0	6	1	0	0	0	0	15
06:30 AM	0	7	0	0	7	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	18
06:45 AM	0	10	0	0	10	0	0	0	0	0	0	23	0	0	23	0	0	0	0	0	33
Total	0	27	0	0	27	0	0	0	0	0	0	40	0	0	40	1	0	0	0	0	68
07:00 AM	0	10	0	0	10	0	0	0	0	0	0	11	1	0	12	0	0	1	0	0	23
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	16
07:30 AM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
07:45 AM	0	7	0	0	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
Total	0	25	0	0	25	0	0	0	0	0	0	39	1	0	40	0	0	1	0	0	66
08:00 AM	0	7	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	14
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	20
08:45 AM	0	13	0	0	13	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	23
Total	0	27	0	0	27	0	0	0	0	0	0	42	0	0	42	0	0	0	0	0	69
*** BREAK ***																					
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	9
04:15 PM	0	6	0	0	6	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	14
04:30 PM	0	2	0	0	2	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	12
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Total	0	12	0	0	12	0	0	0	0	0	0	25	0	0	25	0	0	0	0	0	37
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:15 PM	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
05:30 PM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	5
Total	0	17	0	0	17	0	0	0	0	0	0	17	0	0	17	0	0	0	0	0	34
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
06:30 PM	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	10	0	0	10	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	20
Grand Total	0	118	0	0	118	0	0	0	0	0	0	173	1	0	174	1	0	1	0	2	294
Apprch %	0	100	0	0		0	0	0	0		0	99.4	0.6	0		50	0	50	0		
Total %	0	40.1	0	0	40.1	0	0	0	0	0	0	58.8	0.3	0	59.2	0.3	0	0.3	0	0.7	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	33	0	0	34	0	0	0	0	0	0	33	7	0	40	0	0	0	0	0	74
06:15 AM	7	43	0	0	50	0	0	0	0	0	0	30	15	4	49	0	0	2	0	2	101
06:30 AM	41	89	0	0	130	0	0	0	0	0	0	37	38	0	75	8	0	7	0	15	220
06:45 AM	109	113	0	0	222	0	0	0	0	0	0	52	60	0	112	38	0	43	0	81	415
Total	158	278	0	0	436	0	0	0	0	0	0	152	120	4	276	46	0	52	0	98	810
07:00 AM	109	120	0	0	229	0	0	0	0	0	0	56	56	1	113	42	0	83	0	125	467
07:15 AM	15	114	0	0	129	0	0	0	0	0	0	66	14	3	83	18	0	40	0	58	270
07:30 AM	7	116	0	0	123	0	0	0	0	0	0	87	10	0	97	2	0	2	0	4	224
07:45 AM	20	125	0	0	145	0	0	0	0	0	0	107	7	0	114	2	0	3	0	5	264
Total	151	475	0	0	626	0	0	0	0	0	0	316	87	4	407	64	0	128	0	192	1225
08:00 AM	11	131	0	0	142	0	0	0	0	0	0	82	16	0	98	3	0	6	0	9	249
08:15 AM	1	131	0	0	132	0	0	0	0	0	0	105	8	1	114	1	0	2	1	4	250
08:30 AM	3	112	0	0	115	0	0	0	0	0	0	120	2	0	122	0	0	2	0	2	239
08:45 AM	2	70	0	0	72	0	0	0	0	0	0	115	4	0	119	2	0	0	0	2	193
Total	17	444	0	0	461	0	0	0	0	0	0	422	30	1	453	6	0	10	1	17	931
*** BREAK ***																					
04:00 PM	3	115	0	0	118	0	0	0	0	0	0	137	8	0	145	5	0	4	0	9	272
04:15 PM	7	88	0	0	95	0	0	0	0	0	0	155	17	2	174	4	0	9	0	13	282
04:30 PM	5	107	0	0	112	0	0	0	0	0	0	157	5	0	162	1	0	7	0	8	282
04:45 PM	12	108	0	0	120	0	0	0	0	0	0	179	22	0	201	7	0	7	0	14	335
Total	27	418	0	0	445	0	0	0	0	0	0	628	52	2	682	17	0	27	0	44	1171
05:00 PM	12	126	0	0	138	0	0	0	0	0	0	155	20	0	175	12	0	15	0	27	340
05:15 PM	11	105	0	0	116	0	0	0	0	0	0	158	17	3	178	7	0	3	0	10	304
05:30 PM	17	104	0	0	121	0	0	0	0	0	0	161	15	0	176	2	0	4	0	6	303
05:45 PM	21	100	0	0	121	0	0	0	0	0	0	158	17	0	175	6	0	16	0	22	318
Total	61	435	0	0	496	0	0	0	0	0	0	632	69	3	704	27	0	38	0	65	1265
06:00 PM	16	113	0	0	129	0	0	0	0	0	0	108	10	0	118	5	0	7	0	12	259
06:15 PM	9	110	0	0	119	0	0	0	0	0	0	99	3	0	102	4	0	20	0	24	245
06:30 PM	6	91	0	0	97	0	0	0	0	0	0	93	15	0	108	4	0	10	0	14	219
06:45 PM	11	80	0	0	91	0	0	0	0	0	0	80	23	0	103	10	0	6	0	16	210
Total	42	394	0	0	436	0	0	0	0	0	0	380	51	0	431	23	0	43	0	66	933
Grand Total	456	2444	0	0	2900	0	0	0	0	0	0	2530	409	14	2953	183	0	298	1	482	6335
Apprch %	15.7	84.3	0	0		0	0	0	0		0	85.7	13.9	0.5		38	0	61.8	0.2		
Total %	7.2	38.6	0	0	45.8	0	0	0	0		0	39.9	6.5	0.2	46.6	2.9	0	4.7	0	7.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	35	0	0	36	0	0	0	0	0	0	33	7	0	40	0	0	0	0	0	76
06:15 AM	7	51	0	0	58	0	0	0	0	0	0	36	15	4	55	1	0	2	0	3	116
06:30 AM	41	96	0	0	137	0	0	0	0	0	0	48	38	0	86	8	0	7	0	15	238
06:45 AM	109	123	0	0	232	0	0	0	0	0	0	75	60	0	135	38	0	43	0	81	448
Total	158	305	0	0	463	0	0	0	0	0	0	192	120	4	316	47	0	52	0	99	878
07:00 AM	109	130	0	0	239	0	0	0	0	0	0	67	57	1	125	42	0	84	0	126	490
07:15 AM	15	115	0	0	130	0	0	0	0	0	0	81	14	3	98	18	0	40	0	58	286
07:30 AM	7	123	0	0	130	0	0	0	0	0	0	91	10	0	101	2	0	2	0	4	235
07:45 AM	20	132	0	0	152	0	0	0	0	0	0	116	7	0	123	2	0	3	0	5	280
Total	151	500	0	0	651	0	0	0	0	0	0	355	88	4	447	64	0	129	0	193	1291
08:00 AM	11	138	0	0	149	0	0	0	0	0	0	87	16	0	103	3	0	6	0	9	261
08:15 AM	1	133	0	0	134	0	0	0	0	0	0	117	8	1	126	1	0	2	1	4	264
08:30 AM	3	117	0	0	120	0	0	0	0	0	0	135	2	0	137	0	0	2	0	2	259
08:45 AM	2	83	0	0	85	0	0	0	0	0	0	125	4	0	129	2	0	0	0	2	216
Total	17	471	0	0	488	0	0	0	0	0	0	464	30	1	495	6	0	10	1	17	1000
*** BREAK ***																					
04:00 PM	3	118	0	0	121	0	0	0	0	0	0	143	8	0	151	5	0	4	0	9	281
04:15 PM	7	94	0	0	101	0	0	0	0	0	0	163	17	2	182	4	0	9	0	13	296
04:30 PM	5	109	0	0	114	0	0	0	0	0	0	167	5	0	172	1	0	7	0	8	294
04:45 PM	12	109	0	0	121	0	0	0	0	0	0	180	22	0	202	7	0	7	0	14	337
Total	27	430	0	0	457	0	0	0	0	0	0	653	52	2	707	17	0	27	0	44	1208
05:00 PM	12	128	0	0	140	0	0	0	0	0	0	158	20	0	178	12	0	15	0	27	345
05:15 PM	11	111	0	0	122	0	0	0	0	0	0	163	17	3	183	7	0	3	0	10	315
05:30 PM	17	113	0	0	130	0	0	0	0	0	0	165	15	0	180	2	0	4	0	6	316
05:45 PM	21	100	0	0	121	0	0	0	0	0	0	163	17	0	180	6	0	16	0	22	323
Total	61	452	0	0	513	0	0	0	0	0	0	649	69	3	721	27	0	38	0	65	1299
06:00 PM	16	115	0	0	131	0	0	0	0	0	0	112	10	0	122	5	0	7	0	12	265
06:15 PM	9	111	0	0	120	0	0	0	0	0	0	100	3	0	103	4	0	20	0	24	247
06:30 PM	6	95	0	0	101	0	0	0	0	0	0	96	15	0	111	4	0	10	0	14	226
06:45 PM	11	83	0	0	94	0	0	0	0	0	0	82	23	0	105	10	0	6	0	16	215
Total	42	404	0	0	446	0	0	0	0	0	0	390	51	0	441	23	0	43	0	66	953
Grand Total	456	2562	0	0	3018	0	0	0	0	0	0	2703	410	14	3127	184	0	299	1	484	6629
Apprch %	15.1	84.9	0	0		0	0	0	0		0	86.4	13.1	0.4		38	0	61.8	0.2		
Total %	6.9	38.6	0	0	45.5	0	0	0	0		0	40.8	6.2	0.2	47.2	2.8	0	4.5	0	7.3	
Passenger Cars	456	2444	0	0	2900	0	0	0	0		0	2530	409	14	2953	183	0	298	1	482	6335
% Passenger Cars																					
Heavy Vehicles	0	118	0	0	118	0	0	0	0		0	173	1	0	174	1	0	1	0	2	294
% Heavy Vehicles	0	4.6	0	0	3.9	0	0	0	0		0	6.4	0.2	0	5.6	0.5	0	0.3	0	0.4	4.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

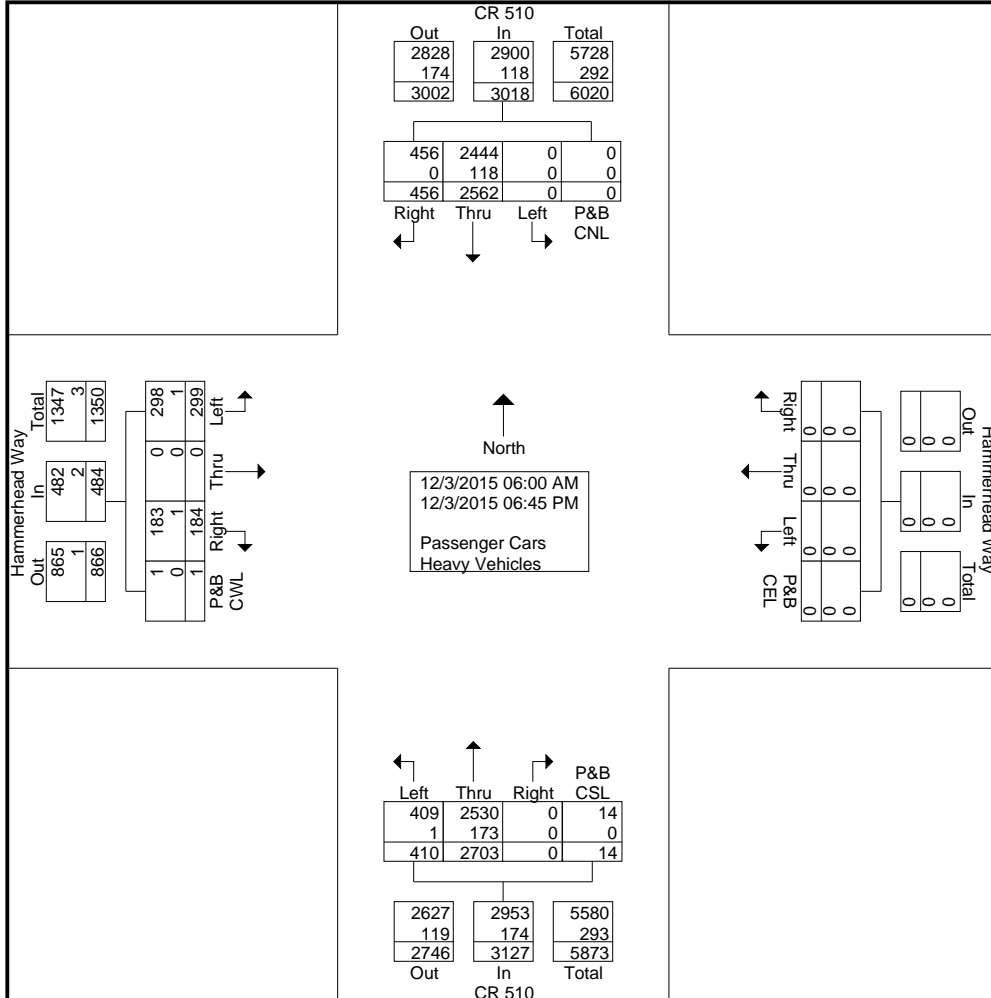
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/3/2015
Page No : 2



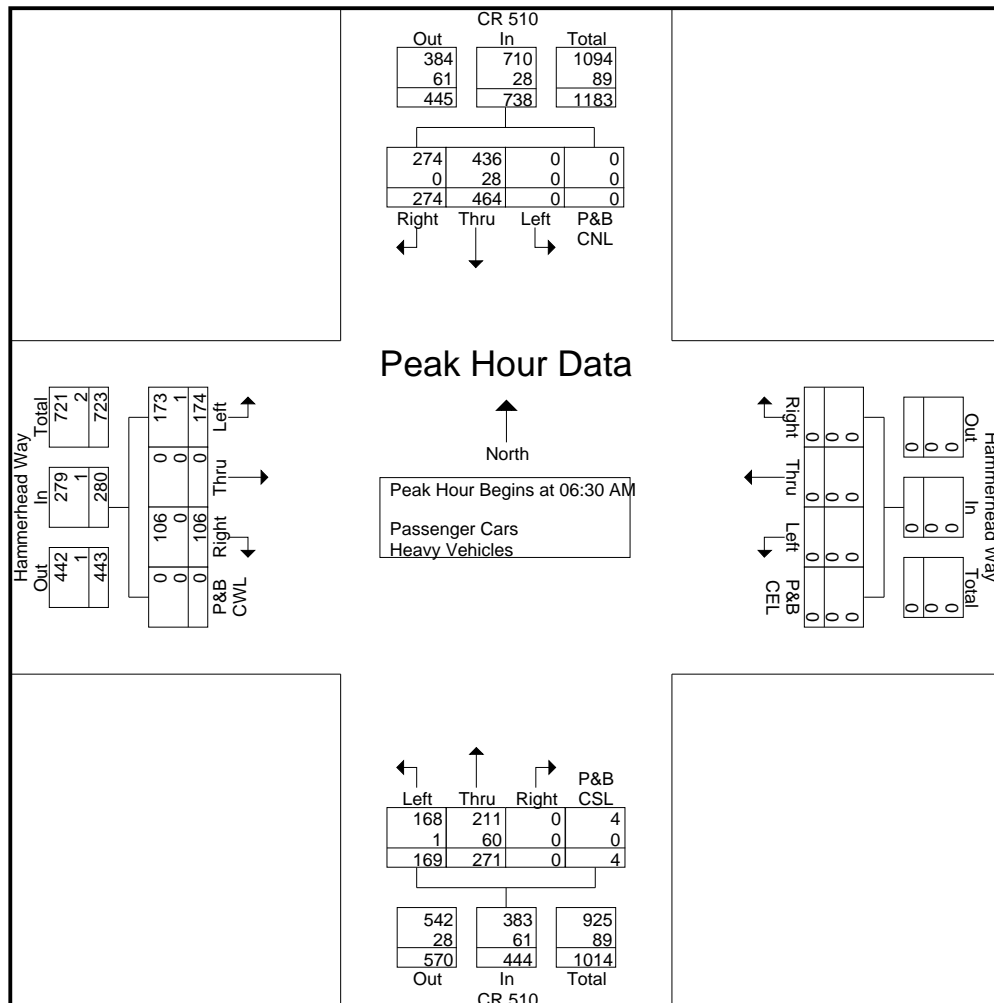
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/3/2015
Page No : 3

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30 AM																					
06:30 AM	41	96	0	0	137	0	0	0	0	0	0	48	38	0	86	8	0	7	0	15	238
06:45 AM	109	123	0	0	232	0	0	0	0	0	0	75	60	0	135	38	0	43	0	81	448
07:00 AM	109	130	0	0	239	0	0	0	0	0	0	67	57	1	125	42	0	84	0	126	490
07:15 AM	15	115	0	0	130	0	0	0	0	0	0	81	14	3	98	18	0	40	0	58	286
Total Volume	274	464	0	0	738	0	0	0	0	0	0	271	169	4	444	106	0	174	0	280	1462
% App. Total	37.1	62.9	0	0		0	0	0	0	0	0	61	38.1	0.9		37.9	0	62.1	0		
PHF	.628	.892	.000	.000	.772	.000	.000	.000	.000	.000	.000	.836	.704	.333	.822	.631	.000	.518	.000	.556	.746
Passenger Cars	274	436	0	0	710	0	0	0	0	0	0	211	168	4	383	106	0	173	0	279	1372
% Passenger Cars																					
Heavy Vehicles	0	28	0	0	28	0	0	0	0	0	0	60	1	0	61	0	0	1	0	1	90
% Heavy Vehicles	0	6.0	0	0	3.8	0	0	0	0	0	0	22.1	0.6	0	13.7	0	0	0.6	0	0.4	6.2



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

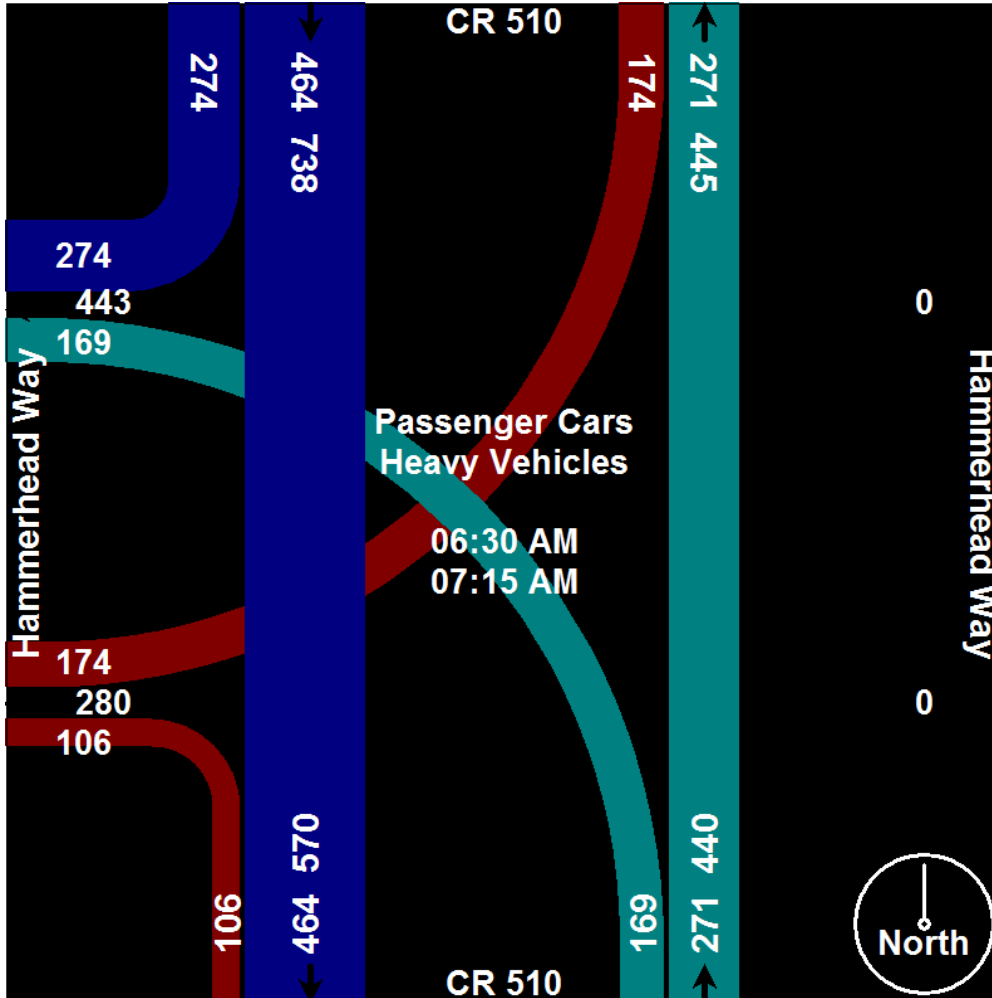
Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/3/2015

Page No : 4



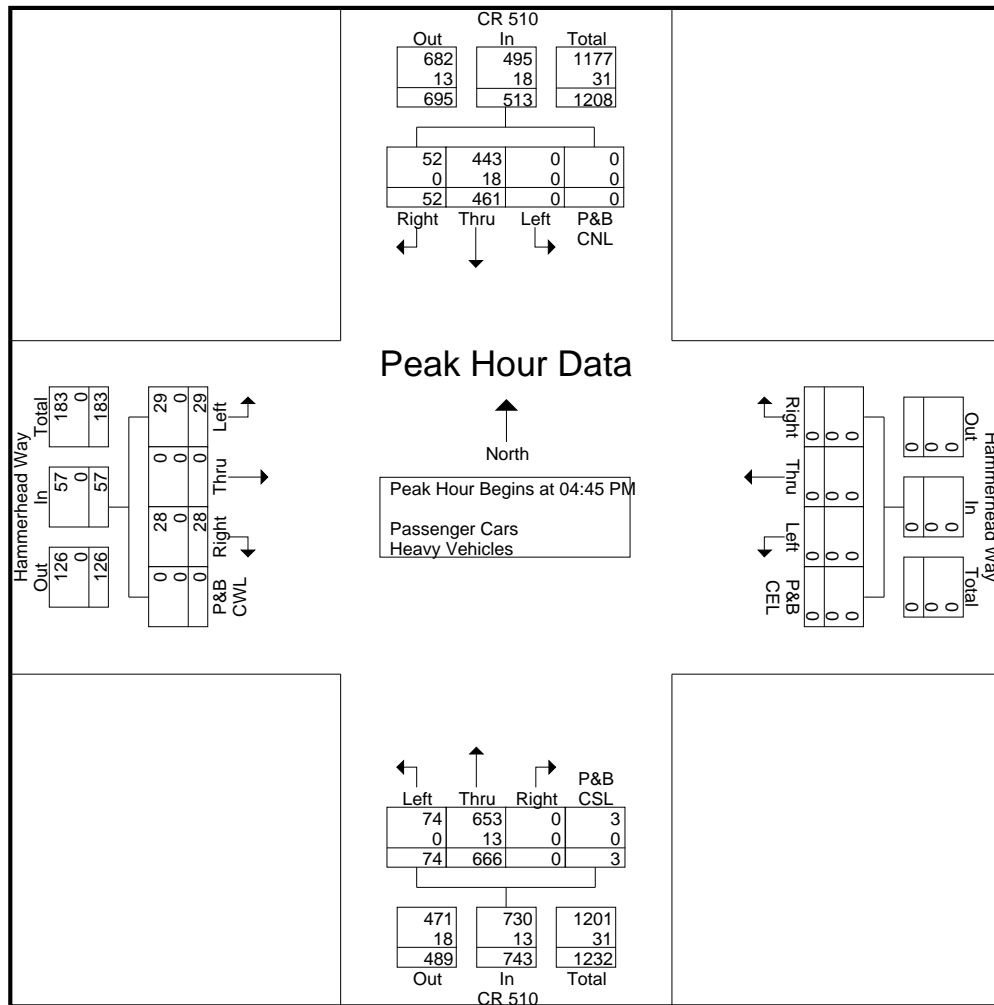
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way
Site Code : 51000301
Start Date : 12/3/2015
Page No : 5

Start Time	CR 510 Southbound					Hammerhead Way Westbound					CR 510 Northbound					Hammerhead Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	12	109	0	0	121	0	0	0	0	0	0	180	22	0	202	7	0	7	0	14	337
05:00 PM	12	128	0	0	140	0	0	0	0	0	0	158	20	0	178	12	0	15	0	27	345
05:15 PM	11	111	0	0	122	0	0	0	0	0	0	163	17	3	183	7	0	3	0	10	315
05:30 PM	17	113	0	0	130	0	0	0	0	0	0	165	15	0	180	2	0	4	0	6	316
Total Volume	52	461	0	0	513	0	0	0	0	0	0	666	74	3	743	28	0	29	0	57	1313
% App. Total	10.1	89.9	0	0		0	0	0	0	0	0	89.6	10	0.4		49.1	0	50.9	0		
PHF	.765	.900	.000	.000	.916	.000	.000	.000	.000	.000	.000	.925	.841	.250	.920	.583	.000	.483	.000	.528	.951
Passenger Cars	52	443	0	0	495	0	0	0	0	0	0	653	74	3	730	28	0	29	0	57	1282
% Passenger Cars																					
Heavy Vehicles	0	18	0	0	18	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	31
% Heavy Vehicles	0	3.9	0	0	3.5	0	0	0	0	0	0	2.0	0	0	1.7	0	0	0	0	0	2.4



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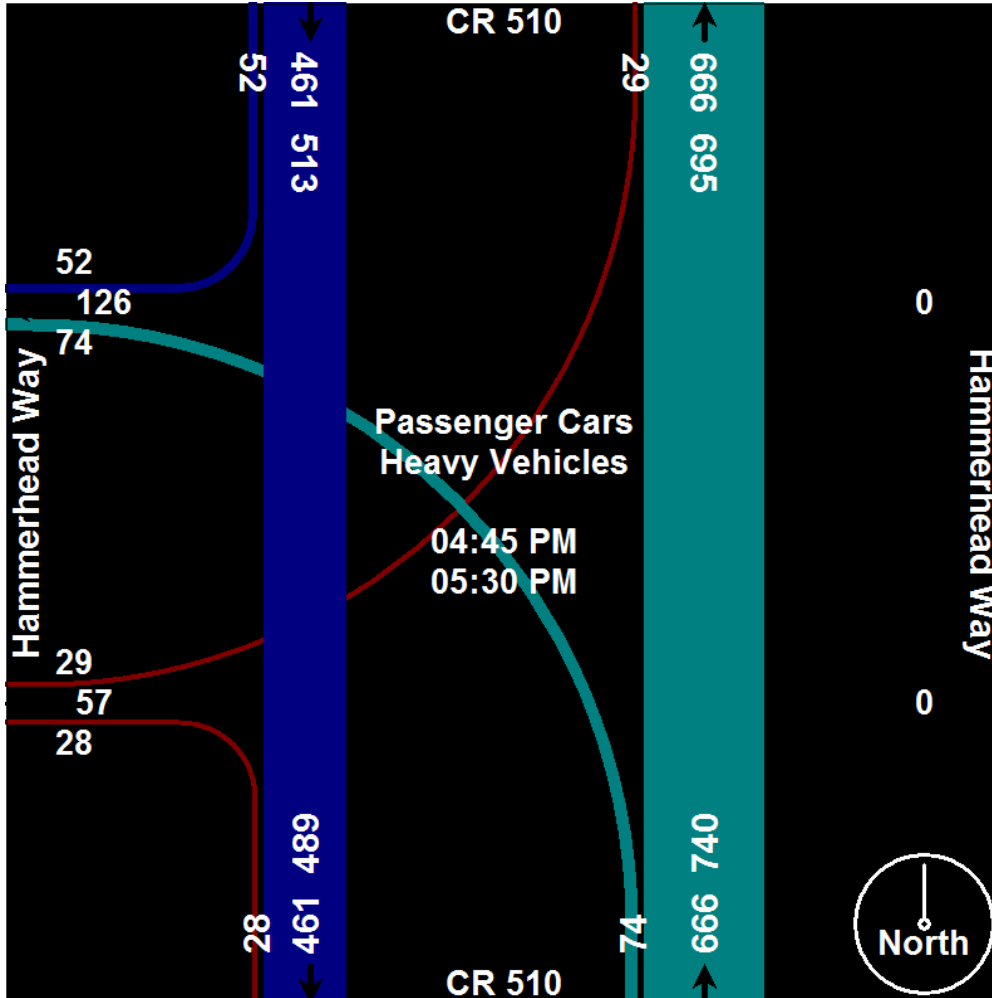
Turning Movement Counts
CR 510 at Hammerhead Way

File Name : CR 510 at Hammerhead Way

Site Code : 51000301

Start Date : 12/3/2015

Page No : 6



CR-510 at Mako Way

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Mako Way

File Name : CR 510 at Mako Way
 Site Code : 51000201
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	4	0	6	8
06:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	3	0	4	0	7	15
06:30 AM	0	7	0	0	7	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	12
06:45 AM	2	5	0	0	7	0	0	0	0	0	0	6	1	0	7	5	0	7	0	12	26
Total	2	17	0	0	19	0	0	0	0	0	0	12	5	0	17	10	0	15	0	25	61
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3	0	2	0	5	7
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	14
07:30 AM	0	6	0	0	6	0	0	0	0	0	0	13	1	0	14	0	0	0	0	0	20
07:45 AM	0	6	0	0	6	0	0	0	0	0	0	11	2	0	13	0	0	0	0	0	19
Total	0	15	0	0	15	0	0	0	0	0	0	36	3	0	39	3	0	3	0	6	60
08:00 AM	0	4	0	0	4	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	10
08:15 AM	1	2	0	0	3	0	0	0	0	0	0	8	2	0	10	0	0	0	0	0	13
08:30 AM	2	4	0	0	6	0	0	0	0	0	0	9	3	0	12	0	0	0	0	0	18
08:45 AM	2	6	0	0	8	0	0	0	0	0	0	9	2	0	11	0	0	0	0	0	19
Total	5	16	0	0	21	0	0	0	0	0	0	31	8	0	39	0	0	0	0	0	60
*** BREAK ***																					
04:00 PM	2	1	0	0	3	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	12
04:15 PM	5	5	0	0	10	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	14
04:30 PM	1	2	0	0	3	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	12
04:45 PM	3	2	0	0	5	0	0	0	0	0	0	9	2	0	11	0	0	0	0	0	16
Total	11	10	0	0	21	0	0	0	0	0	0	26	5	0	31	1	0	1	0	2	54
05:00 PM	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	7
05:15 PM	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
05:30 PM	2	3	0	0	5	0	0	0	0	0	0	5	1	0	6	2	0	0	0	2	13
05:45 PM	0	1	0	0	1	0	0	0	0	0	0	7	1	0	8	0	0	1	0	1	10
Total	4	7	0	0	11	0	0	0	0	0	0	20	3	0	23	2	0	2	0	4	38
06:00 PM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	7
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	5
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	1	0	1	6
Total	1	6	0	0	7	0	0	0	0	0	0	11	3	0	14	1	0	1	0	2	23
Grand Total	23	71	0	0	94	0	0	0	0	0	0	136	27	0	163	17	0	22	0	39	296
Apprch %	24.5	75.5	0	0		0	0	0	0		0	83.4	16.6	0		43.6	0	56.4	0		
Total %	7.8	24	0	0	31.8	0	0	0	0	0	0	45.9	9.1	0	55.1	5.7	0	7.4	0	13.2	

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Mako Way

File Name : CR 510 at Mako Way
 Site Code : 51000201
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total	
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total		
06:00 AM	1	38	0	0	39	0	0	0	0	0	0	37	1	0	38	0	0	0	0	0	0	77
06:15 AM	6	57	0	0	63	0	0	0	0	0	0	43	0	0	43	0	0	0	0	0	0	106
06:30 AM	13	129	0	1	143	0	0	0	0	0	0	64	0	0	64	2	0	0	0	2	209	
06:45 AM	7	218	0	2	227	0	0	0	0	0	0	89	0	0	89	0	0	0	0	0	2	316
Total	27	442	0	3	472	0	0	0	0	0	0	233	1	0	234	2	0	0	0	2	708	
07:00 AM	10	234	0	0	244	0	0	0	0	0	0	109	3	0	112	1	0	3	0	4	360	
07:15 AM	1	123	0	1	125	0	0	0	0	0	0	107	0	0	107	2	0	0	0	2	234	
07:30 AM	1	114	0	0	115	0	0	0	0	0	0	94	0	0	94	0	0	1	0	1	210	
07:45 AM	3	134	0	2	139	0	0	0	0	0	0	80	0	0	80	1	0	0	0	1	220	
Total	15	605	0	3	623	0	0	0	0	0	0	390	3	0	393	4	0	4	0	8	1024	
08:00 AM	1	137	0	0	138	0	0	0	0	0	0	79	0	0	79	1	0	1	0	2	219	
08:15 AM	0	131	0	0	131	0	0	0	0	0	0	96	0	0	96	4	0	2	0	6	233	
08:30 AM	4	92	0	0	96	0	0	0	0	0	0	131	0	0	131	2	0	2	0	4	231	
08:45 AM	0	84	0	0	84	0	0	0	0	0	0	123	0	0	123	5	0	7	2	14	221	
Total	5	444	0	0	449	0	0	0	0	0	0	429	0	0	429	12	0	12	2	26	904	
*** BREAK ***																						
04:00 PM	0	89	0	0	89	0	0	0	0	0	0	162	1	0	163	3	0	7	0	10	262	
04:15 PM	0	106	0	0	106	0	0	0	0	0	0	167	2	0	169	8	0	5	0	13	288	
04:30 PM	0	124	0	0	124	0	0	0	0	0	0	156	0	0	156	7	0	4	0	11	291	
04:45 PM	0	104	0	0	104	0	0	0	0	0	0	158	1	0	159	2	0	5	0	7	270	
Total	0	423	0	0	423	0	0	0	0	0	0	643	4	0	647	20	0	21	0	41	1111	
05:00 PM	6	107	0	0	113	0	0	0	0	0	0	155	3	0	158	1	0	8	0	9	280	
05:15 PM	0	122	0	0	122	0	0	0	0	0	0	144	4	0	148	2	0	3	0	5	275	
05:30 PM	0	132	0	0	132	0	0	0	0	0	0	170	0	0	170	3	0	0	0	3	305	
05:45 PM	5	144	0	0	149	0	0	0	0	0	0	167	0	0	167	8	0	4	0	12	328	
Total	11	505	0	0	516	0	0	0	0	0	0	636	7	0	643	14	0	15	0	29	1188	
06:00 PM	0	135	0	0	135	0	0	0	0	0	0	144	3	0	147	9	0	5	0	14	296	
06:15 PM	1	131	0	0	132	0	0	0	0	0	0	115	1	0	116	3	0	1	0	4	252	
06:30 PM	3	88	0	0	91	0	0	0	0	0	0	101	0	0	101	1	0	1	0	2	194	
06:45 PM	0	89	0	0	89	0	0	0	0	0	0	89	1	1	91	1	0	-1	0	0	180	
Total	4	443	0	0	447	0	0	0	0	0	0	449	5	1	455	14	0	6	0	20	922	
Grand Total	62	2862	0	6	2930	0	0	0	0	0	0	2780	20	1	2801	66	0	58	2	126	5857	
Apprch %	2.1	97.7	0	0.2		0	0	0	0	0	0	99.3	0.7	0		52.4	0	46	1.6			
Total %	1.1	48.9	0	0.1	50	0	0	0	0	0	0	47.5	0.3	0	47.8	1.1	0	1	0	2.2		

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	40	0	0	41	0	0	0	0	0	0	37	1	0	38	2	0	4	0	6	85
06:15 AM	6	60	0	0	66	0	0	0	0	0	0	48	0	0	48	3	0	4	0	7	121
06:30 AM	13	136	0	1	150	0	0	0	0	0	0	65	4	0	69	2	0	0	0	2	221
06:45 AM	9	223	0	2	234	0	0	0	0	0	0	95	1	0	96	5	0	7	0	12	342
Total	29	459	0	3	491	0	0	0	0	0	0	245	6	0	251	12	0	15	0	27	769
07:00 AM	10	235	0	0	245	0	0	0	0	0	0	110	3	0	113	4	0	5	0	9	367
07:15 AM	1	125	0	1	127	0	0	0	0	0	0	118	0	0	118	2	0	1	0	3	248
07:30 AM	1	120	0	0	121	0	0	0	0	0	0	107	1	0	108	0	0	1	0	1	230
07:45 AM	3	140	0	2	145	0	0	0	0	0	0	91	2	0	93	1	0	0	0	1	239
Total	15	620	0	3	638	0	0	0	0	0	0	426	6	0	432	7	0	7	0	14	1084
08:00 AM	1	141	0	0	142	0	0	0	0	0	0	84	1	0	85	1	0	1	0	2	229
08:15 AM	1	133	0	0	134	0	0	0	0	0	0	104	2	0	106	4	0	2	0	6	246
08:30 AM	6	96	0	0	102	0	0	0	0	0	0	140	3	0	143	2	0	2	0	4	249
08:45 AM	2	90	0	0	92	0	0	0	0	0	0	132	2	0	134	5	0	7	2	14	240
Total	10	460	0	0	470	0	0	0	0	0	0	460	8	0	468	12	0	12	2	26	964
*** BREAK ***																					
04:00 PM	2	90	0	0	92	0	0	0	0	0	0	170	2	0	172	3	0	7	0	10	274
04:15 PM	5	111	0	0	116	0	0	0	0	0	0	170	3	0	173	8	0	5	0	13	302
04:30 PM	1	126	0	0	127	0	0	0	0	0	0	162	1	0	163	8	0	5	0	13	303
04:45 PM	3	106	0	0	109	0	0	0	0	0	0	167	3	0	170	2	0	5	0	7	286
Total	11	433	0	0	444	0	0	0	0	0	0	669	9	0	678	21	0	22	0	43	1165
05:00 PM	6	109	0	0	115	0	0	0	0	0	0	159	4	0	163	1	0	8	0	9	287
05:15 PM	2	123	0	0	125	0	0	0	0	0	0	148	4	0	152	2	0	4	0	6	283
05:30 PM	2	135	0	0	137	0	0	0	0	0	0	175	1	0	176	5	0	0	0	5	318
05:45 PM	5	145	0	0	150	0	0	0	0	0	0	174	1	0	175	8	0	5	0	13	338
Total	15	512	0	0	527	0	0	0	0	0	0	656	10	0	666	16	0	17	0	33	1226
06:00 PM	1	136	0	0	137	0	0	0	0	0	0	148	3	0	151	10	0	5	0	15	303
06:15 PM	1	132	0	0	133	0	0	0	0	0	0	118	2	0	120	3	0	1	0	4	257
06:30 PM	3	91	0	0	94	0	0	0	0	0	0	102	1	0	103	1	0	1	0	2	199
06:45 PM	0	90	0	0	90	0	0	0	0	0	0	92	2	1	95	1	0	0	0	1	186
Total	5	449	0	0	454	0	0	0	0	0	0	460	8	1	469	15	0	7	0	22	945
Grand Total	85	2933	0	6	3024	0	0	0	0	0	0	2916	47	1	2964	83	0	80	2	165	6153
Apprch %	2.8	97	0	0.2		0	0	0	0		0	98.4	1.6	0		50.3	0	48.5	1.2		
Total %	1.4	47.7	0	0.1	49.1	0	0	0	0	0	0	47.4	0.8	0	48.2	1.3	0	1.3	0	2.7	
Passenger Cars	62	2862	0	6	2930	0	0	0	0	0	0	2780	20	1	2801	66	0	58	2	126	5857
% Passenger Cars																					
Heavy Vehicles	23	71	0	0	94	0	0	0	0	0	0	136	27	0	163	17	0	22	0	39	296
% Heavy Vehicles	27.1	2.4	0	0	3.1	0	0	0	0	0	0	4.7	57.4	0	5.5	20.5	0	27.5	0	23.6	4.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

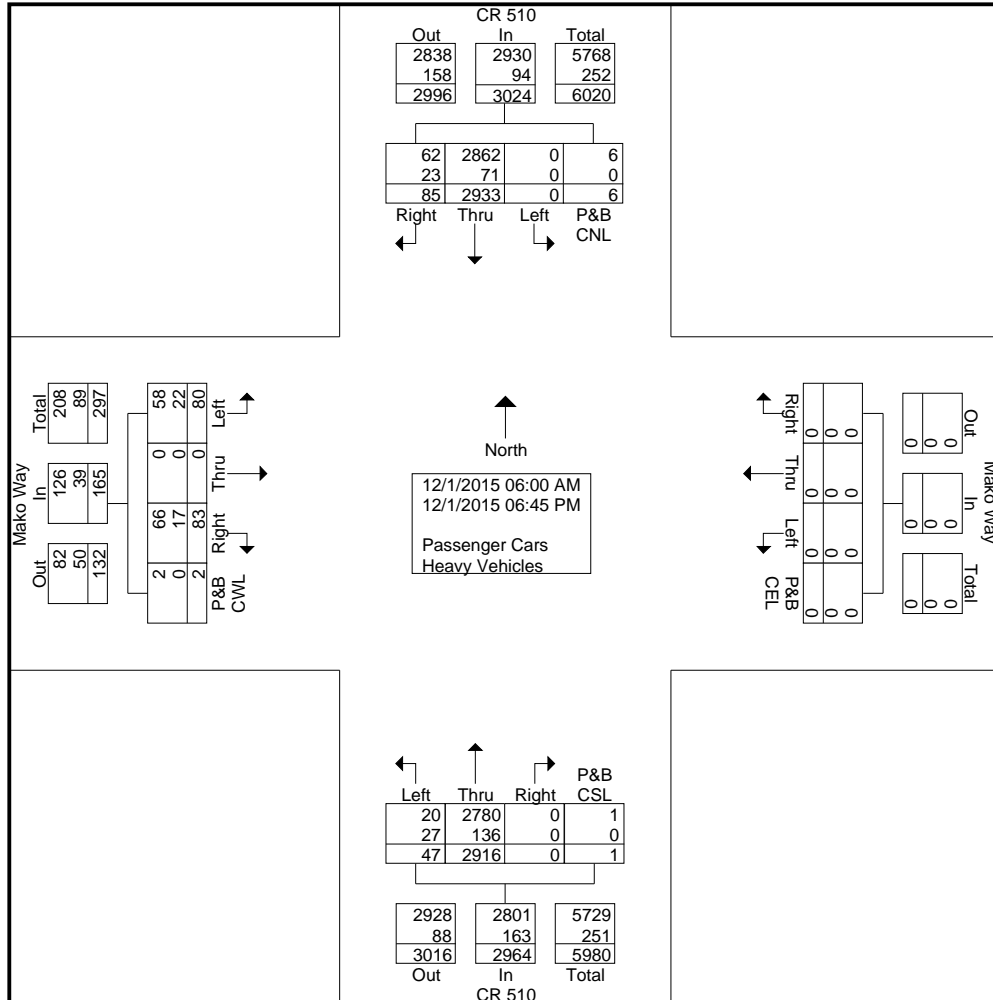
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/1/2015
Page No : 2



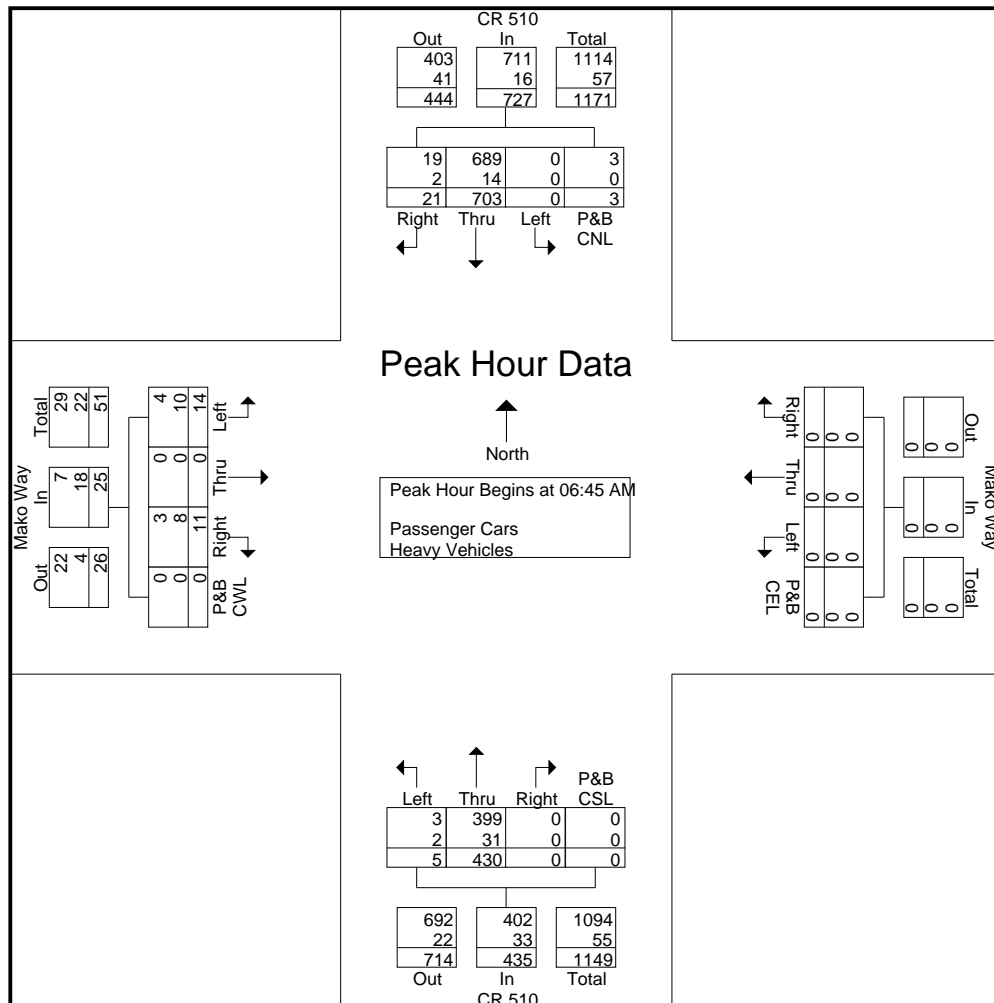
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/1/2015
Page No : 3

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	9	223	0	2	234	0	0	0	0	0	0	95	1	0	96	5	0	7	0	12	342
07:00 AM	10	235	0	0	245	0	0	0	0	0	0	110	3	0	113	4	0	5	0	9	367
07:15 AM	1	125	0	1	127	0	0	0	0	0	0	118	0	0	118	2	0	1	0	3	248
07:30 AM	1	120	0	0	121	0	0	0	0	0	0	107	1	0	108	0	0	1	0	1	230
Total Volume	21	703	0	3	727	0	0	0	0	0	0	430	5	0	435	11	0	14	0	25	1187
% App. Total	2.9	96.7	0	0.4		0	0	0	0		0	98.9	1.1	0		44	0	56	0		
PHF	.525	.748	.000	.375	.742	.000	.000	.000	.000	.000	.000	.911	.417	.000	.922	.550	.000	.500	.000	.521	.809
Passenger Cars	19	689	0	3	711	0	0	0	0	0	0	399	3	0	402	3	0	4	0	7	1120
% Passenger Cars																					
Heavy Vehicles	2	14	0	0	16	0	0	0	0	0	0	31	2	0	33	8	0	10	0	18	67
% Heavy Vehicles	9.5	2.0	0	0	2.2	0	0	0	0	0	0	7.2	40.0	0	7.6	72.7	0	71.4	0	72.0	5.6

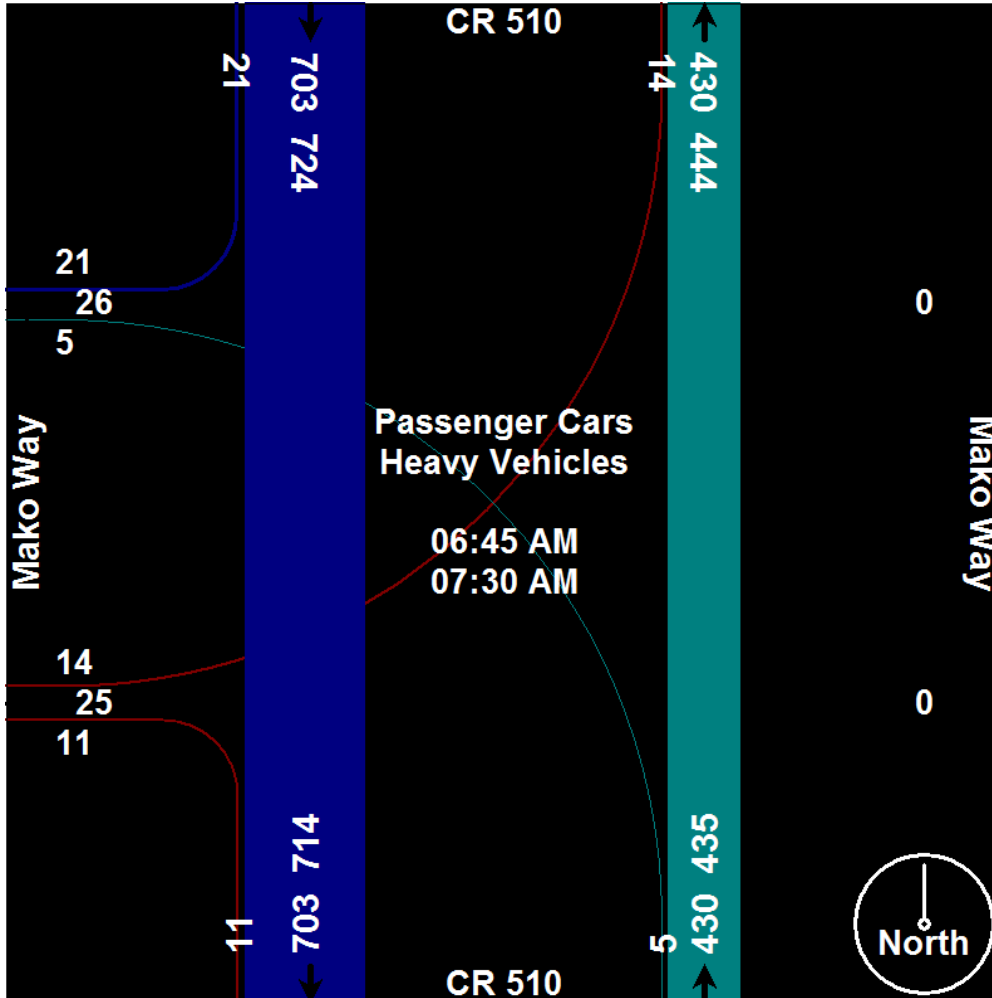


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/1/2015
Page No : 4

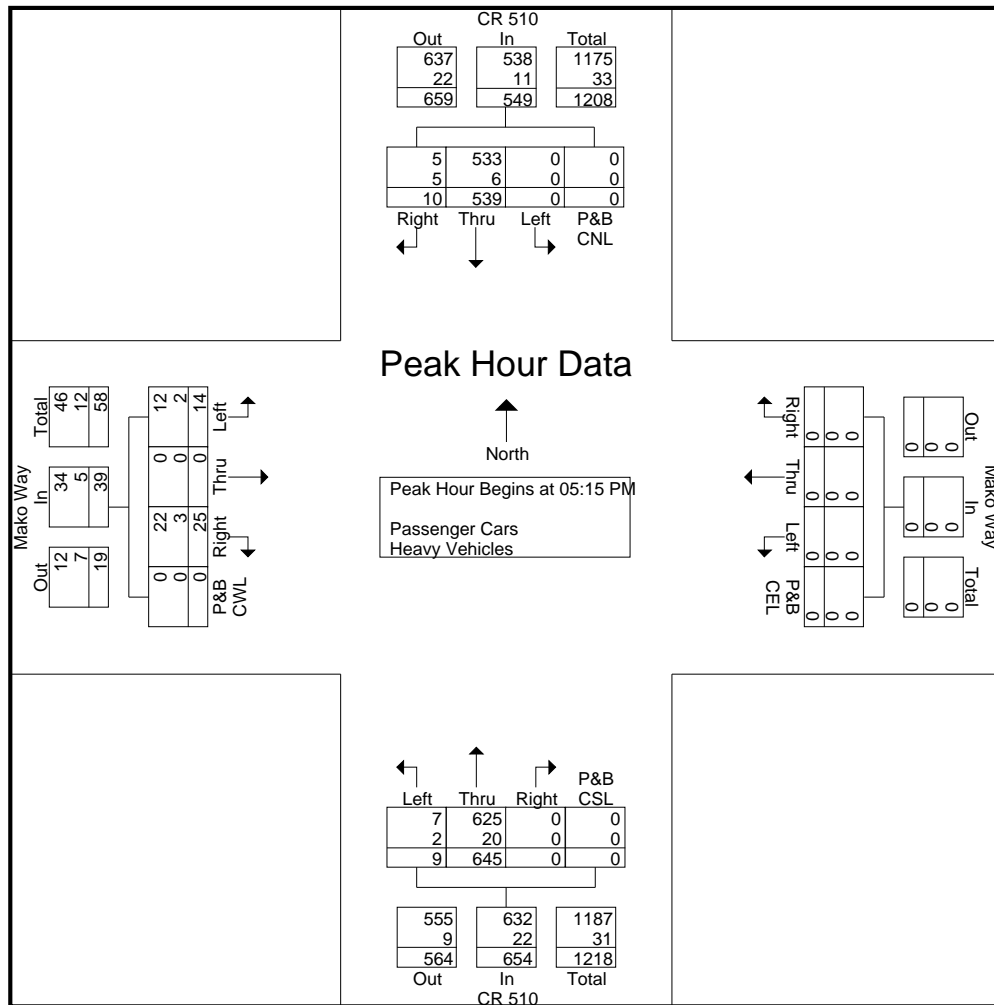


CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Mako Way

File Name : CR 510 at Mako Way
 Site Code : 51000201
 Start Date : 12/1/2015
 Page No : 5

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	2	123	0	0	125	0	0	0	0	0	0	148	4	0	152	2	0	4	0	6	283
05:30 PM	2	135	0	0	137	0	0	0	0	0	0	175	1	0	176	5	0	0	0	5	318
05:45 PM	5	145	0	0	150	0	0	0	0	0	0	174	1	0	175	8	0	5	0	13	338
06:00 PM	1	136	0	0	137	0	0	0	0	0	0	148	3	0	151	10	0	5	0	15	303
Total Volume	10	539	0	0	549	0	0	0	0	0	0	645	9	0	654	25	0	14	0	39	1242
% App. Total	1.8	98.2	0	0		0	0	0	0	0	0	98.6	1.4	0		64.1	0	35.9	0		
PHF	.500	.929	.000	.000	.915	.000	.000	.000	.000	.000	.000	.921	.563	.000	.929	.625	.000	.700	.000	.650	.919
Passenger Cars	5	533	0	0	538	0	0	0	0	0	0	625	7	0	632	22	0	12	0	34	1204
% Passenger Cars																					
Heavy Vehicles	5	6	0	0	11	0	0	0	0	0	0	20	2	0	22	3	0	2	0	5	38
% Heavy Vehicles	50.0	1.1	0	0	2.0	0	0	0	0	0	0	3.1	22.2	0	3.4	12.0	0	14.3	0	12.8	3.1



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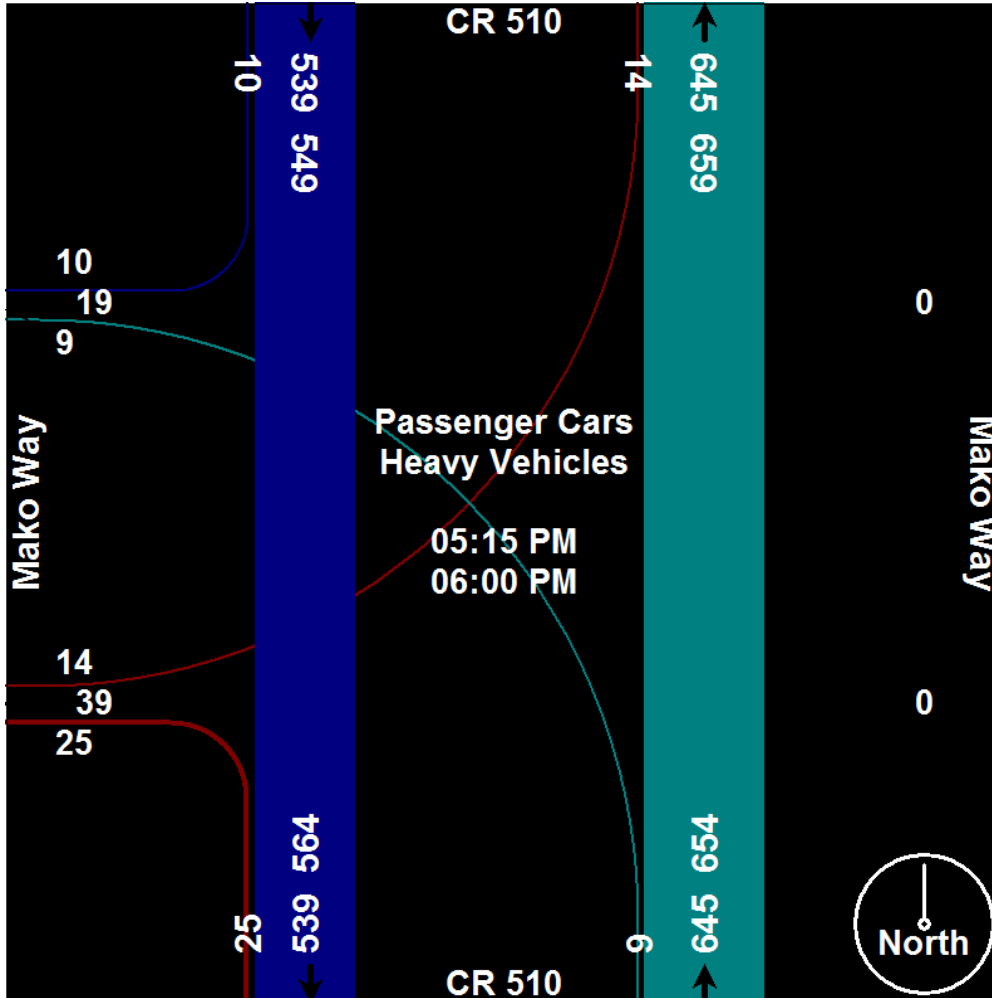
Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way

Site Code : 51000201

Start Date : 12/1/2015

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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/2/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	1	0	4	0	5	9
06:15 AM	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	4	0	2	0	6	13
06:30 AM	9	3	0	0	12	0	0	0	0	0	0	2	1	0	3	1	0	1	0	2	17
06:45 AM	4	6	0	0	10	0	0	0	0	0	0	5	4	0	9	1	0	2	0	3	22
Total	14	15	0	0	29	0	0	0	0	0	0	8	8	0	16	7	0	9	0	16	61
07:00 AM	0	7	0	0	7	0	0	0	0	0	0	4	2	0	6	1	0	4	0	5	18
07:15 AM	0	7	0	0	7	0	0	0	0	0	0	7	2	0	9	0	0	1	0	1	17
07:30 AM	1	10	0	0	11	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	18
07:45 AM	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	18
Total	1	35	0	0	36	0	0	0	0	0	0	24	4	0	28	2	0	5	0	7	71
08:00 AM	0	9	0	0	9	0	0	0	0	0	0	6	2	0	8	0	0	0	0	0	17
08:15 AM	1	8	0	0	9	0	0	0	0	0	0	8	4	0	12	0	0	0	0	0	21
08:30 AM	3	10	0	0	13	0	0	0	0	0	0	4	4	0	8	0	0	0	0	0	21
08:45 AM	2	8	0	0	10	0	0	0	0	0	0	4	2	0	6	1	0	0	0	1	17
Total	6	35	0	0	41	0	0	0	0	0	0	22	12	0	34	1	0	0	0	1	76
*** BREAK ***																					
04:00 PM	1	10	0	0	11	0	0	0	0	0	0	5	1	0	6	0	0	0	0	0	17
04:15 PM	6	1	0	0	7	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	11
04:30 PM	3	6	0	0	9	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	13
04:45 PM	3	3	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
Total	13	20	0	0	33	0	0	0	0	0	0	13	3	0	16	0	0	0	0	0	49
05:00 PM	5	4	0	0	9	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	11
05:15 PM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
05:30 PM	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	4
05:45 PM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	8
Total	5	14	0	0	19	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	28
06:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
06:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
06:45 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	0	6	0	0	6	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	13
Grand Total	39	125	0	0	164	0	0	0	0	0	0	81	29	0	110	10	0	14	0	24	298
Apprch %	23.8	76.2	0	0		0	0	0	0		0	73.6	26.4	0		41.7	0	58.3	0		
Total %	13.1	41.9	0	0	55	0	0	0	0	0	0	27.2	9.7	0	36.9	3.4	0	4.7	0	8.1	

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR -510 at Mako Way

File Name : CR 510 at Mako Way
 Site Code : 51000201
 Start Date : 12/2/2015
 Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	3	43	0	0	46	0	0	0	0	0	0	31	0	0	31	1	0	0	0	1	78
06:15 AM	0	46	0	0	46	0	0	0	0	0	0	41	0	0	41	0	0	0	0	0	87
06:30 AM	0	137	0	0	137	0	0	0	0	0	0	57	0	0	57	0	0	0	0	0	194
06:45 AM	0	224	0	1	225	0	0	0	0	0	0	105	0	0	105	0	0	0	0	0	330
Total	3	450	0	1	454	0	0	0	0	0	0	234	0	0	234	1	0	0	0	1	689
07:00 AM	9	228	0	0	237	0	0	0	0	0	0	136	0	0	136	4	0	0	0	4	377
07:15 AM	3	114	0	0	117	0	0	0	0	0	0	127	0	0	127	2	0	1	0	3	247
07:30 AM	0	105	0	0	105	0	0	0	0	0	0	106	0	0	106	0	0	1	0	1	212
07:45 AM	0	117	0	0	117	0	0	0	0	0	0	108	0	0	108	0	0	1	0	1	226
Total	12	564	0	0	576	0	0	0	0	0	0	477	0	0	477	6	0	3	0	9	1062
08:00 AM	0	112	0	0	112	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	204
08:15 AM	0	117	0	0	117	0	0	0	0	0	0	111	0	0	111	1	0	1	0	2	230
08:30 AM	0	109	0	0	109	0	0	0	0	0	0	114	0	0	114	2	0	4	0	6	229
08:45 AM	0	70	0	0	70	0	0	0	0	0	0	109	0	0	109	6	0	3	0	9	188
Total	0	408	0	0	408	0	0	0	0	0	0	426	0	0	426	9	0	8	0	17	851
*** BREAK ***																					
04:00 PM	0	107	0	4	111	0	0	0	0	0	0	139	0	0	139	2	0	5	0	7	257
04:15 PM	0	87	0	0	87	0	0	0	0	0	0	146	0	0	146	7	0	5	0	12	245
04:30 PM	0	103	0	1	104	0	0	0	0	0	0	134	2	0	136	3	0	7	0	10	250
04:45 PM	0	111	0	0	111	0	0	0	0	0	0	139	3	0	142	3	0	7	0	10	263
Total	0	408	0	5	413	0	0	0	0	0	0	558	5	0	563	15	0	24	0	39	1015
05:00 PM	2	121	0	0	123	0	0	0	0	0	0	140	6	0	146	0	0	6	0	6	275
05:15 PM	6	130	0	0	136	0	0	0	0	0	0	166	4	0	170	4	0	8	0	12	318
05:30 PM	4	122	0	1	127	0	0	0	0	0	0	165	6	0	171	3	0	3	0	6	304
05:45 PM	6	122	0	0	128	0	0	0	0	0	0	166	5	0	171	6	0	5	0	11	310
Total	18	495	0	1	514	0	0	0	0	0	0	637	21	0	658	13	0	22	0	35	1207
06:00 PM	5	126	0	0	131	0	0	0	0	0	0	157	0	0	157	4	0	8	0	12	300
06:15 PM	9	98	0	0	107	0	0	0	0	0	0	137	0	0	137	1	0	13	0	14	258
06:30 PM	1	96	0	0	97	0	0	0	0	0	0	101	0	0	101	2	0	2	0	4	202
06:45 PM	0	70	0	1	71	0	0	0	0	0	0	91	0	0	91	0	0	3	0	3	165
Total	15	390	0	1	406	0	0	0	0	0	0	486	0	0	486	7	0	26	0	33	925
Grand Total	48	2715	0	8	2771	0	0	0	0	0	0	2818	26	0	2844	51	0	83	0	134	5749
Apprch %	1.7	98	0	0.3		0	0	0	0	0	0	99.1	0.9	0		38.1	0	61.9	0		
Total %	0.8	47.2	0	0.1	48.2	0	0	0	0	0	0	49	0.5	0	49.5	0.9	0	1.4	0	2.3	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	3	45	0	0	48	0	0	0	0	0	0	31	2	0	33	2	0	4	0	6	87
06:15 AM	1	50	0	0	51	0	0	0	0	0	0	42	1	0	43	4	0	2	0	6	100
06:30 AM	9	140	0	0	149	0	0	0	0	0	0	59	1	0	60	1	0	1	0	2	211
06:45 AM	4	230	0	1	235	0	0	0	0	0	0	110	4	0	114	1	0	2	0	3	352
Total	17	465	0	1	483	0	0	0	0	0	0	242	8	0	250	8	0	9	0	17	750
07:00 AM	9	235	0	0	244	0	0	0	0	0	0	140	2	0	142	5	0	4	0	9	395
07:15 AM	3	121	0	0	124	0	0	0	0	0	0	134	2	0	136	2	0	2	0	4	264
07:30 AM	1	115	0	0	116	0	0	0	0	0	0	112	0	0	112	1	0	1	0	2	230
07:45 AM	0	128	0	0	128	0	0	0	0	0	0	115	0	0	115	0	0	1	0	1	244
Total	13	599	0	0	612	0	0	0	0	0	0	501	4	0	505	8	0	8	0	16	1133
08:00 AM	0	121	0	0	121	0	0	0	0	0	0	98	2	0	100	0	0	0	0	0	221
08:15 AM	1	125	0	0	126	0	0	0	0	0	0	119	4	0	123	1	0	1	0	2	251
08:30 AM	3	119	0	0	122	0	0	0	0	0	0	118	4	0	122	2	0	4	0	6	250
08:45 AM	2	78	0	0	80	0	0	0	0	0	0	113	2	0	115	7	0	3	0	10	205
Total	6	443	0	0	449	0	0	0	0	0	0	448	12	0	460	10	0	8	0	18	927
*** BREAK ***																					
04:00 PM	1	117	0	4	122	0	0	0	0	0	0	144	1	0	145	2	0	5	0	7	274
04:15 PM	6	88	0	0	94	0	0	0	0	0	0	149	1	0	150	7	0	5	0	12	256
04:30 PM	3	109	0	1	113	0	0	0	0	0	0	137	3	0	140	3	0	7	0	10	263
04:45 PM	3	114	0	0	117	0	0	0	0	0	0	141	3	0	144	3	0	7	0	10	271
Total	13	428	0	5	446	0	0	0	0	0	0	571	8	0	579	15	0	24	0	39	1064
05:00 PM	7	125	0	0	132	0	0	0	0	0	0	142	6	0	148	0	0	6	0	6	286
05:15 PM	6	134	0	0	140	0	0	0	0	0	0	167	4	0	171	4	0	8	0	12	323
05:30 PM	4	125	0	1	130	0	0	0	0	0	0	166	6	0	172	3	0	3	0	6	308
05:45 PM	6	125	0	0	131	0	0	0	0	0	0	171	5	0	176	6	0	5	0	11	318
Total	23	509	0	1	533	0	0	0	0	0	0	646	21	0	667	13	0	22	0	35	1235
06:00 PM	5	127	0	0	132	0	0	0	0	0	0	158	1	0	159	4	0	8	0	12	303
06:15 PM	9	100	0	0	109	0	0	0	0	0	0	138	1	0	139	1	0	13	0	14	262
06:30 PM	1	96	0	0	97	0	0	0	0	0	0	104	0	0	104	2	0	2	0	4	205
06:45 PM	0	73	0	1	74	0	0	0	0	0	0	91	0	0	91	0	0	3	0	3	168
Total	15	396	0	1	412	0	0	0	0	0	0	491	2	0	493	7	0	26	0	33	938
Grand Total	87	2840	0	8	2935	0	0	0	0	0	0	2899	55	0	2954	61	0	97	0	158	6047
Apprch %	3	96.8	0	0.3		0	0	0	0		0	98.1	1.9	0		38.6	0	61.4	0		
Total %	1.4	47	0	0.1	48.5	0	0	0	0	0	0	47.9	0.9	0	48.9	1	0	1.6	0	2.6	
Passenger Cars	48	2715	0	8	2771	0	0	0	0	0	0	2818	26	0	2844	51	0	83	0	134	5749
% Passenger Cars																					
Heavy Vehicles	39	125	0	0	164	0	0	0	0	0	0	81	29	0	110	10	0	14	0	24	298
% Heavy Vehicles	44.8	4.4	0	0	5.6	0	0	0	0	0	0	2.8	52.7	0	3.7	16.4	0	14.4	0	15.2	4.9

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

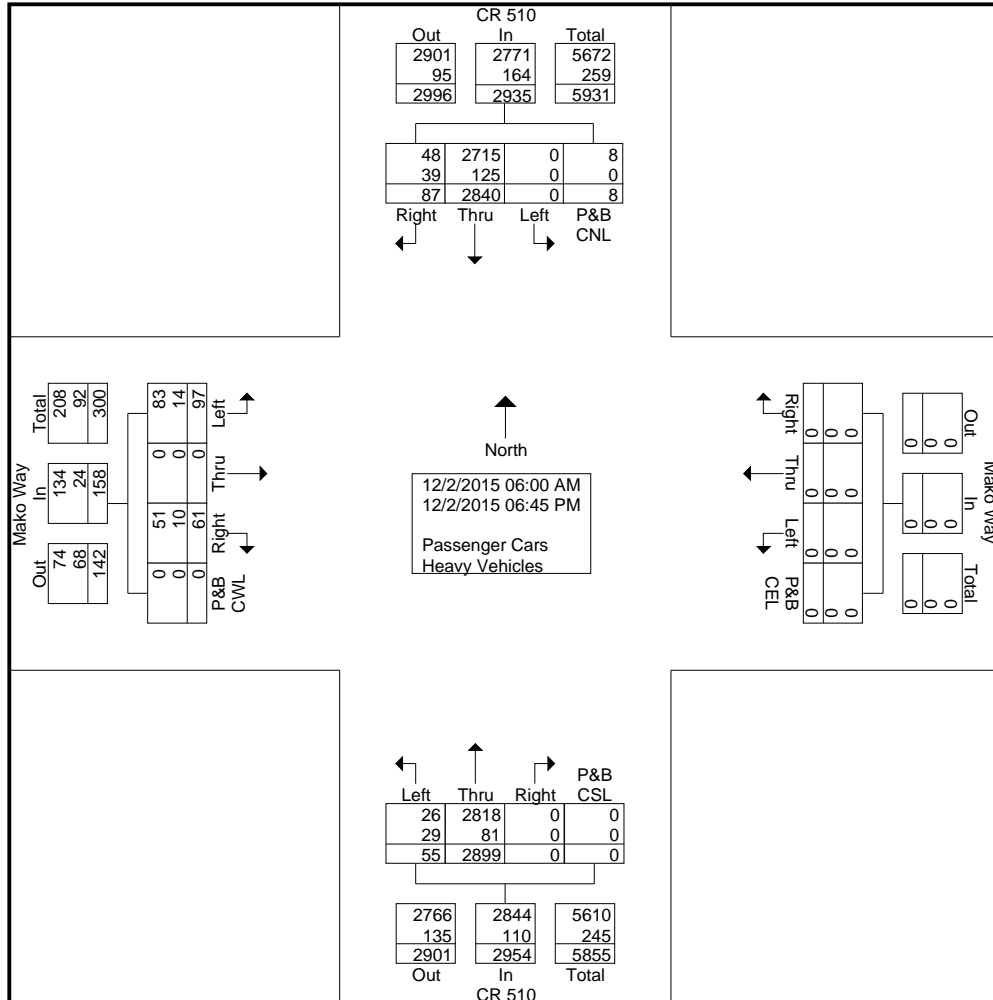
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/2/2015
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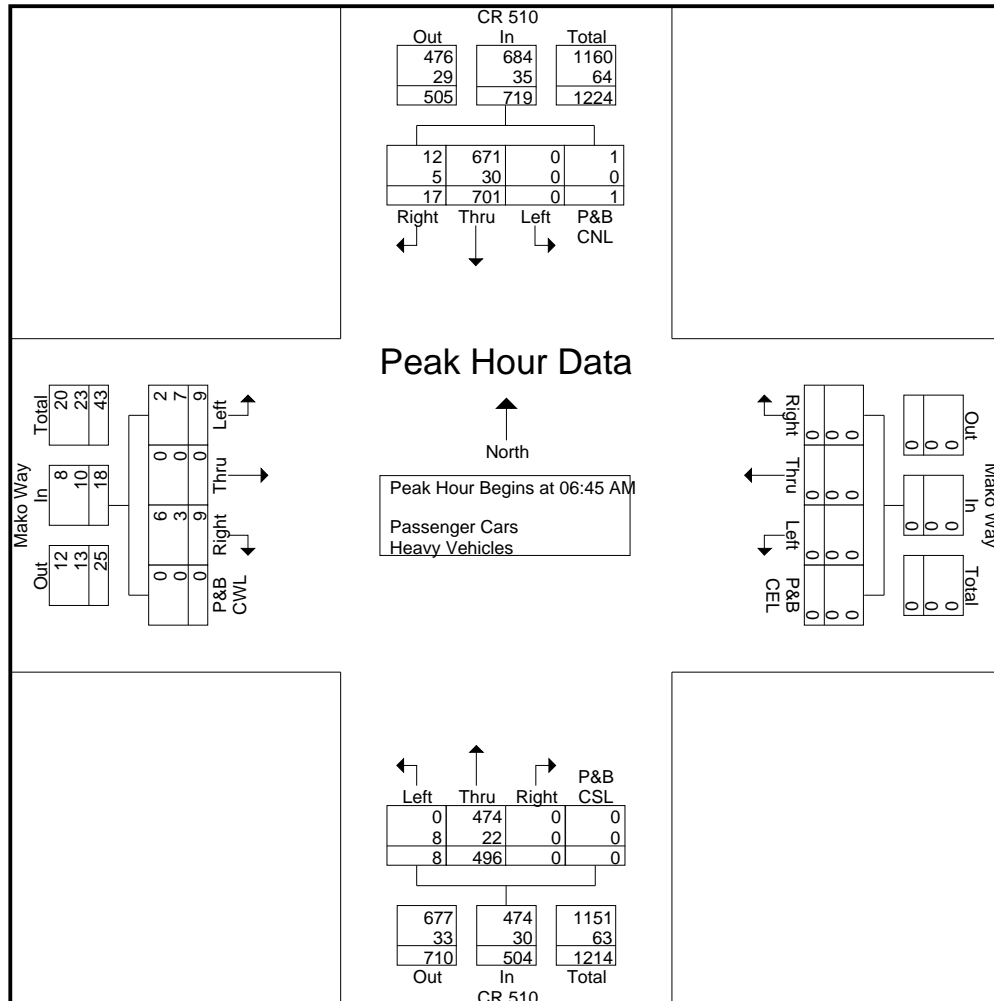
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/2/2015
Page No : 3

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	4	230	0	1	235	0	0	0	0	0	0	110	4	0	114	1	0	2	0	3	352
07:00 AM	9	235	0	0	244	0	0	0	0	0	0	140	2	0	142	5	0	4	0	9	395
07:15 AM	3	121	0	0	124	0	0	0	0	0	0	134	2	0	136	2	0	2	0	4	264
07:30 AM	1	115	0	0	116	0	0	0	0	0	0	112	0	0	112	1	0	1	0	2	230
Total Volume	17	701	0	1	719	0	0	0	0	0	0	496	8	0	504	9	0	9	0	18	1241
% App. Total	2.4	97.5	0	0.1		0	0	0	0	0	0	98.4	1.6	0		50	0	50	0		
PHF	.472	.746	.000	.250	.737	.000	.000	.000	.000	.000	.000	.886	.500	.000	.887	.450	.000	.563	.000	.500	.785
Passenger Cars	12	671	0	1	684	0	0	0	0	0	0	474	0	0	474	6	0	2	0	8	1166
% Passenger Cars																					
Heavy Vehicles	5	30	0	0	35	0	0	0	0	0	0	22	8	0	30	3	0	7	0	10	75
% Heavy Vehicles	29.4	4.3	0	0	4.9	0	0	0	0	0	0	4.4	100	0	6.0	33.3	0	77.8	0	55.6	6.0

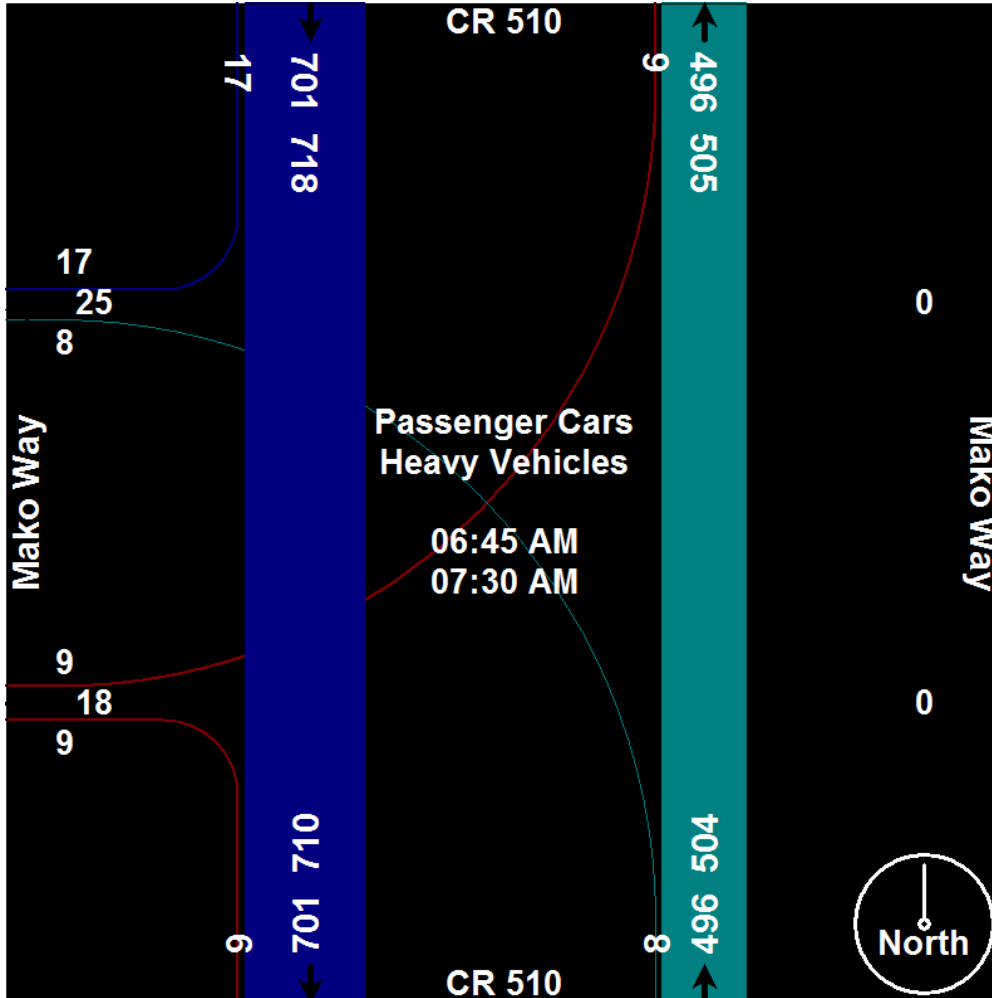


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/2/2015
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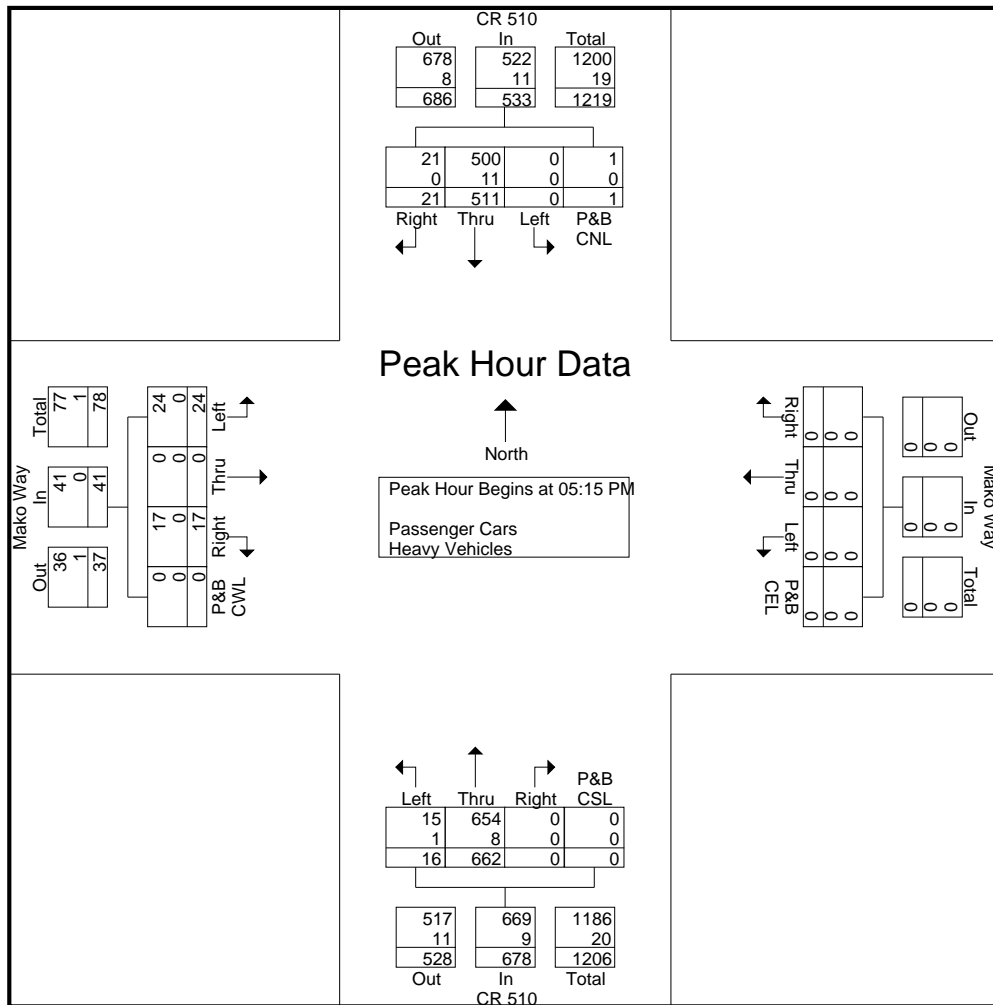
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/2/2015
Page No : 5

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	6	134	0	0	140	0	0	0	0	0	0	167	4	0	171	4	0	8	0	12	323
05:30 PM	4	125	0	1	130	0	0	0	0	0	0	166	6	0	172	3	0	3	0	6	308
05:45 PM	6	125	0	0	131	0	0	0	0	0	0	171	5	0	176	6	0	5	0	11	318
06:00 PM	5	127	0	0	132	0	0	0	0	0	0	158	1	0	159	4	0	8	0	12	303
Total Volume	21	511	0	1	533	0	0	0	0	0	0	662	16	0	678	17	0	24	0	41	1252
% App. Total	3.9	95.9	0	0.2		0	0	0	0		0	97.6	2.4	0		41.5	0	58.5	0		
PHF	.875	.953	.000	.250	.952	.000	.000	.000	.000	.000	.000	.968	.667	.000	.963	.708	.000	.750	.000	.854	.969
Passenger Cars	21	500	0	1	522	0	0	0	0	0	0	654	15	0	669	17	0	24	0	41	1232
% Passenger Cars																					
Heavy Vehicles	0	11	0	0	11	0	0	0	0	0	0	8	1	0	9	0	0	0	0	0	20
% Heavy Vehicles	0	2.2	0	0	2.1	0	0	0	0	0	0	1.2	6.3	0	1.3	0	0	0	0	0	1.6



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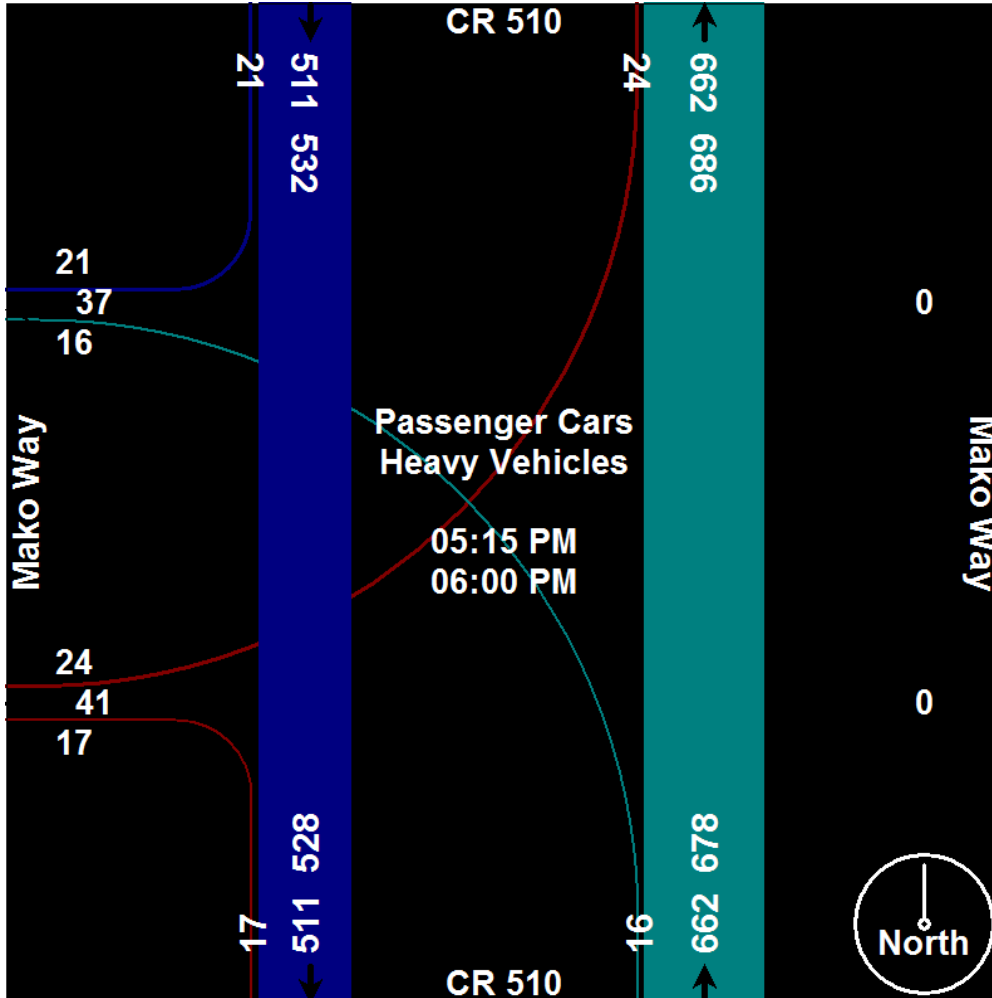
Turning Movement Counts
CR -510 at Mako Way

File Name : CR 510 at Mako Way

Site Code : 51000201

Start Date : 12/2/2015

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CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at Mako Way

File Name : CR 510 at Mako Way
 Site Code : 51000201
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	4	0	5	10
06:15 AM	0	5	0	0	5	0	0	0	0	0	0	1	0	0	1	6	0	4	0	10	16
06:30 AM	7	7	0	0	14	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	19
06:45 AM	10	1	0	0	11	0	0	0	0	0	0	6	2	0	8	1	0	3	0	4	23
Total	17	17	0	0	34	0	0	0	0	0	0	10	5	0	15	8	0	11	0	19	68
07:00 AM	0	1	0	0	1	0	0	0	0	0	0	4	3	0	7	0	0	1	0	1	9
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:30 AM	0	6	0	0	6	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	8
07:45 AM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
Total	0	10	0	0	10	0	0	0	0	0	0	12	3	0	15	0	0	1	0	1	26
08:00 AM	0	9	0	0	9	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	13
08:15 AM	0	2	0	0	2	0	0	0	0	0	0	3	2	0	5	0	0	0	0	0	7
08:30 AM	2	4	0	0	6	0	0	0	0	0	0	6	7	0	13	0	0	1	0	1	20
08:45 AM	3	7	0	0	10	0	0	0	0	0	0	3	4	0	7	0	0	0	0	0	17
Total	5	22	0	0	27	0	0	0	0	0	0	16	13	0	29	0	0	1	0	1	57
*** BREAK ***																					
04:00 PM	1	2	0	0	3	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	5
04:15 PM	4	2	0	0	6	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	12
04:30 PM	1	5	0	0	6	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	9
04:45 PM	2	6	0	0	8	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	9
Total	8	15	0	0	23	0	0	0	0	0	0	7	4	0	11	0	0	1	0	1	35
05:00 PM	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10
05:30 PM	2	1	0	0	3	0	0	0	0	0	0	3	3	0	6	1	0	0	0	1	10
05:45 PM	1	0	0	0	1	0	0	0	0	0	0	6	0	0	6	1	0	0	0	1	8
Total	5	7	0	0	12	0	0	0	0	0	0	12	4	0	16	2	0	0	0	2	30
06:00 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	3	0	0	3	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	7
*** BREAK ***																					
Total	0	6	0	0	6	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	10
Grand Total	35	77	0	0	112	0	0	0	0	0	0	60	30	0	90	10	0	14	0	24	226
Apprch %	31.2	68.8	0	0		0	0	0	0		0	66.7	33.3	0		41.7	0	58.3	0		
Total %	15.5	34.1	0	0	49.6	0	0	0	0	0	0	26.5	13.3	0	39.8	4.4	0	6.2	0	10.6	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	30	0	0	31	0	0	0	0	0	0	29	2	0	31	2	0	0	0	2	64
06:15 AM	0	50	0	0	50	0	0	0	0	0	0	31	5	0	36	0	0	0	0	0	86
06:30 AM	1	125	0	0	126	0	0	0	0	0	0	48	1	0	49	1	0	2	0	3	178
06:45 AM	0	229	0	0	229	0	0	0	0	0	0	100	6	0	106	12	0	9	2	23	358
Total	2	434	0	0	436	0	0	0	0	0	0	208	14	0	222	15	0	11	2	28	686
07:00 AM	0	239	0	0	239	0	0	0	0	0	0	139	2	0	141	4	0	4	0	8	388
07:15 AM	3	123	0	0	126	0	0	0	0	0	0	116	0	0	116	1	0	2	0	3	245
07:30 AM	0	122	0	0	122	0	0	0	0	0	0	92	0	0	92	0	0	0	0	0	214
07:45 AM	1	146	0	0	147	0	0	0	0	0	0	108	3	0	111	1	0	1	0	2	260
Total	4	630	0	0	634	0	0	0	0	0	0	455	5	0	460	6	0	7	0	13	1107
08:00 AM	3	136	0	0	139	0	0	0	0	0	0	88	0	0	88	0	0	3	1	4	231
08:15 AM	2	123	0	0	125	0	0	0	0	0	0	112	0	0	112	2	0	1	0	3	240
08:30 AM	1	106	0	0	107	0	0	0	0	0	0	120	0	0	120	6	0	1	0	7	234
08:45 AM	0	75	0	0	75	0	0	0	0	0	0	117	0	0	117	3	0	5	0	8	200
Total	6	440	0	0	446	0	0	0	0	0	0	437	0	0	437	11	0	10	1	22	905
*** BREAK ***																					
04:00 PM	4	122	0	0	126	0	0	0	0	0	0	144	0	0	144	1	0	3	0	4	274
04:15 PM	4	95	0	0	99	0	0	0	0	0	0	162	0	0	162	2	0	10	0	12	273
04:30 PM	2	105	0	1	108	0	0	0	0	0	0	166	0	0	166	4	0	3	0	7	281
04:45 PM	0	116	0	0	116	0	0	0	0	0	0	174	8	0	182	4	0	4	0	8	306
Total	10	438	0	1	449	0	0	0	0	0	0	646	8	0	654	11	0	20	0	31	1134
05:00 PM	2	126	0	0	128	0	0	0	0	0	0	169	4	0	173	10	0	5	0	15	316
05:15 PM	2	118	0	0	120	0	0	0	0	0	0	160	0	0	160	1	0	5	0	6	286
05:30 PM	1	132	0	0	133	0	0	0	0	0	0	157	1	0	158	0	0	3	0	3	294
05:45 PM	3	119	0	0	122	0	0	0	0	0	0	159	8	0	167	1	0	4	0	5	294
Total	8	495	0	0	503	0	0	0	0	0	0	645	13	0	658	12	0	17	0	29	1190
06:00 PM	5	128	0	0	133	0	0	0	0	0	5	115	3	0	123	3	0	5	1	9	265
06:15 PM	2	110	0	0	112	0	0	0	0	0	0	113	4	0	117	3	0	5	0	8	237
06:30 PM	1	102	0	0	103	0	0	0	0	0	0	102	0	0	102	0	0	0	1	1	206
06:45 PM	7	95	0	0	102	0	0	0	0	0	0	89	1	0	90	3	0	0	0	3	195
Total	15	435	0	0	450	0	0	0	0	0	5	419	8	0	432	9	0	10	2	21	903
Grand Total	45	2872	0	1	2918	0	0	0	0	0	5	2810	48	0	2863	64	0	75	5	144	5925
Apprch %	1.5	98.4	0	0		0	0	0	0		0.2	98.1	1.7	0		44.4	0	52.1	3.5		
Total %	0.8	48.5	0	0	49.2	0	0	0	0	0	0.1	47.4	0.8	0	48.3	1.1	0	1.3	0.1	2.4	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	1	34	0	0	35	0	0	0	0	0	0	30	2	0	32	3	0	4	0	7	74
06:15 AM	0	55	0	0	55	0	0	0	0	0	0	32	5	0	37	6	0	4	0	10	102
06:30 AM	8	132	0	0	140	0	0	0	0	0	0	50	4	0	54	1	0	2	0	3	197
06:45 AM	10	230	0	0	240	0	0	0	0	0	0	106	8	0	114	13	0	12	2	27	381
Total	19	451	0	0	470	0	0	0	0	0	0	218	19	0	237	23	0	22	2	47	754
07:00 AM	0	240	0	0	240	0	0	0	0	0	0	143	5	0	148	4	0	5	0	9	397
07:15 AM	3	124	0	0	127	0	0	0	0	0	0	118	0	0	118	1	0	2	0	3	248
07:30 AM	0	128	0	0	128	0	0	0	0	0	0	94	0	0	94	0	0	0	0	0	222
07:45 AM	1	148	0	0	149	0	0	0	0	0	0	112	3	0	115	1	0	1	0	2	266
Total	4	640	0	0	644	0	0	0	0	0	0	467	8	0	475	6	0	8	0	14	1133
08:00 AM	3	145	0	0	148	0	0	0	0	0	0	92	0	0	92	0	0	3	1	4	244
08:15 AM	2	125	0	0	127	0	0	0	0	0	0	115	2	0	117	2	0	1	0	3	247
08:30 AM	3	110	0	0	113	0	0	0	0	0	0	126	7	0	133	6	0	2	0	8	254
08:45 AM	3	82	0	0	85	0	0	0	0	0	0	120	4	0	124	3	0	5	0	8	217
Total	11	462	0	0	473	0	0	0	0	0	0	453	13	0	466	11	0	11	1	23	962
*** BREAK ***																					
04:00 PM	5	124	0	0	129	0	0	0	0	0	0	145	1	0	146	1	0	3	0	4	279
04:15 PM	8	97	0	0	105	0	0	0	0	0	0	166	1	0	167	2	0	11	0	13	285
04:30 PM	3	110	0	1	114	0	0	0	0	0	0	167	2	0	169	4	0	3	0	7	290
04:45 PM	2	122	0	0	124	0	0	0	0	0	0	175	8	0	183	4	0	4	0	8	315
Total	18	453	0	1	472	0	0	0	0	0	0	653	12	0	665	11	0	21	0	32	1169
05:00 PM	4	126	0	0	130	0	0	0	0	0	0	169	4	0	173	10	0	5	0	15	318
05:15 PM	2	124	0	0	126	0	0	0	0	0	0	163	1	0	164	1	0	5	0	6	296
05:30 PM	3	133	0	0	136	0	0	0	0	0	0	160	4	0	164	1	0	3	0	4	304
05:45 PM	4	119	0	0	123	0	0	0	0	0	0	165	8	0	173	2	0	4	0	6	302
Total	13	502	0	0	515	0	0	0	0	0	0	657	17	0	674	14	0	17	0	31	1220
06:00 PM	5	130	0	0	135	0	0	0	0	0	5	115	3	0	123	3	0	5	1	9	267
06:15 PM	2	111	0	0	113	0	0	0	0	0	0	113	4	0	117	3	0	5	0	8	238
06:30 PM	1	105	0	0	106	0	0	0	0	0	0	105	1	0	106	0	0	0	1	1	213
06:45 PM	7	95	0	0	102	0	0	0	0	0	0	89	1	0	90	3	0	0	0	3	195
Total	15	441	0	0	456	0	0	0	0	0	5	422	9	0	436	9	0	10	2	21	913
Grand Total	80	2949	0	1	3030	0	0	0	0	0	5	2870	78	0	2953	74	0	89	5	168	6151
Apprch %	2.6	97.3	0	0		0	0	0	0		0.2	97.2	2.6	0		44	0	53	3		
Total %	1.3	47.9	0	0	49.3	0	0	0	0	0	0.1	46.7	1.3	0	48	1.2	0	1.4	0.1	2.7	
Passenger Cars	45	2872	0	1	2918	0	0	0	0	0	5	2810	48	0	2863	64	0	75	5	144	5925
% Passenger Cars																					
Heavy Vehicles	35	77	0	0	112	0	0	0	0	0	0	60	30	0	90	10	0	14	0	24	226
% Heavy Vehicles	43.8	2.6	0	0	3.7	0	0	0	0	0	0	2.1	38.5	0	3	13.5	0	15.7	0	14.3	3.7

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

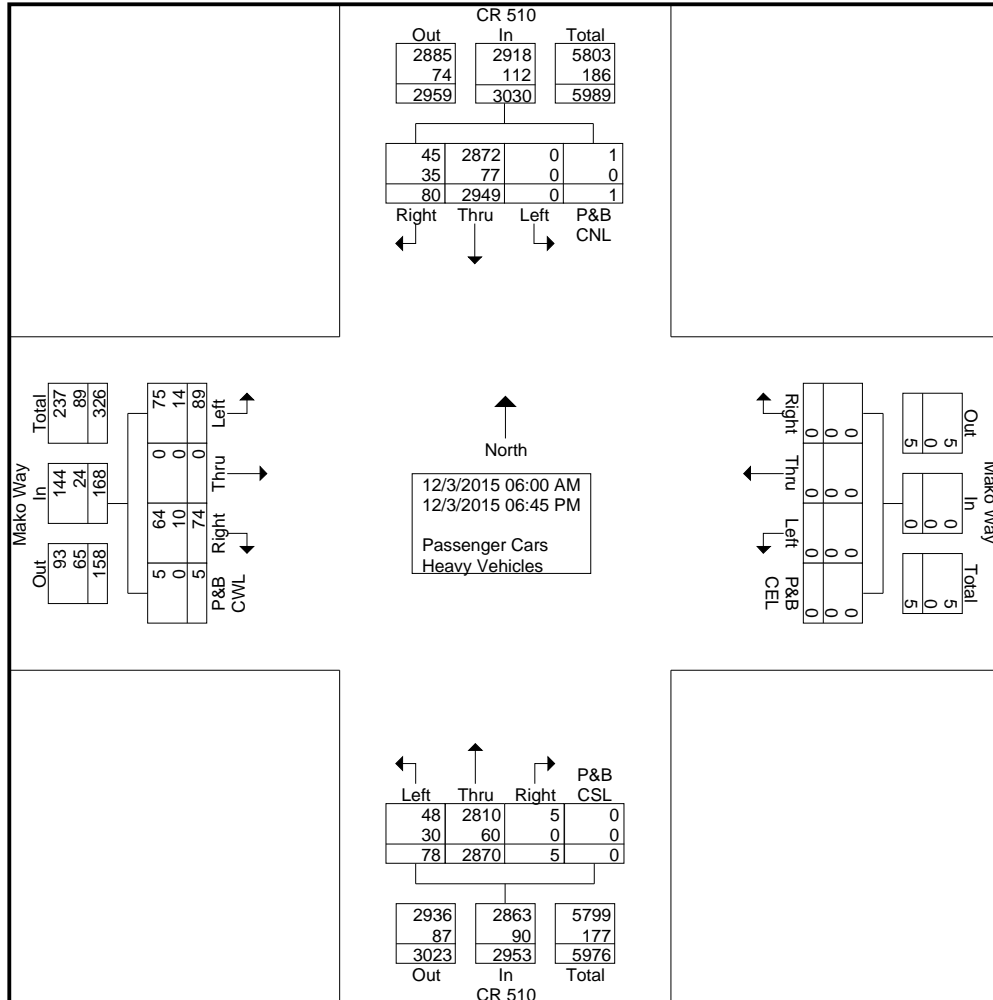
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 2



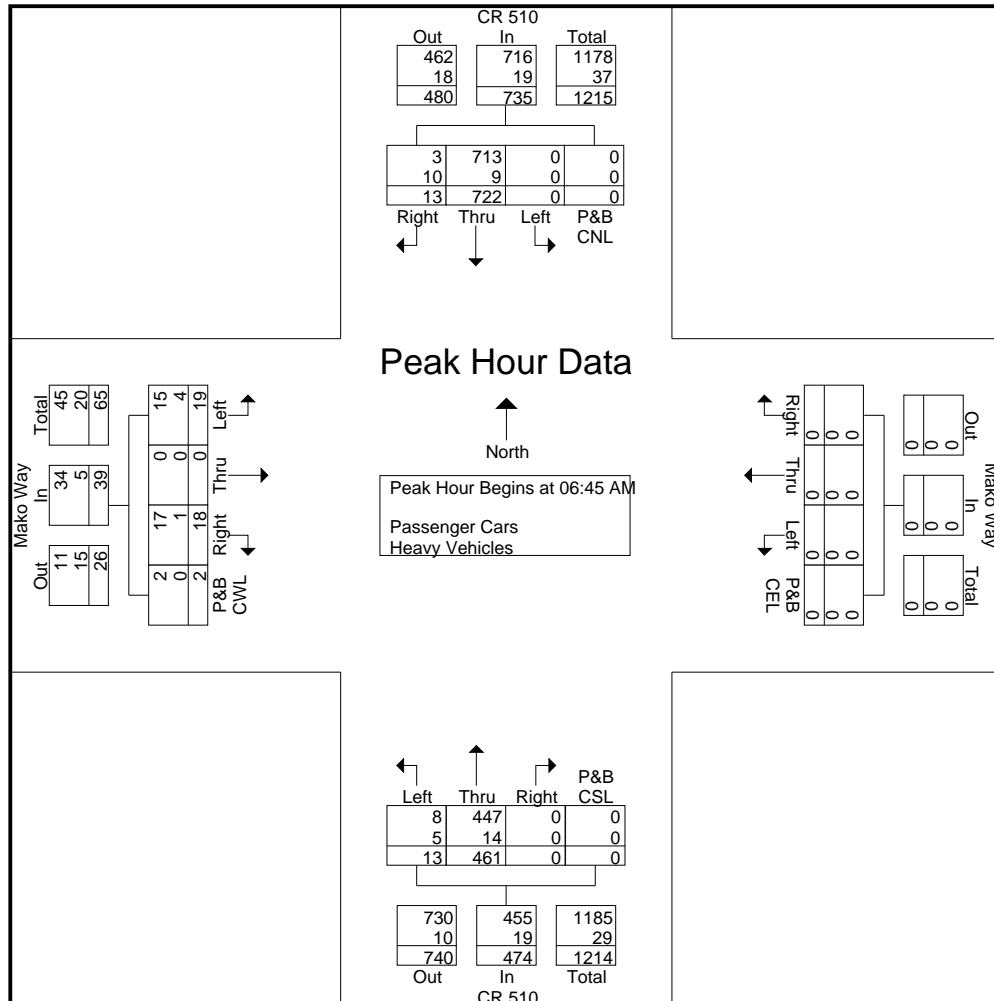
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 3

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	10	230	0	0	240	0	0	0	0	0	0	106	8	0	114	13	0	12	2	27	381
07:00 AM	0	240	0	0	240	0	0	0	0	0	0	143	5	0	148	4	0	5	0	9	397
07:15 AM	3	124	0	0	127	0	0	0	0	0	0	118	0	0	118	1	0	2	0	3	248
07:30 AM	0	128	0	0	128	0	0	0	0	0	0	94	0	0	94	0	0	0	0	0	222
Total Volume	13	722	0	0	735	0	0	0	0	0	0	461	13	0	474	18	0	19	2	39	1248
% App. Total	1.8	98.2	0	0		0	0	0	0	0	0	97.3	2.7	0		46.2	0	48.7	5.1		
PHF	.325	.752	.000	.000	.766	.000	.000	.000	.000	.000	.000	.806	.406	.000	.801	.346	.000	.396	.250	.361	.786
Passenger Cars	3	713	0	0	716	0	0	0	0	0	0	447	8	0	455	17	0	15	2	34	1205
% Passenger Cars																					
Heavy Vehicles	10	9	0	0	19	0	0	0	0	0	0	14	5	0	19	1	0	4	0	5	43
% Heavy Vehicles	76.9	1.2	0	0	2.6	0	0	0	0	0	0	3.0	38.5	0	4.0	5.6	0	21.1	0	12.8	3.4

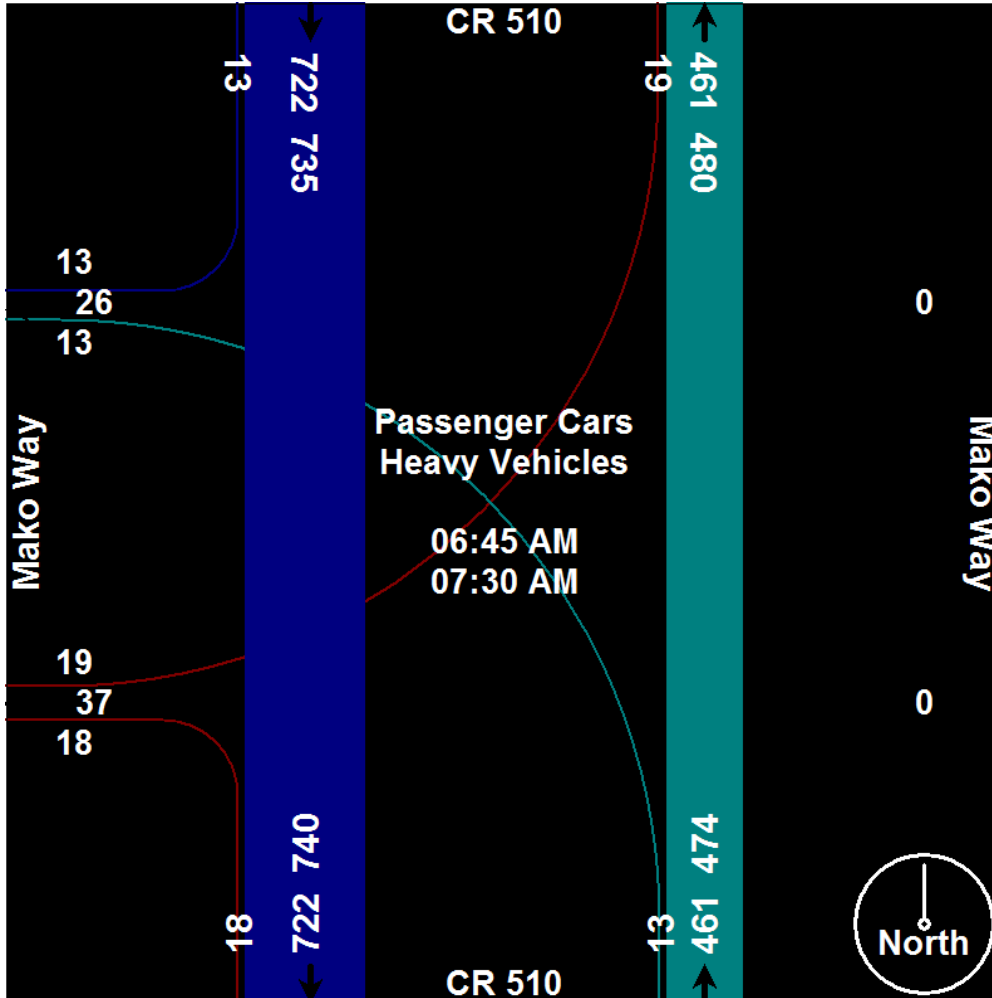


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 4



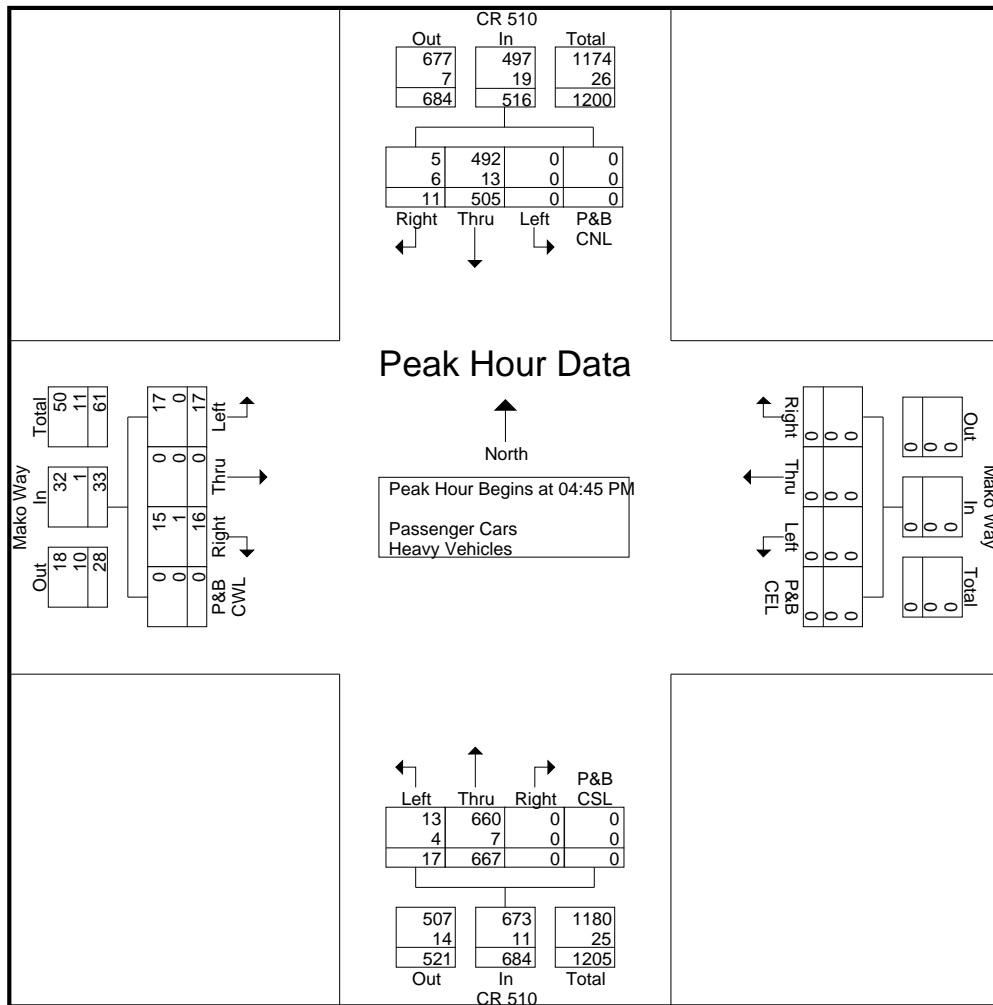
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 5

Start Time	CR 510 Southbound					Mako Way Westbound					CR 510 Northbound					Mako Way Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	122	0	0	124	0	0	0	0	0	0	175	8	0	183	4	0	4	0	8	315
05:00 PM	4	126	0	0	130	0	0	0	0	0	0	169	4	0	173	10	0	5	0	15	318
05:15 PM	2	124	0	0	126	0	0	0	0	0	0	163	1	0	164	1	0	5	0	6	296
05:30 PM	3	133	0	0	136	0	0	0	0	0	0	160	4	0	164	1	0	3	0	4	304
Total Volume	11	505	0	0	516	0	0	0	0	0	0	667	17	0	684	16	0	17	0	33	1233
% App. Total	2.1	97.9	0	0		0	0	0	0	0	0	97.5	2.5	0		48.5	0	51.5	0		
PHF	.688	.949	.000	.000	.949	.000	.000	.000	.000	.000	.000	.953	.531	.000	.934	.400	.000	.850	.000	.550	.969
Passenger Cars	5	492	0	0	497	0	0	0	0	0	0	660	13	0	673	15	0	17	0	32	1202
% Passenger Cars																					
Heavy Vehicles	6	13	0	0	19	0	0	0	0	0	0	7	4	0	11	1	0	0	0	1	31
% Heavy Vehicles	54.5	2.6	0	0	3.7	0	0	0	0	0	0	1.0	23.5	0	1.6	6.3	0	0	0	3.0	2.5

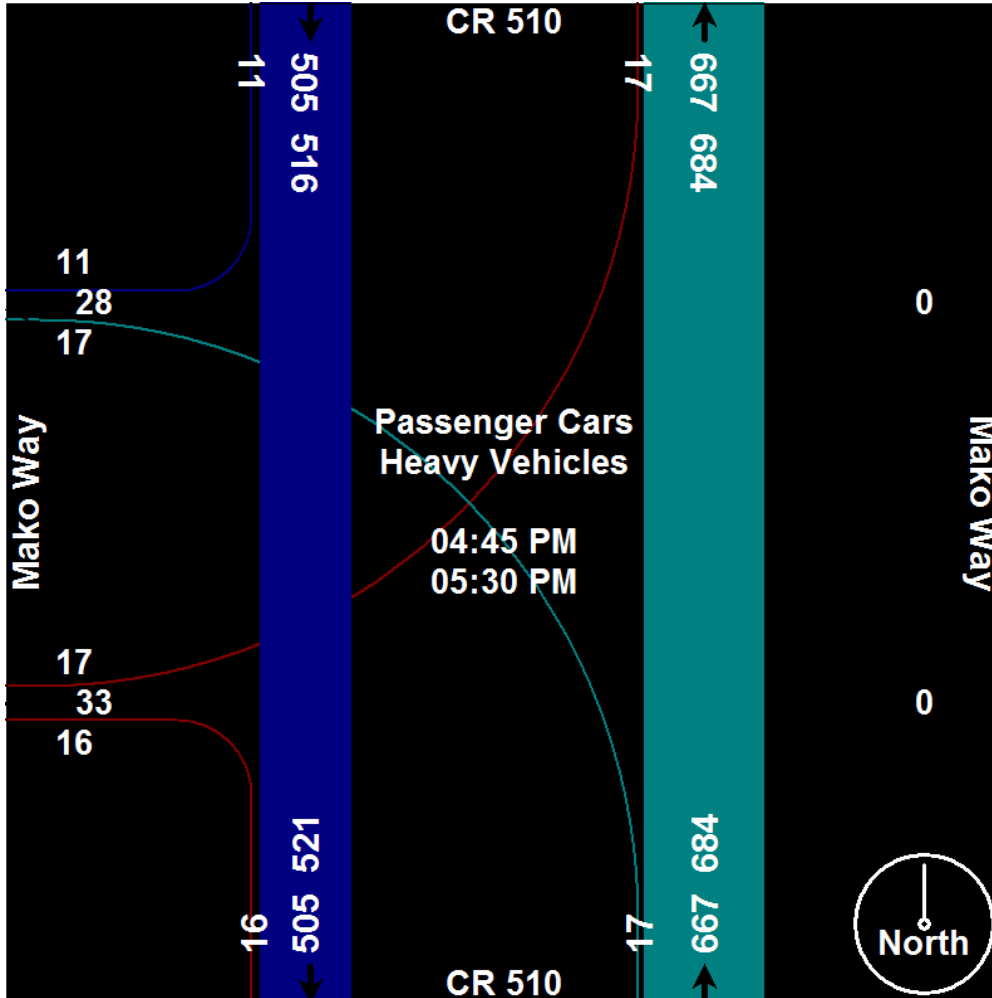


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at Mako Way

File Name : CR 510 at Mako Way
Site Code : 51000201
Start Date : 12/3/2015
Page No : 6



CR-510 at CR-512

CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512-85 Street
 Site Code : 51051201
 Start Date : 12/1/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B C.N.L.	App. Total	Right	Thru	Left	P&B C.E.L.	App. Total	Right	Thru	Left	P&B C.S.L.	App. Total	Right	Thru	Left	P&B C.W.L.	App. Total	
06:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	4	0	7	0	1	0	0	1	8
06:15 AM	1	0	0	0	1	2	7	0	0	9	5	2	4	0	11	2	4	0	0	6	27
06:30 AM	0	4	2	0	6	0	3	6	0	9	0	0	1	0	1	0	0	0	0	0	16
06:45 AM	0	0	0	0	0	0	4	6	0	10	7	2	9	0	18	0	3	0	0	3	31
Total	1	4	2	0	7	2	14	12	0	28	14	5	18	0	37	2	8	0	0	10	82
07:00 AM	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	1	4	0	0	5	11
07:15 AM	1	0	3	0	4	0	7	0	0	7	2	3	6	0	11	1	4	0	0	5	27
07:30 AM	0	2	1	0	3	0	6	1	0	7	2	2	10	0	14	2	10	0	0	12	36
07:45 AM	0	0	2	0	2	2	8	1	0	11	1	2	7	0	10	3	5	0	0	8	31
Total	1	2	6	0	9	2	23	2	0	27	7	7	25	0	39	7	23	0	0	30	105
08:00 AM	0	2	1	0	3	1	3	0	0	4	1	1	3	0	5	2	5	0	0	7	19
08:15 AM	0	0	1	0	1	1	7	2	0	10	3	1	4	0	8	1	2	0	0	3	22
08:30 AM	0	4	1	0	5	1	7	4	0	12	2	1	3	0	6	0	6	0	0	6	29
08:45 AM	0	0	3	0	3	0	3	2	0	5	2	1	4	0	7	4	3	0	0	7	22
Total	0	6	6	0	12	3	20	8	0	31	8	4	14	0	26	7	16	0	0	23	92
*** BREAK ***																					
04:00 PM	1	1	0	0	2	1	7	4	0	12	1	1	6	0	8	2	2	0	0	4	26
04:15 PM	0	0	0	0	0	1	2	6	0	9	1	0	5	0	6	4	3	0	0	7	22
04:30 PM	0	1	2	0	3	0	7	1	0	8	3	0	4	0	7	0	2	0	0	2	20
04:45 PM	0	0	0	0	0	0	2	4	0	6	2	0	6	0	8	1	3	0	0	4	18
Total	1	2	2	0	5	2	18	15	0	35	7	1	21	0	29	7	10	0	0	17	86
05:00 PM	0	0	0	0	0	0	3	0	0	3	1	0	5	0	6	1	5	0	0	6	15
05:15 PM	0	0	0	0	0	0	2	2	0	4	1	1	4	0	6	1	4	0	0	5	15
05:30 PM	0	2	1	0	3	1	4	0	0	5	1	0	3	0	4	2	5	0	0	7	19
05:45 PM	0	0	0	0	0	0	4	2	0	6	1	0	5	0	6	0	3	0	0	3	15
Total	0	2	1	0	3	1	13	4	0	18	4	1	17	0	22	4	17	0	0	21	64
06:00 PM	0	0	0	0	0	0	6	0	0	6	0	0	4	0	4	0	4	0	0	4	14
06:15 PM	0	0	0	0	0	0	5	0	0	5	0	0	2	0	2	0	1	0	0	1	8
06:30 PM	0	1	1	0	2	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	9
06:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	3
Total	0	1	1	0	2	0	18	2	0	20	0	0	7	0	7	0	5	0	0	5	34
Grand Total	3	17	18	0	38	10	106	43	0	159	40	18	102	0	160	27	79	0	0	106	463
Apprch %	7.9	44.7	47.4	0		6.3	66.7	27	0		25	11.2	63.8	0		25.5	74.5	0	0		
Total %	0.6	3.7	3.9	0	8.2	2.2	22.9	9.3	0	34.3	8.6	3.9	22	0	34.6	5.8	17.1	0	0	22.9	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512-85 Street
Site Code : 51051201
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	3	1	1	0	5	9	39	6	0	54	13	7	13	0	33	35	23	0	0	58	150
06:15 AM	1	4	1	0	6	5	50	10	0	65	17	3	21	0	41	48	29	1	0	78	190
06:30 AM	0	5	5	0	10	6	61	41	0	108	30	2	30	0	62	90	41	0	2	133	313
06:45 AM	0	7	7	0	14	6	98	122	0	226	50	-1	33	0	82	99	53	1	1	154	476
Total	4	17	14	0	35	26	248	179	0	453	110	11	97	0	218	272	146	2	3	423	1129
07:00 AM	5	7	9	0	21	5	85	137	0	227	57	5	53	0	115	99	64	0	0	163	526
07:15 AM	2	11	2	0	15	9	112	39	0	160	52	-1	59	0	110	72	83	4	0	159	444
07:30 AM	1	7	6	0	14	2	127	30	0	159	43	5	42	0	90	76	132	1	0	209	472
07:45 AM	2	10	8	0	20	11	167	35	0	213	39	8	37	0	84	92	143	2	0	237	554
Total	10	35	25	0	70	27	491	241	0	759	191	17	191	0	399	339	422	7	0	768	1996
08:00 AM	3	7	5	0	15	4	82	43	0	129	34	8	37	0	79	83	89	4	0	176	399
08:15 AM	1	15	6	2	24	2	85	53	1	141	43	8	43	0	94	61	70	1	2	134	393
08:30 AM	1	8	3	0	12	0	74	19	0	93	68	9	53	0	130	64	87	0	0	151	386
08:45 AM	0	4	6	0	10	4	70	39	0	113	64	10	53	0	127	45	88	0	0	133	383
Total	5	34	20	2	61	10	311	154	1	476	209	35	186	0	430	253	334	5	2	594	1561
*** BREAK ***																					
04:00 PM	1	5	16	1	23	12	122	32	0	166	53	12	101	0	166	46	119	4	1	170	525
04:15 PM	0	7	13	0	20	4	99	40	0	143	55	10	97	0	162	52	89	6	0	147	472
04:30 PM	2	6	15	0	23	1	97	60	0	158	54	9	93	0	156	55	100	1	4	160	497
04:45 PM	0	3	8	0	11	11	119	52	0	182	56	7	97	1	161	48	135	4	1	188	542
Total	3	21	52	1	77	28	437	184	0	649	218	38	388	1	645	201	443	15	6	665	2036
05:00 PM	1	1	16	0	18	8	114	65	0	187	46	9	102	0	157	52	132	1	5	190	552
05:15 PM	2	5	17	0	24	9	160	76	0	245	43	5	96	0	144	45	118	2	3	168	581
05:30 PM	3	6	12	0	21	4	102	73	0	179	48	10	116	0	174	53	129	4	2	188	562
05:45 PM	1	7	11	0	19	3	97	75	0	175	55	11	101	0	167	67	118	3	0	188	549
Total	7	19	56	0	82	24	473	289	0	786	192	35	415	0	642	217	497	10	10	734	2244
06:00 PM	0	10	13	0	23	3	105	76	0	184	50	13	81	0	144	55	115	1	0	171	522
06:15 PM	3	13	12	0	28	6	83	60	0	149	45	8	65	0	118	55	97	0	0	152	447
06:30 PM	0	3	12	0	15	5	61	39	0	105	38	6	56	0	100	46	85	1	0	132	352
06:45 PM	0	7	11	0	18	3	64	33	0	100	39	4	45	1	89	53	67	1	1	122	329
Total	3	33	48	0	84	17	313	208	0	538	172	31	247	1	451	209	364	3	1	577	1650
Grand Total	32	159	215	3	409	132	2273	1255	1	3661	1092	167	1524	2	2785	1491	2206	42	22	3761	10616
Apprch %	7.8	38.9	52.6	0.7		3.6	62.1	34.3	0		39.2	6	54.7	0.1		39.6	58.7	1.1	0.6		
Total %	0.3	1.5	2	0	3.9	1.2	21.4	11.8	0	34.5	10.3	1.6	14.4	0	26.2	14	20.8	0.4	0.2	35.4	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512-85 Street
Site Code : 51051201
Start Date : 12/1/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	3	1	1	0	5	9	39	6	0	54	15	8	17	0	40	35	24	0	0	59	158
06:15 AM	2	4	1	0	7	7	57	10	0	74	22	5	25	0	52	50	33	1	0	84	217
06:30 AM	0	9	7	0	16	6	64	47	0	117	30	2	31	0	63	90	41	0	2	133	329
06:45 AM	0	7	7	0	14	6	102	128	0	236	57	1	42	0	100	99	56	1	1	157	507
Total	5	21	16	0	42	28	262	191	0	481	124	16	115	0	255	274	154	2	3	433	1211
07:00 AM	5	7	9	0	21	5	87	137	0	229	59	5	55	0	119	100	68	0	0	168	537
07:15 AM	3	11	5	0	19	9	119	39	0	167	54	2	65	0	121	73	87	4	0	164	471
07:30 AM	1	9	7	0	17	2	133	31	0	166	45	7	52	0	104	78	142	1	0	221	508
07:45 AM	2	10	10	0	22	13	175	36	0	224	40	10	44	0	94	95	148	2	0	245	585
Total	11	37	31	0	79	29	514	243	0	786	198	24	216	0	438	346	445	7	0	798	2101
08:00 AM	3	9	6	0	18	5	85	43	0	133	35	9	40	0	84	85	94	4	0	183	418
08:15 AM	1	15	7	2	25	3	92	55	1	151	46	9	47	0	102	62	72	1	2	137	415
08:30 AM	1	12	4	0	17	1	81	23	0	105	70	10	56	0	136	64	93	0	0	157	415
08:45 AM	0	4	9	0	13	4	73	41	0	118	66	11	57	0	134	49	91	0	0	140	405
Total	5	40	26	2	73	13	331	162	1	507	217	39	200	0	456	260	350	5	2	617	1653
*** BREAK ***																					
04:00 PM	2	6	16	1	25	13	129	36	0	178	54	13	107	0	174	48	121	4	1	174	551
04:15 PM	0	7	13	0	20	5	101	46	0	152	56	10	102	0	168	56	92	6	0	154	494
04:30 PM	2	7	17	0	26	1	104	61	0	166	57	9	97	0	163	55	102	1	4	162	517
04:45 PM	0	3	8	0	11	11	121	56	0	188	58	7	103	1	169	49	138	4	1	192	560
Total	4	23	54	1	82	30	455	199	0	684	225	39	409	1	674	208	453	15	6	682	2122
05:00 PM	1	1	16	0	18	8	117	65	0	190	47	9	107	0	163	53	137	1	5	196	567
05:15 PM	2	5	17	0	24	9	162	78	0	249	44	6	100	0	150	46	122	2	3	173	596
05:30 PM	3	8	13	0	24	5	106	73	0	184	49	10	119	0	178	55	134	4	2	195	581
05:45 PM	1	7	11	0	19	3	101	77	0	181	56	11	106	0	173	67	121	3	0	191	564
Total	7	21	57	0	85	25	486	293	0	804	196	36	432	0	664	221	514	10	10	755	2308
06:00 PM	0	10	13	0	23	3	111	76	0	190	50	13	85	0	148	55	119	1	0	175	536
06:15 PM	3	13	12	0	28	6	88	60	0	154	45	8	67	0	120	55	98	0	0	153	455
06:30 PM	0	4	13	0	17	5	66	41	0	112	38	6	56	0	100	46	85	1	0	132	361
06:45 PM	0	7	11	0	18	3	66	33	0	102	39	4	46	1	90	53	67	1	1	122	332
Total	3	34	49	0	86	17	331	210	0	558	172	31	254	1	458	209	369	3	1	582	1684
Grand Total	35	176	233	3	447	142	2379	1298	1	3820	1132	185	1626	2	2945	1518	2285	42	22	3867	11079
Apprch %	7.8	39.4	52.1	0.7		3.7	62.3	34	0		38.4	6.3	55.2	0.1		39.3	59.1	1.1	0.6		
Total %	0.3	1.6	2.1	0	4	1.3	21.5	11.7	0	34.5	10.2	1.7	14.7	0	26.6	13.7	20.6	0.4	0.2	34.9	
Passenger Cars	32	159	215	3	409	132	2273	1255	1	3661	1092	167	1524	2	2785	1491	2206	42	22	3761	10616
% Passenger Cars																					
Heavy Vehicles	3	17	18	0	38	10	106	43	0	159	40	18	102	0	160	27	79	0	0	106	463
% Heavy Vehicles	8.6	9.7	7.7	0	8.5	7	4.5	3.3	0	4.2	3.5	9.7	6.3	0	5.4	1.8	3.5	0	0	2.7	4.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

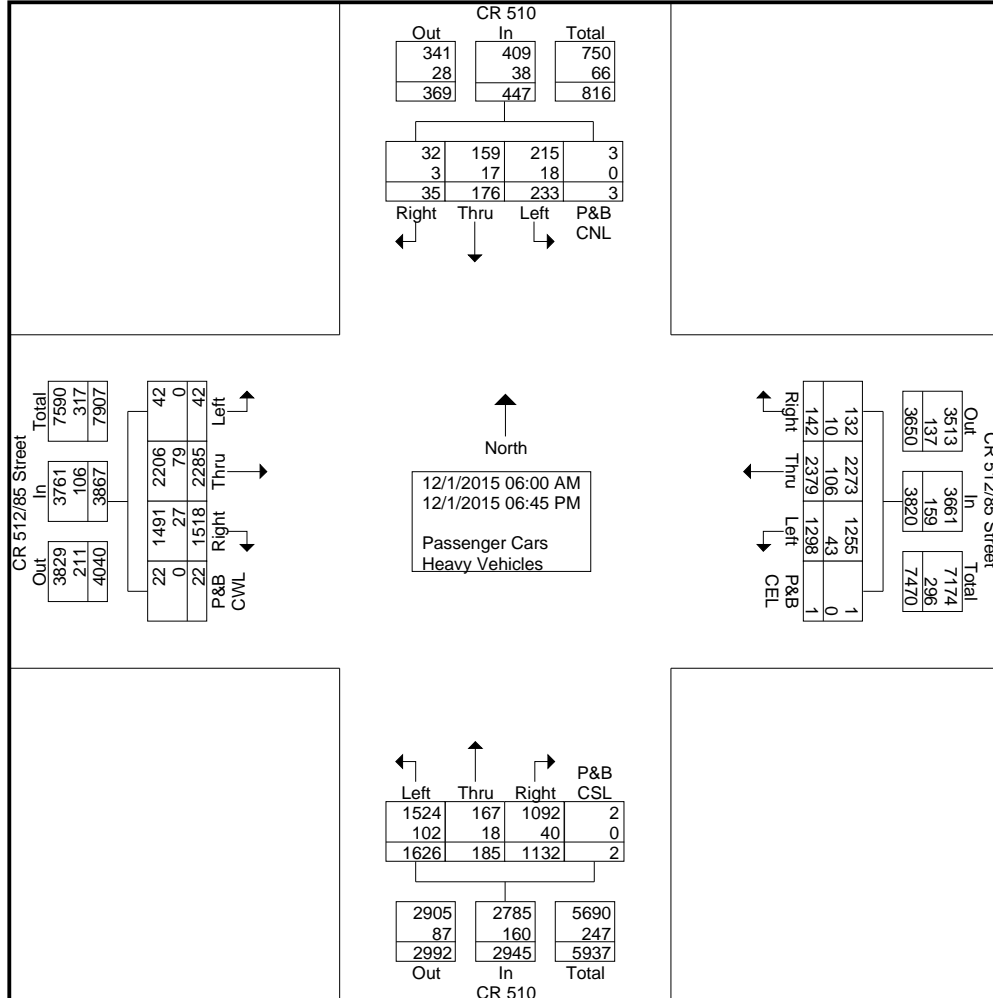
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512-85 Street
Site Code : 51051201
Start Date : 12/1/2015
Page No : 2



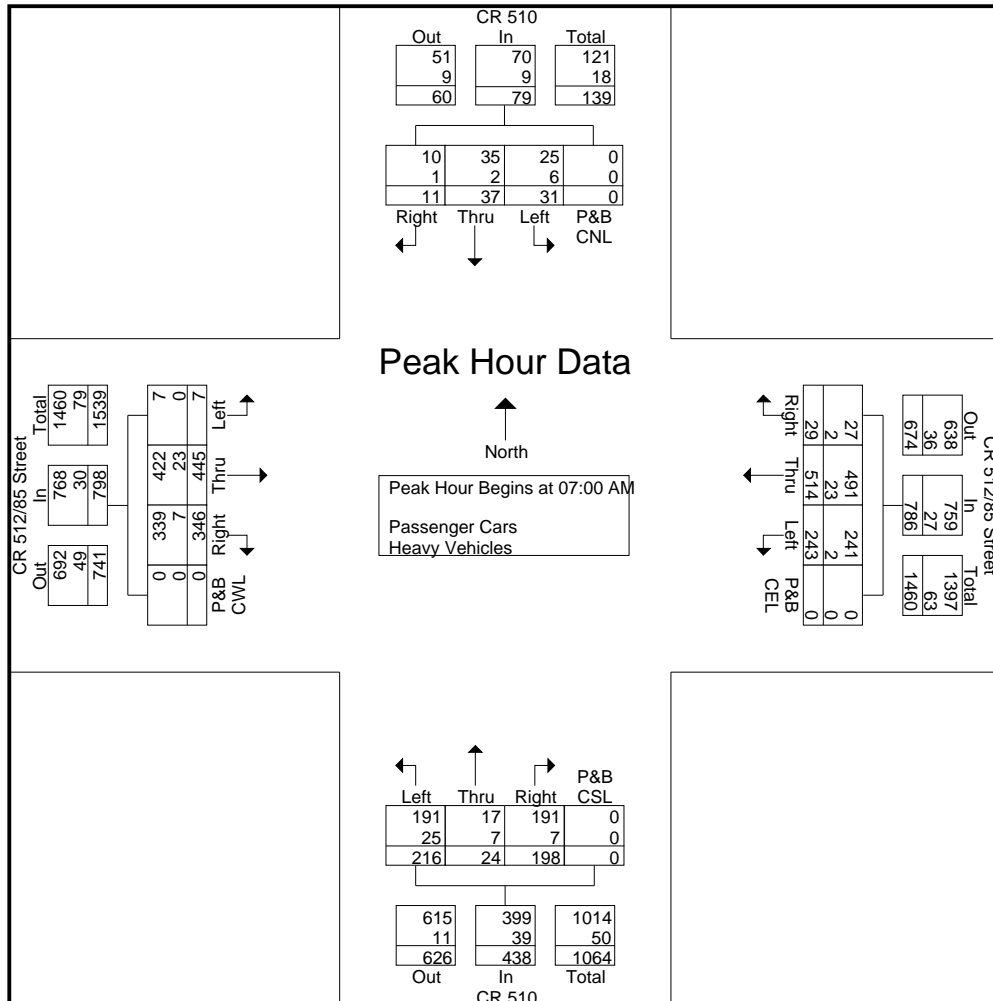
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512-85 Street
Site Code : 51051201
Start Date : 12/1/2015
Page No : 3

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	5	7	9	0	21	5	87	137	0	229	59	5	55	0	119	100	68	0	0	168	537
07:15 AM	3	11	5	0	19	9	119	39	0	167	54	2	65	0	121	73	87	4	0	164	471
07:30 AM	1	9	7	0	17	2	133	31	0	166	45	7	52	0	104	78	142	1	0	221	508
07:45 AM	2	10	10	0	22	13	175	36	0	224	40	10	44	0	94	95	148	2	0	245	585
Total Volume	11	37	31	0	79	29	514	243	0	786	198	24	216	0	438	346	445	7	0	798	2101
% App. Total	13.9	46.8	39.2	0		3.7	65.4	30.9	0		45.2	5.5	49.3	0		43.4	55.8	0.9	0		
PHF	.550	.841	.775	.000	.898	.558	.734	.443	.000	.858	.839	.600	.831	.000	.905	.865	.752	.438	.000	.814	.898
Passenger Cars	10	35	25	0	70	27	491	241	0	759	191	17	191	0	399	339	422	7	0	768	1996
% Passenger Cars																					
Heavy Vehicles	1	2	6	0	9	2	23	2	0	27	7	7	25	0	39	7	23	0	0	30	105
% Heavy Vehicles	9.1	5.4	19.4	0	11.4	6.9	4.5	0.8	0	3.4	3.5	29.2	11.6	0	8.9	2.0	5.2	0	0	3.8	5.0

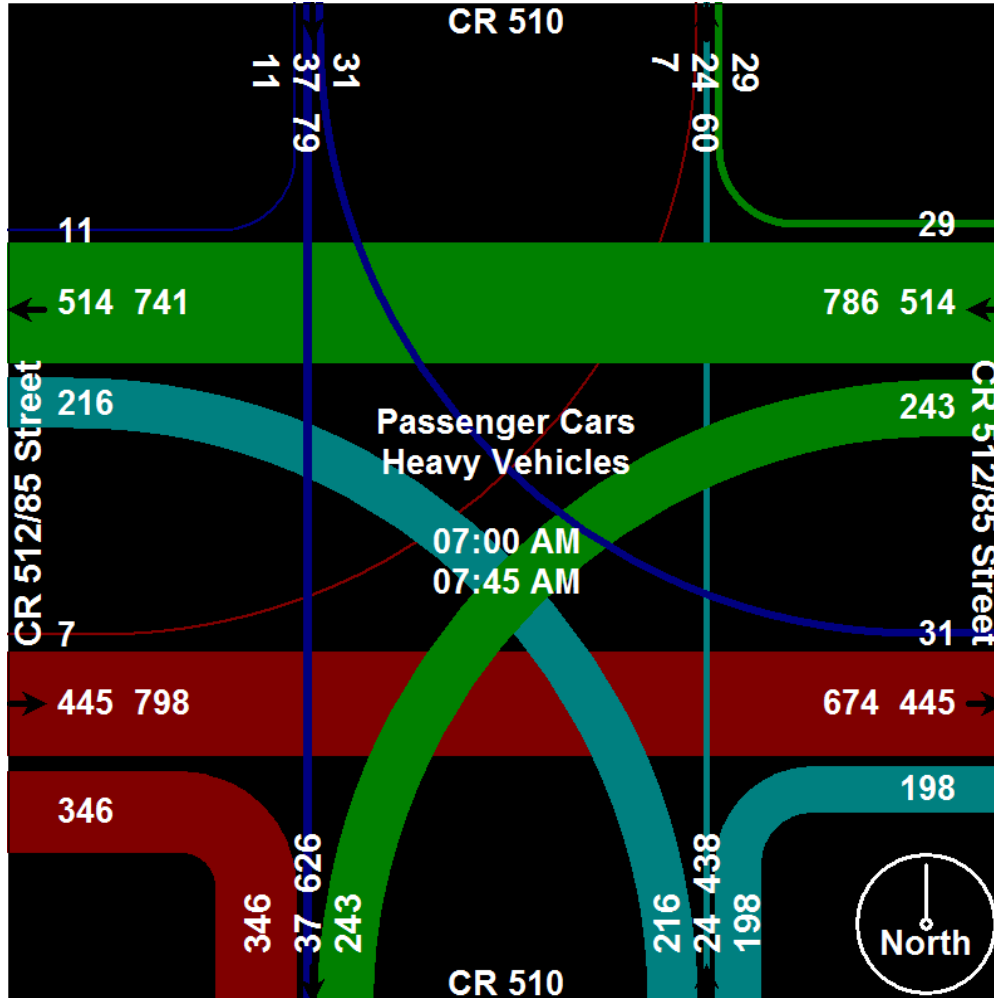


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512-85 Street
Site Code : 51051201
Start Date : 12/1/2015
Page No : 4



CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/E/L	App. Total	Right	Thru	Left	P&B C/S/L	App. Total	Right	Thru	Left	P&B C/W/L	App. Total	
06:00 AM	0	0	0	0	0	0	5	0	0	5	4	0	5	0	9	0	1	0	0	1	15
06:15 AM	0	0	0	0	0	1	4	0	0	5	6	1	2	0	9	2	2	0	0	4	18
06:30 AM	0	2	2	0	4	0	3	4	0	7	1	1	0	0	2	2	1	0	0	3	16
06:45 AM	0	0	0	0	0	0	1	5	0	6	8	0	13	0	21	6	3	0	0	9	36
Total	0	2	2	0	4	1	13	9	0	23	19	2	20	0	41	10	7	0	0	17	85
07:00 AM	0	0	0	0	0	0	4	0	0	4	2	1	8	0	11	3	5	0	0	8	23
07:15 AM	0	0	0	0	0	1	5	0	0	6	4	0	8	0	12	5	8	0	0	13	31
07:30 AM	0	2	2	0	4	0	6	2	0	8	0	0	6	0	6	4	5	0	0	9	27
07:45 AM	0	0	0	0	0	1	2	0	0	3	1	0	7	0	8	4	7	1	0	12	23
Total	0	2	2	0	4	2	17	2	0	21	7	1	29	0	37	16	25	1	0	42	104
08:00 AM	0	0	0	0	0	0	8	1	0	9	1	0	3	0	4	3	13	0	0	16	29
08:15 AM	0	0	0	0	0	0	3	1	0	4	3	0	3	0	6	1	7	0	0	8	18
08:30 AM	0	2	2	0	4	2	1	4	0	7	0	0	3	0	3	10	4	0	0	14	28
08:45 AM	0	1	2	0	3	1	2	1	0	4	2	0	6	0	8	8	5	0	0	13	28
Total	0	3	4	0	7	3	14	7	0	24	6	0	15	0	21	22	29	0	0	51	103
*** BREAK ***																					
04:00 PM	0	2	0	0	2	0	8	4	0	12	2	0	8	0	10	4	1	0	0	5	29
04:15 PM	0	0	0	0	0	0	8	7	0	15	0	0	7	0	7	5	6	0	0	11	33
04:30 PM	0	2	1	0	3	0	3	2	0	5	1	0	5	0	6	2	2	0	0	4	18
04:45 PM	0	0	0	0	0	0	8	6	0	14	1	0	4	0	5	1	1	0	0	2	21
Total	0	4	1	0	5	0	27	19	0	46	4	0	24	0	28	12	10	0	0	22	101
05:00 PM	0	0	0	0	0	0	8	3	0	11	0	0	2	0	2	1	2	0	0	3	16
05:15 PM	0	0	0	0	0	0	7	2	0	9	0	0	4	0	4	1	2	0	0	3	16
05:30 PM	0	2	1	0	3	1	2	2	0	5	0	0	3	0	3	0	0	0	0	0	11
05:45 PM	0	0	0	0	0	0	3	2	0	5	1	0	3	0	4	0	5	0	0	5	14
Total	0	2	1	0	3	1	20	9	0	30	1	0	12	0	13	2	9	0	0	11	57
06:00 PM	0	0	0	0	0	2	3	0	0	5	0	0	3	0	3	0	2	0	0	2	10
06:15 PM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	0	1	0	0	1	8
06:30 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	6
06:45 PM	0	3	1	0	4	0	1	0	0	1	0	0	2	0	2	0	3	0	0	3	10
Total	0	3	1	0	4	2	13	2	0	17	0	0	5	0	5	1	7	0	0	8	34
Grand Total	0	16	11	0	27	9	104	48	0	161	37	3	105	0	145	63	87	1	0	151	484
Apprch %	0	59.3	40.7	0		5.6	64.6	29.8	0		25.5	2.1	72.4	0		41.7	57.6	0.7	0		
Total %	0	3.3	2.3	0	5.6	1.9	21.5	9.9	0	33.3	7.6	0.6	21.7	0	30	13	18	0.2	0	31.2	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	2	0	0	2	5	38	5	0	48	16	1	10	0	27	40	22	1	0	63	140
06:15 AM	0	3	2	0	5	5	45	14	0	64	16	3	17	0	36	34	37	0	0	71	176
06:30 AM	0	9	3	0	12	6	65	28	0	99	28	7	22	0	57	104	40	2	0	146	314
06:45 AM	0	6	8	0	14	4	88	130	0	222	55	7	27	1	90	89	63	3	2	157	483
Total	0	20	13	0	33	20	236	177	0	433	115	18	76	1	210	267	162	6	2	437	1113
07:00 AM	2	5	8	0	15	6	85	130	0	221	73	4	53	0	130	104	62	0	0	166	532
07:15 AM	0	3	5	0	8	5	130	42	0	177	47	6	65	0	118	78	80	1	1	160	463
07:30 AM	0	3	3	0	6	13	151	22	0	186	46	5	53	0	104	86	141	2	2	231	527
07:45 AM	0	2	10	0	12	3	156	32	0	191	48	2	62	0	112	89	147	2	2	240	555
Total	2	13	26	0	41	27	522	226	0	775	214	17	233	0	464	357	430	5	5	797	2077
08:00 AM	0	1	8	0	9	8	64	36	0	108	45	2	50	0	97	76	84	2	0	162	376
08:15 AM	0	5	6	0	11	8	76	44	0	128	50	6	52	0	108	69	88	3	0	160	407
08:30 AM	1	7	7	0	15	2	63	35	0	100	52	7	58	0	117	64	73	1	1	139	371
08:45 AM	2	9	13	0	24	9	62	18	0	89	53	2	48	0	103	39	86	1	1	127	343
Total	3	22	34	0	59	27	265	133	0	425	200	17	208	0	425	248	331	7	2	588	1497
*** BREAK ***																					
04:00 PM	0	4	12	0	16	10	78	48	0	136	54	3	77	0	134	50	91	1	1	143	429
04:15 PM	0	4	4	0	8	15	98	38	0	151	52	7	82	1	142	38	111	2	0	151	452
04:30 PM	0	6	12	0	18	5	120	50	0	175	50	4	85	0	139	44	98	2	1	145	477
04:45 PM	0	5	8	0	13	5	106	50	0	161	42	9	89	0	140	49	129	2	0	180	494
Total	0	19	36	0	55	35	402	186	0	623	198	23	333	1	555	181	429	7	2	619	1852
05:00 PM	0	11	12	0	23	5	128	62	0	195	48	11	90	0	149	52	113	0	0	165	532
05:15 PM	1	9	17	0	27	7	94	63	0	164	66	8	89	0	163	58	141	9	1	209	563
05:30 PM	0	7	12	0	19	7	98	57	0	162	65	8	86	0	159	56	126	3	1	186	526
05:45 PM	0	12	7	0	19	15	77	61	0	153	65	10	90	1	166	59	108	1	0	168	506
Total	1	39	48	0	88	34	397	243	0	674	244	37	355	1	637	225	488	13	2	728	2127
06:00 PM	2	10	9	0	21	1	108	60	0	169	63	6	89	0	158	56	102	2	0	160	508
06:15 PM	1	6	14	0	21	9	77	52	0	138	60	1	85	0	146	50	86	0	0	136	441
06:30 PM	1	6	7	0	14	3	60	46	0	109	40	5	63	0	108	44	78	2	0	124	355
06:45 PM	0	4	12	0	16	1	49	33	0	83	43	2	45	0	90	32	82	2	0	116	305
Total	4	26	42	0	72	14	294	191	0	499	206	14	282	0	502	182	348	6	0	536	1609
Grand Total	10	139	199	0	348	157	2116	1156	0	3429	1177	126	1487	3	2793	1460	2188	44	13	3705	10275
Apprch %	2.9	39.9	57.2	0		4.6	61.7	33.7	0		42.1	4.5	53.2	0.1		39.4	59.1	1.2	0.4		
Total %	0.1	1.4	1.9	0	3.4	1.5	20.6	11.3	0	33.4	11.5	1.2	14.5	0	27.2	14.2	21.3	0.4	0.1	36.1	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	2	0	0	2	5	43	5	0	53	20	1	15	0	36	40	23	1	0	64	155
06:15 AM	0	3	2	0	5	6	49	14	0	69	22	4	19	0	45	36	39	0	0	75	194
06:30 AM	0	11	5	0	16	6	68	32	0	106	29	8	22	0	59	106	41	2	0	149	330
06:45 AM	0	6	8	0	14	4	89	135	0	228	63	7	40	1	111	95	66	3	2	166	519
Total	0	22	15	0	37	21	249	186	0	456	134	20	96	1	251	277	169	6	2	454	1198
07:00 AM	2	5	8	0	15	6	89	130	0	225	75	5	61	0	141	107	67	0	0	174	555
07:15 AM	0	3	5	0	8	6	135	42	0	183	51	6	73	0	130	83	88	1	1	173	494
07:30 AM	0	5	5	0	10	13	157	24	0	194	46	5	59	0	110	90	146	2	2	240	554
07:45 AM	0	2	10	0	12	4	158	32	0	194	49	2	69	0	120	93	154	3	2	252	578
Total	2	15	28	0	45	29	539	228	0	796	221	18	262	0	501	373	455	6	5	839	2181
08:00 AM	0	1	8	0	9	8	72	37	0	117	46	2	53	0	101	79	97	2	0	178	405
08:15 AM	0	5	6	0	11	8	79	45	0	132	53	6	55	0	114	70	95	3	0	168	425
08:30 AM	1	9	9	0	19	4	64	39	0	107	52	7	61	0	120	74	77	1	1	153	399
08:45 AM	2	10	15	0	27	10	64	19	0	93	55	2	54	0	111	47	91	1	1	140	371
Total	3	25	38	0	66	30	279	140	0	449	206	17	223	0	446	270	360	7	2	639	1600
*** BREAK ***																					
04:00 PM	0	6	12	0	18	10	86	52	0	148	56	3	85	0	144	54	92	1	1	148	458
04:15 PM	0	4	4	0	8	15	106	45	0	166	52	7	89	1	149	43	117	2	0	162	485
04:30 PM	0	8	13	0	21	5	123	52	0	180	51	4	90	0	145	46	100	2	1	149	495
04:45 PM	0	5	8	0	13	5	114	56	0	175	43	9	93	0	145	50	130	2	0	182	515
Total	0	23	37	0	60	35	429	205	0	669	202	23	357	1	583	193	439	7	2	641	1953
05:00 PM	0	11	12	0	23	5	136	65	0	206	48	11	92	0	151	53	115	0	0	168	548
05:15 PM	1	9	17	0	27	7	101	65	0	173	66	8	93	0	167	59	143	9	1	212	579
05:30 PM	0	9	13	0	22	8	100	59	0	167	65	8	89	0	162	56	126	3	1	186	537
05:45 PM	0	12	7	0	19	15	80	63	0	158	66	10	93	1	170	59	113	1	0	173	520
Total	1	41	49	0	91	35	417	252	0	704	245	37	367	1	650	227	497	13	2	739	2184
06:00 PM	2	10	9	0	21	3	111	60	0	174	63	6	92	0	161	56	104	2	0	162	518
06:15 PM	1	6	14	0	21	9	83	53	0	145	60	1	85	0	146	50	87	0	0	137	449
06:30 PM	1	6	7	0	14	3	63	47	0	113	40	5	63	0	108	45	79	2	0	126	361
06:45 PM	0	7	13	0	20	1	50	33	0	84	43	2	47	0	92	32	85	2	0	119	315
Total	4	29	43	0	76	16	307	193	0	516	206	14	287	0	507	183	355	6	0	544	1643
Grand Total	10	155	210	0	375	166	2220	1204	0	3590	1214	129	1592	3	2938	1523	2275	45	13	3856	10759
Apprch %	2.7	41.3	56	0		4.6	61.8	33.5	0		41.3	4.4	54.2	0.1		39.5	59	1.2	0.3		
Total %	0.1	1.4	2	0	3.5	1.5	20.6	11.2	0	33.4	11.3	1.2	14.8	0	27.3	14.2	21.1	0.4	0.1	35.8	
Passenger Cars	10	139	199	0	348	157	2116	1156	0	3429	1177	126	1487	3	2793	1460	2188	44	13	3705	10275
% Passenger Cars																					
Heavy Vehicles	0	16	11	0	27	9	104	48	0	161	37	3	105	0	145	63	87	1	0	151	484
% Heavy Vehicles	0	10.3	5.2	0	7.2	5.4	4.7	4	0	4.5	3	2.3	6.6	0	4.9	4.1	3.8	2.2	0	3.9	4.5

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

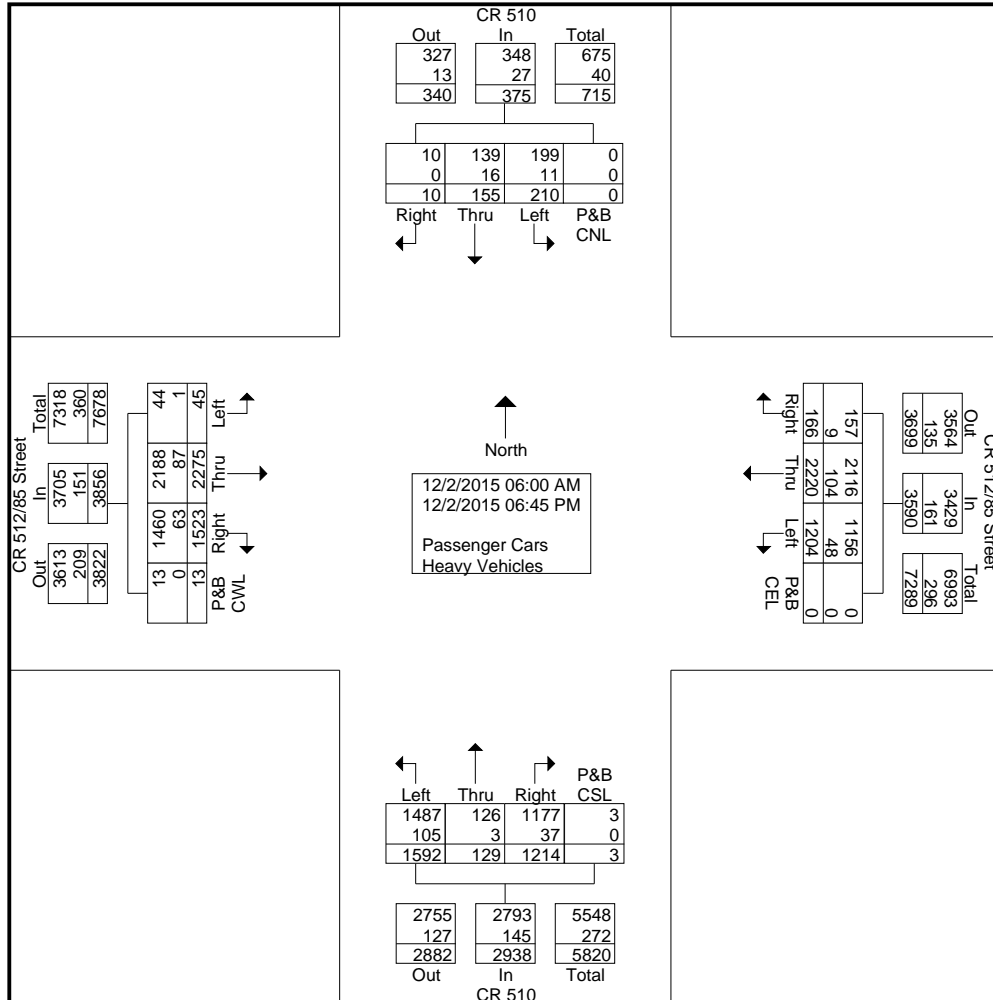
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 2



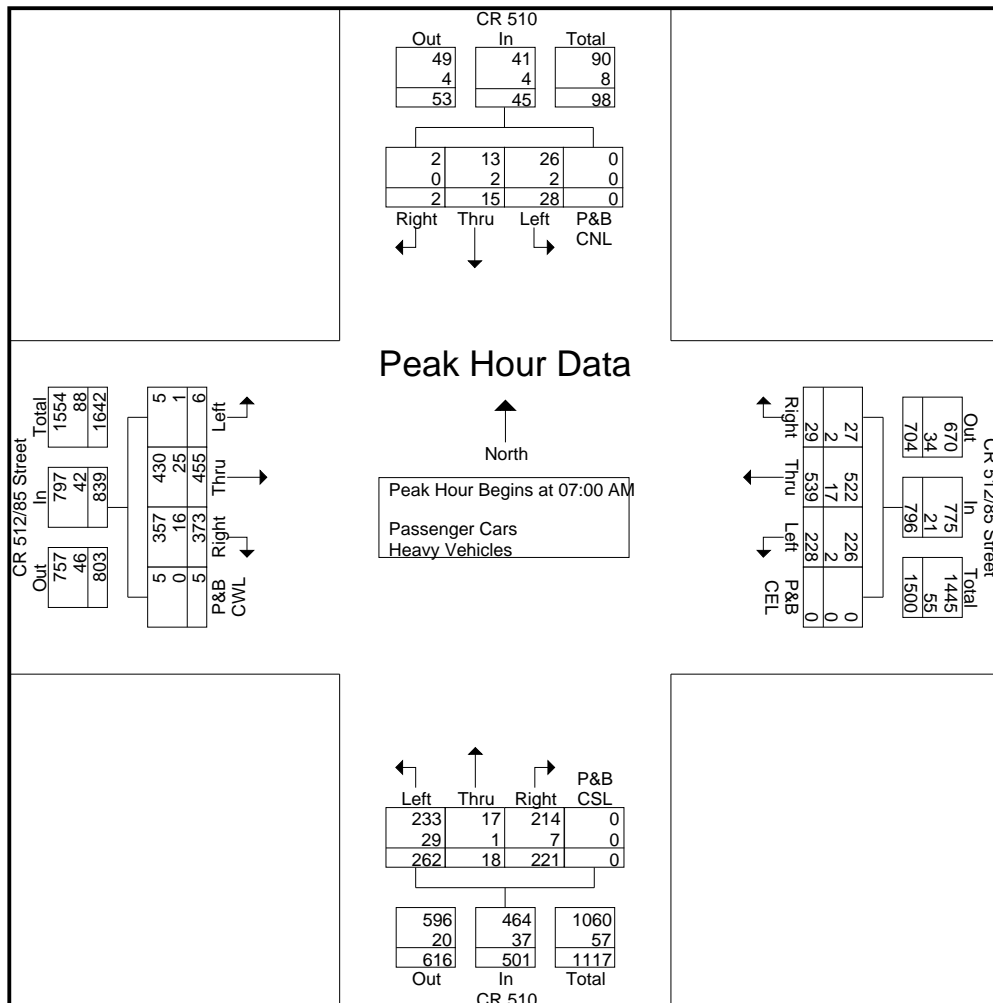
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 3

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	2	5	8	0	15	6	89	130	0	225	75	5	61	0	141	107	67	0	0	174	555
07:15 AM	0	3	5	0	8	6	135	42	0	183	51	6	73	0	130	83	88	1	1	173	494
07:30 AM	0	5	5	0	10	13	157	24	0	194	46	5	59	0	110	90	146	2	2	240	554
07:45 AM	0	2	10	0	12	4	158	32	0	194	49	2	69	0	120	93	154	3	2	252	578
Total Volume	2	15	28	0	45	29	539	228	0	796	221	18	262	0	501	373	455	6	5	839	2181
% App. Total	4.4	33.3	62.2	0		3.6	67.7	28.6	0		44.1	3.6	52.3	0		44.5	54.2	0.7	0.6		
PHF	.250	.750	.700	.000	.750	.558	.853	.438	.000	.884	.737	.750	.897	.000	.888	.871	.739	.500	.625	.832	.943
Passenger Cars	2	13	26	0	41	27	522	226	0	775	214	17	233	0	464	357	430	5	5	797	2077
% Passenger Cars																					
Heavy Vehicles	0	2	2	0	4	2	17	2	0	21	7	1	29	0	37	16	25	1	0	42	104
% Heavy Vehicles	0	13.3	7.1	0	8.9	6.9	3.2	0.9	0	2.6	3.2	5.6	11.1	0	7.4	4.3	5.5	16.7	0	5.0	4.8

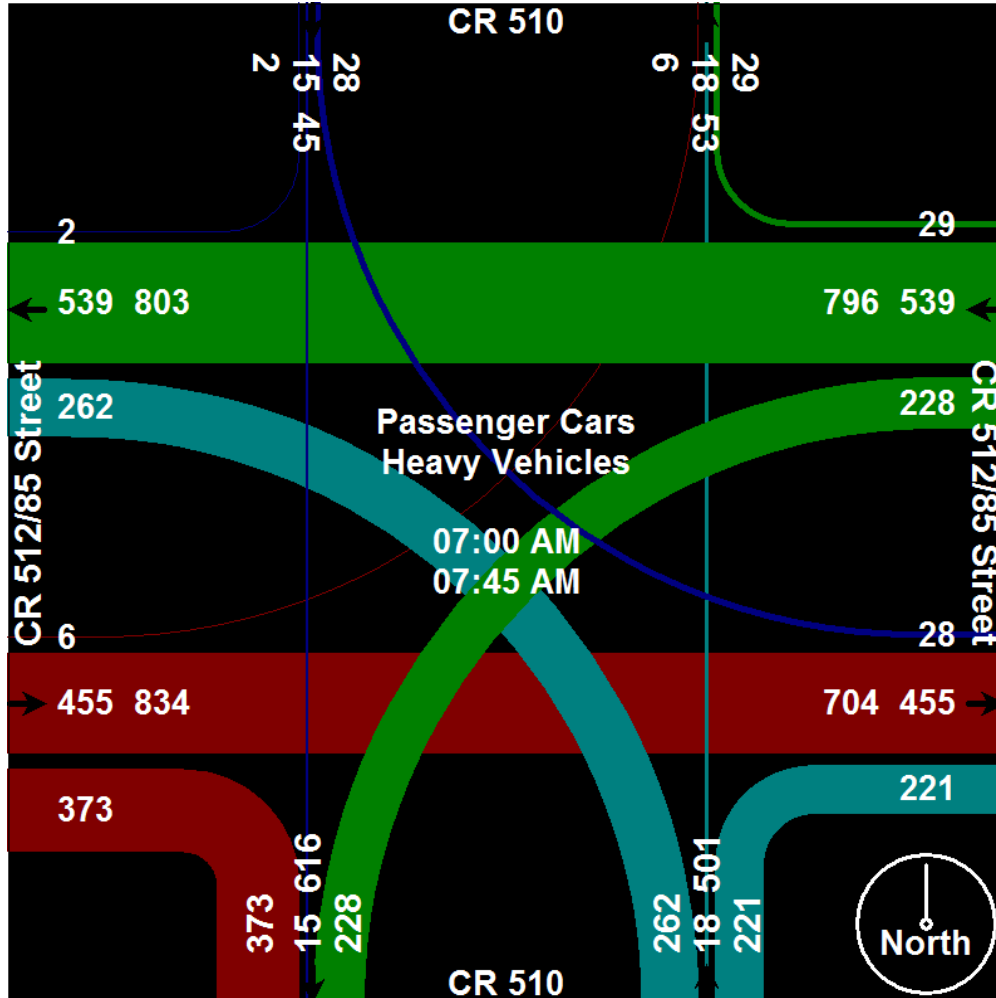


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 4



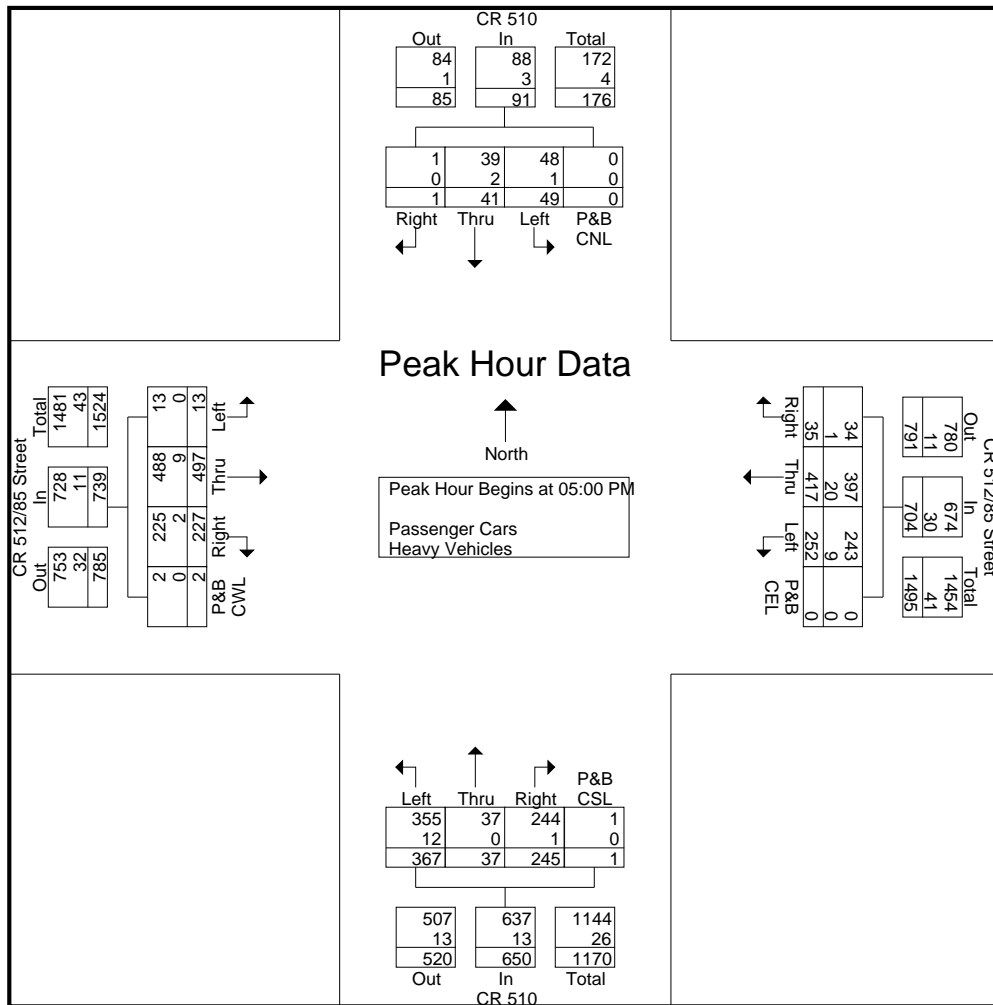
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 5

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	11	12	0	23	5	136	65	0	206	48	11	92	0	151	53	115	0	0	168	548
05:15 PM	1	9	17	0	27	7	101	65	0	173	66	8	93	0	167	59	143	9	1	212	579
05:30 PM	0	9	13	0	22	8	100	59	0	167	65	8	89	0	162	56	126	3	1	186	537
05:45 PM	0	12	7	0	19	15	80	63	0	158	66	10	93	1	170	59	113	1	0	173	520
Total Volume	1	41	49	0	91	35	417	252	0	704	245	37	367	1	650	227	497	13	2	739	2184
% App. Total	1.1	45.1	53.8	0		5	59.2	35.8	0		37.7	5.7	56.5	0.2		30.7	67.3	1.8	0.3		
PHF	.250	.854	.721	.000	.843	.583	.767	.969	.000	.854	.928	.841	.987	.250	.956	.962	.869	.361	.500	.871	.943
Passenger Cars	1	39	48	0	88	34	397	243	0	674	244	37	355	1	637	225	488	13	2	728	2127
% Passenger Cars																					
Heavy Vehicles	0	2	1	0	3	1	20	9	0	30	1	0	12	0	13	2	9	0	0	11	57
% Heavy Vehicles	0	4.9	2.0	0	3.3	2.9	4.8	3.6	0	4.3	0.4	0	3.3	0	2.0	0.9	1.8	0	0	1.5	2.6

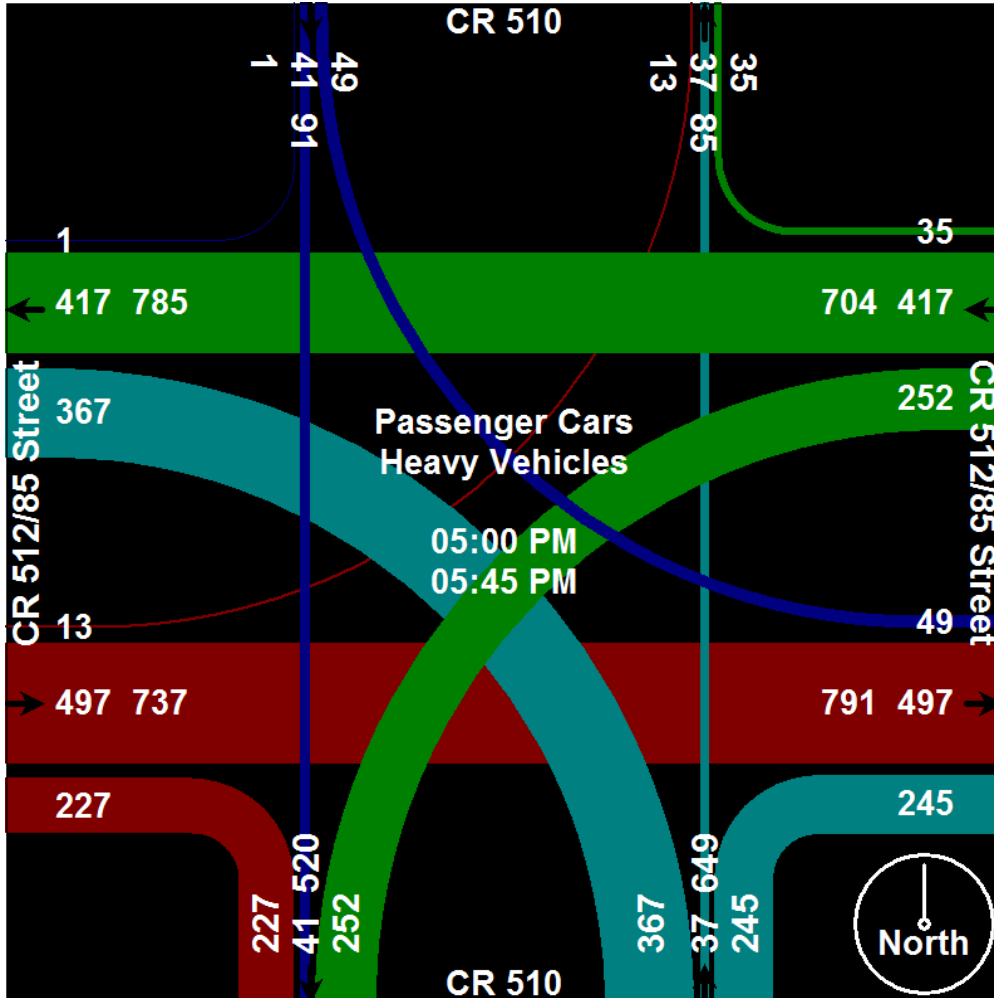


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 -85 Street
Site Code : 51051201
Start Date : 12/2/2015
Page No : 6



CH Perez and Associates Consulting Engineers Inc.
 9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
 CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
 Site Code : 51051201
 Start Date : 12/3/2015
 Page No : 1

Groups Printed- Heavy Vehicles

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B C/NL	App. Total	Right	Thru	Left	P&B C/EL	App. Total	Right	Thru	Left	P&B C/SL	App. Total	Right	Thru	Left	P&B C/WL	App. Total	
06:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	4	0	5	1	2	0	0	3	9
06:15 AM	0	1	0	0	1	0	3	0	0	3	5	1	7	0	13	0	1	0	0	1	18
06:30 AM	0	2	3	0	5	1	2	3	0	6	0	0	5	0	5	4	4	0	0	8	24
06:45 AM	0	0	1	0	1	0	4	7	0	11	12	0	20	0	32	3	5	0	0	8	52
Total	0	3	4	0	7	1	10	10	0	21	18	1	36	0	55	8	12	0	0	20	103
07:00 AM	0	1	1	0	2	1	4	0	0	5	2	0	11	0	13	3	7	1	0	11	31
07:15 AM	0	0	0	0	0	0	6	1	0	7	0	1	6	0	7	1	5	0	0	6	20
07:30 AM	0	3	3	0	6	0	8	4	0	12	0	0	2	0	2	1	5	0	0	6	26
07:45 AM	0	1	0	0	1	2	4	0	0	6	5	1	1	0	7	1	7	0	0	8	22
Total	0	5	4	0	9	3	22	5	0	30	7	2	20	0	29	6	24	1	0	31	99
08:00 AM	0	2	0	0	2	0	4	2	0	6	4	0	0	0	4	3	7	0	0	10	22
08:15 AM	0	0	0	0	0	0	3	2	0	5	4	0	3	0	7	2	13	0	0	15	27
08:30 AM	0	2	2	0	4	1	6	5	0	12	1	1	2	0	4	5	8	0	0	13	33
08:45 AM	0	0	1	0	1	2	3	3	0	8	0	2	5	0	7	4	10	0	0	14	30
Total	0	4	3	0	7	3	16	12	0	31	9	3	10	0	22	14	38	0	0	52	112
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	11	5	0	16	1	0	6	0	7	1	3	0	0	4	27
04:15 PM	0	0	1	0	1	0	4	5	0	9	0	0	8	0	8	3	2	0	0	5	23
04:30 PM	1	3	2	0	6	1	10	2	0	13	1	0	7	0	8	1	1	0	0	2	29
04:45 PM	0	0	1	0	1	0	5	1	0	6	0	0	1	0	1	1	0	0	0	1	9
Total	1	3	4	0	8	1	30	13	0	44	2	0	22	0	24	6	6	0	0	12	88
05:00 PM	0	0	0	0	0	0	2	1	0	3	1	0	2	0	3	0	3	0	0	3	9
05:15 PM	0	0	0	0	0	0	3	2	0	5	0	0	3	0	3	1	4	0	0	5	13
05:30 PM	0	2	0	0	2	0	7	1	0	8	0	0	1	0	1	0	4	0	0	4	15
05:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	5	0	5	1	3	0	0	4	12
Total	0	2	0	0	2	0	14	5	0	19	1	0	11	0	12	2	14	0	0	16	49
06:00 PM	0	0	0	0	0	1	2	2	0	5	0	1	4	0	5	1	1	0	0	2	12
06:15 PM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	1	0	0	2	4
06:30 PM	0	3	1	0	4	0	1	1	0	2	1	0	2	0	3	3	2	0	0	5	14
06:45 PM	0	0	0	0	0	0	3	3	0	6	0	2	1	0	3	1	5	0	0	6	15
Total	0	3	1	0	4	1	7	6	0	14	2	3	7	0	12	6	9	0	0	15	45
Grand Total	1	20	16	0	37	9	99	51	0	159	39	9	106	0	154	42	103	1	0	146	496
Apprch %	2.7	54.1	43.2	0		5.7	62.3	32.1	0		25.3	5.8	68.8	0		28.8	70.5	0.7	0		
Total %	0.2	4	3.2	0	7.5	1.8	20	10.3	0	32.1	7.9	1.8	21.4	0	31	8.5	20.8	0.2	0	29.4	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	2	2	0	4	11	32	6	0	49	13	3	12	0	28	24	17	2	0	43	124
06:15 AM	2	0	3	0	5	3	48	16	0	67	10	2	11	0	23	42	35	1	2	80	175
06:30 AM	0	6	1	0	7	7	81	31	0	119	18	5	23	0	46	84	45	0	8	137	309
06:45 AM	2	12	9	0	23	4	81	112	0	197	58	3	26	0	87	104	60	1	2	167	474
Total	4	20	15	0	39	25	242	165	0	432	99	13	72	0	184	254	157	4	12	427	1082
07:00 AM	0	5	6	2	13	8	87	122	0	217	86	7	41	0	134	109	38	2	0	149	513
07:15 AM	0	7	6	0	13	8	108	27	0	143	56	6	57	0	119	88	80	8	1	177	452
07:30 AM	0	5	8	2	15	3	136	26	0	165	39	0	55	0	94	93	129	1	0	223	497
07:45 AM	0	18	8	0	26	6	127	24	0	157	37	4	65	0	106	104	136	4	0	244	533
Total	0	35	28	4	67	25	458	199	0	682	218	17	218	0	453	394	383	15	1	793	1995
08:00 AM	0	5	11	0	16	11	79	53	0	143	37	4	48	0	89	80	99	4	0	183	431
08:15 AM	0	6	9	0	15	12	84	51	0	147	57	4	48	0	109	63	75	2	4	144	415
08:30 AM	1	12	4	0	17	9	76	20	0	105	59	12	56	0	127	69	72	2	0	143	392
08:45 AM	1	5	11	3	20	3	64	27	0	94	64	2	52	0	118	42	77	3	1	123	355
Total	2	28	35	3	68	35	303	151	0	489	217	22	204	0	443	254	323	11	5	593	1593
*** BREAK ***																					
04:00 PM	0	10	10	0	20	0	134	57	0	191	45	6	92	0	143	57	118	7	0	182	536
04:15 PM	4	7	16	0	27	6	140	52	0	198	56	4	104	1	165	40	115	2	1	158	548
04:30 PM	2	0	3	0	5	0	118	57	0	175	50	8	102	0	160	45	108	2	1	156	496
04:45 PM	2	5	12	0	19	1	127	63	0	191	58	12	102	0	172	56	134	2	0	192	574
Total	8	22	41	0	71	7	519	229	0	755	209	30	400	1	640	198	475	13	2	688	2154
05:00 PM	0	7	15	0	22	4	90	72	0	166	57	9	100	0	166	48	130	3	1	182	536
05:15 PM	1	6	14	0	21	1	108	70	0	179	56	5	99	0	160	51	129	1	0	181	541
05:30 PM	0	14	6	0	20	2	132	67	0	201	48	8	102	0	158	55	120	2	3	180	559
05:45 PM	0	5	8	0	13	7	135	47	0	189	54	8	100	0	162	66	85	4	2	157	521
Total	1	32	43	0	76	14	465	256	0	735	215	30	401	0	646	220	464	10	6	700	2157
06:00 PM	0	4	8	0	12	0	117	86	0	203	45	10	64	0	119	58	96	2	0	156	490
06:15 PM	0	4	9	0	13	3	108	58	0	169	42	8	68	0	118	46	120	4	0	170	470
06:30 PM	0	8	11	0	19	5	121	68	0	194	44	2	57	0	103	24	100	2	0	126	442
06:45 PM	0	9	6	0	15	2	101	65	0	168	34	9	46	0	89	28	60	0	0	88	360
Total	0	25	34	0	59	10	447	277	0	734	165	29	235	0	429	156	376	8	0	540	1762
Grand Total	15	162	196	7	380	116	2434	1277	0	3827	1123	141	1530	1	2795	1476	2178	61	26	3741	10743
Apprch %	3.9	42.6	51.6	1.8		3	63.6	33.4	0		40.2	5	54.7	0		39.5	58.2	1.6	0.7		
Total %	0.1	1.5	1.8	0.1	3.5	1.1	22.7	11.9	0	35.6	10.5	1.3	14.2	0	26	13.7	20.3	0.6	0.2	34.8	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
06:00 AM	0	2	2	0	4	11	33	6	0	50	14	3	16	0	33	25	19	2	0	46	133
06:15 AM	2	1	3	0	6	3	51	16	0	70	15	3	18	0	36	42	36	1	2	81	193
06:30 AM	0	8	4	0	12	8	83	34	0	125	18	5	28	0	51	88	49	0	8	145	333
06:45 AM	2	12	10	0	24	4	85	119	0	208	70	3	46	0	119	107	65	1	2	175	526
Total	4	23	19	0	46	26	252	175	0	453	117	14	108	0	239	262	169	4	12	447	1185
07:00 AM	0	6	7	2	15	9	91	122	0	222	88	7	52	0	147	112	45	3	0	160	544
07:15 AM	0	7	6	0	13	8	114	28	0	150	56	7	63	0	126	89	85	8	1	183	472
07:30 AM	0	8	11	2	21	3	144	30	0	177	39	0	57	0	96	94	134	1	0	229	523
07:45 AM	0	19	8	0	27	8	131	24	0	163	42	5	66	0	113	105	143	4	0	252	555
Total	0	40	32	4	76	28	480	204	0	712	225	19	238	0	482	400	407	16	1	824	2094
08:00 AM	0	7	11	0	18	11	83	55	0	149	41	4	48	0	93	83	106	4	0	193	453
08:15 AM	0	6	9	0	15	12	87	53	0	152	61	4	51	0	116	65	88	2	4	159	442
08:30 AM	1	14	6	0	21	10	82	25	0	117	60	13	58	0	131	74	80	2	0	156	425
08:45 AM	1	5	12	3	21	5	67	30	0	102	64	4	57	0	125	46	87	3	1	137	385
Total	2	32	38	3	75	38	319	163	0	520	226	25	214	0	465	268	361	11	5	645	1705
*** BREAK ***																					
04:00 PM	0	10	10	0	20	0	145	62	0	207	46	6	98	0	150	58	121	7	0	186	563
04:15 PM	4	7	17	0	28	6	144	57	0	207	56	4	112	1	173	43	117	2	1	163	571
04:30 PM	3	3	5	0	11	1	128	59	0	188	51	8	109	0	168	46	109	2	1	158	525
04:45 PM	2	5	13	0	20	1	132	64	0	197	58	12	103	0	173	57	134	2	0	193	583
Total	9	25	45	0	79	8	549	242	0	799	211	30	422	1	664	204	481	13	2	700	2242
05:00 PM	0	7	15	0	22	4	92	73	0	169	58	9	102	0	169	48	133	3	1	185	545
05:15 PM	1	6	14	0	21	1	111	72	0	184	56	5	102	0	163	52	133	1	0	186	554
05:30 PM	0	16	6	0	22	2	139	68	0	209	48	8	103	0	159	55	124	2	3	184	574
05:45 PM	0	5	8	0	13	7	137	48	0	192	54	8	105	0	167	67	88	4	2	161	533
Total	1	34	43	0	78	14	479	261	0	754	216	30	412	0	658	222	478	10	6	716	2206
06:00 PM	0	4	8	0	12	1	119	88	0	208	45	11	68	0	124	59	97	2	0	158	502
06:15 PM	0	4	9	0	13	3	109	58	0	170	43	8	68	0	119	47	121	4	0	172	474
06:30 PM	0	11	12	0	23	5	122	69	0	196	45	2	59	0	106	27	102	2	0	131	456
06:45 PM	0	9	6	0	15	2	104	68	0	174	34	11	47	0	92	29	65	0	0	94	375
Total	0	28	35	0	63	11	454	283	0	748	167	32	242	0	441	162	385	8	0	555	1807
Grand Total	16	182	212	7	417	125	2533	1328	0	3986	1162	150	1636	1	2949	1518	2281	62	26	3887	11239
Apprch %	3.8	43.6	50.8	1.7		3.1	63.5	33.3	0		39.4	5.1	55.5	0		39.1	58.7	1.6	0.7		
Total %	0.1	1.6	1.9	0.1	3.7	1.1	22.5	11.8	0	35.5	10.3	1.3	14.6	0	26.2	13.5	20.3	0.6	0.2	34.6	
Passenger Cars	15	162	196	7	380	116	2434	1277	0	3827	1123	141	1530	1	2795	1476	2178	61	26	3741	10743
% Passenger Cars																					
Heavy Vehicles	1	20	16	0	37	9	99	51	0	159	39	9	106	0	154	42	103	1	0	146	496
% Heavy Vehicles	6.2	11	7.5	0	8.9	7.2	3.9	3.8	0	4	3.4	6	6.5	0	5.2	2.8	4.5	1.6	0	3.8	4.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

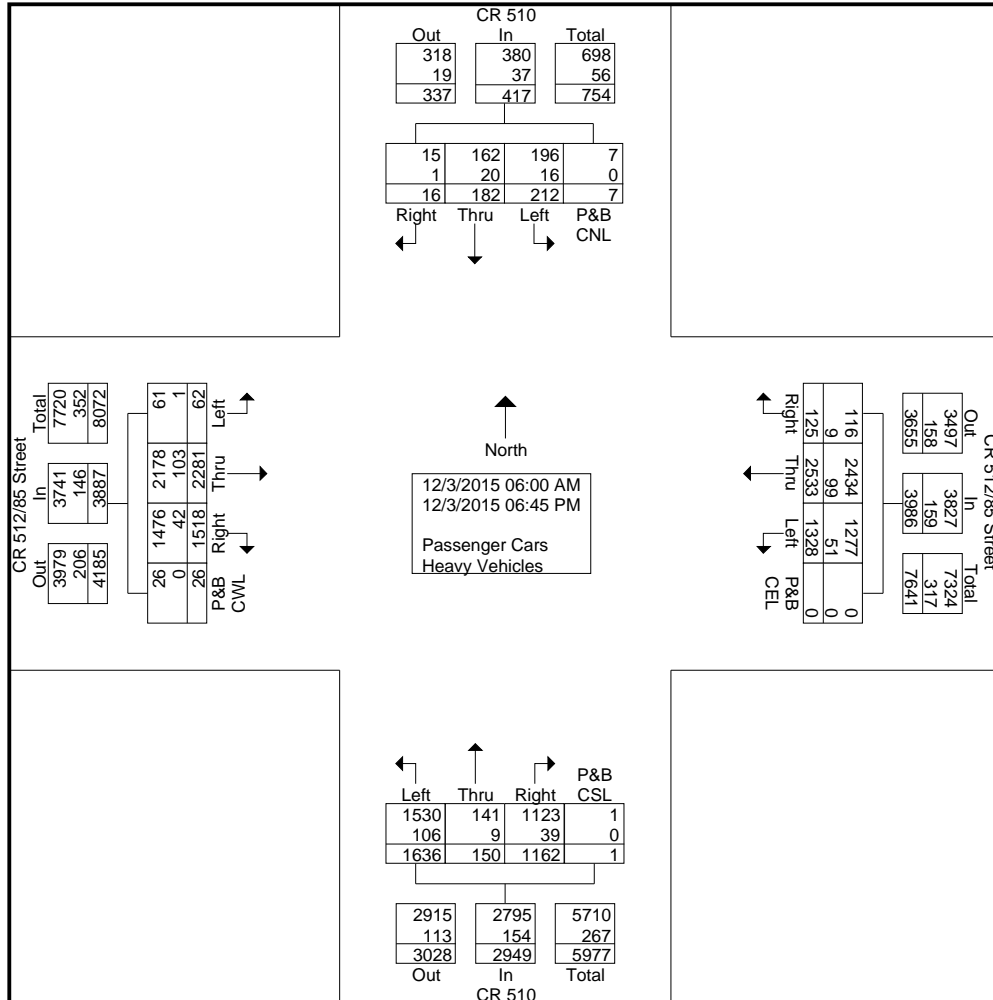
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 2



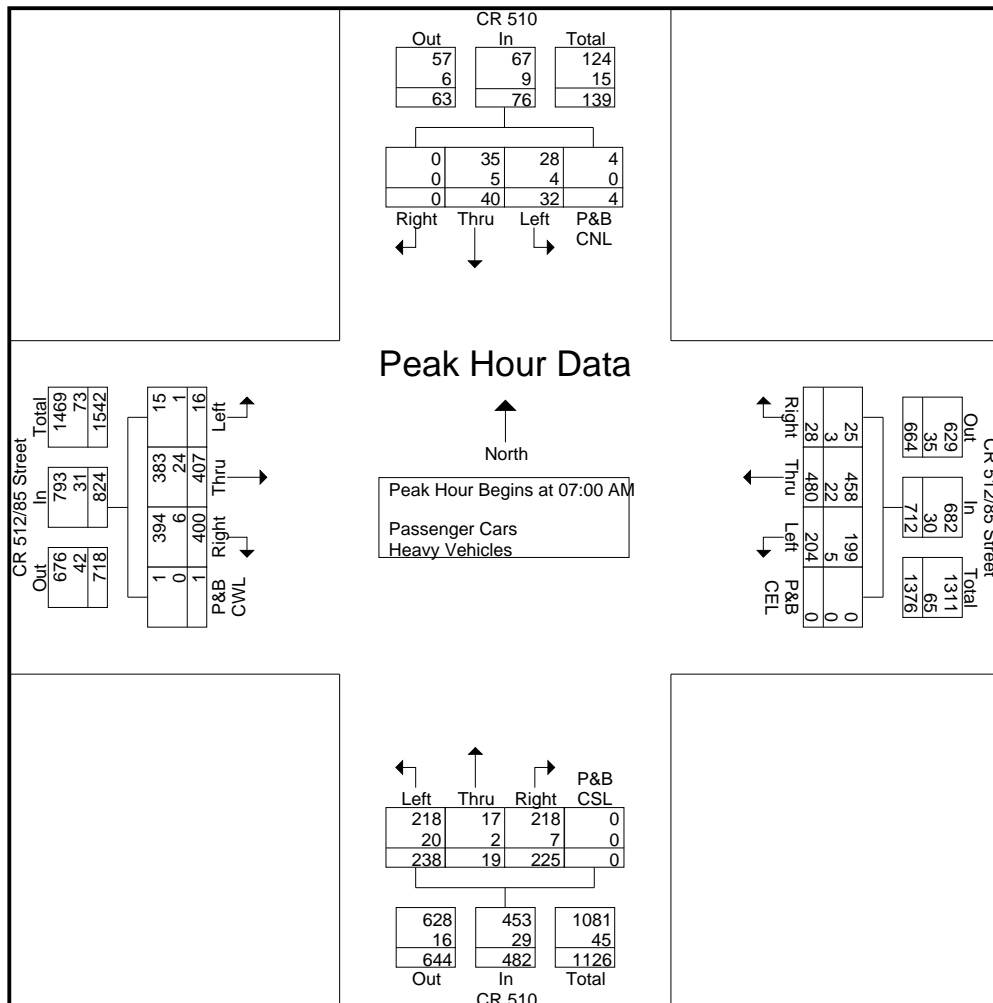
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 3

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	6	7	2	15	9	91	122	0	222	88	7	52	0	147	112	45	3	0	160	544
07:15 AM	0	7	6	0	13	8	114	28	0	150	56	7	63	0	126	89	85	8	1	183	472
07:30 AM	0	8	11	2	21	3	144	30	0	177	39	0	57	0	96	94	134	1	0	229	523
07:45 AM	0	19	8	0	27	8	131	24	0	163	42	5	66	0	113	105	143	4	0	252	555
Total Volume	0	40	32	4	76	28	480	204	0	712	225	19	238	0	482	400	407	16	1	824	2094
% App. Total	0	52.6	42.1	5.3		3.9	67.4	28.7	0		46.7	3.9	49.4	0		48.5	49.4	1.9	0.1		
PHF	.000	.526	.727	.500	.704	.778	.833	.418	.000	.802	.639	.679	.902	.000	.820	.893	.712	.500	.250	.817	.943
Passenger Cars	0	35	28	4	67	25	458	199	0	682	218	17	218	0	453	394	383	15	1	793	1995
% Passenger Cars																					
Heavy Vehicles	0	5	4	0	9	3	22	5	0	30	7	2	20	0	29	6	24	1	0	31	99
% Heavy Vehicles	0	12.5	12.5	0	11.8	10.7	4.6	2.5	0	4.2	3.1	10.5	8.4	0	6.0	1.5	5.9	6.3	0	3.8	4.7

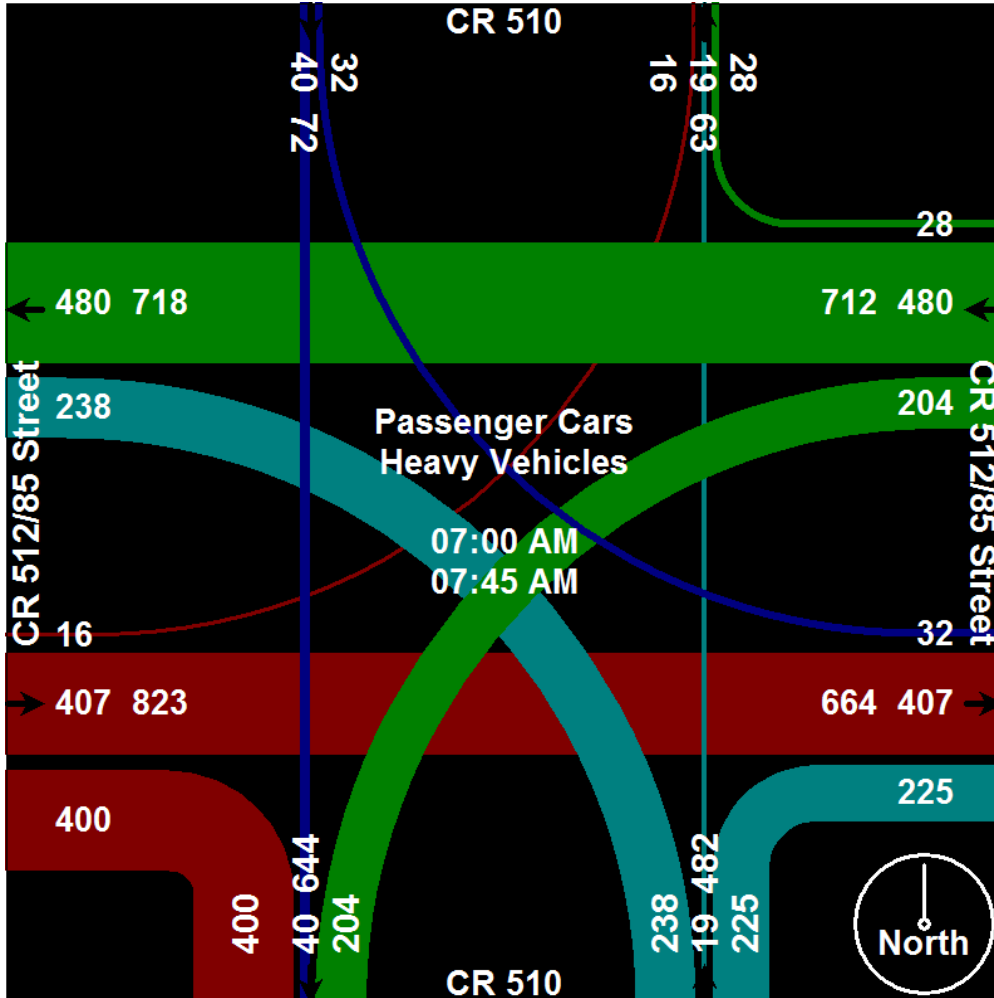


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 4



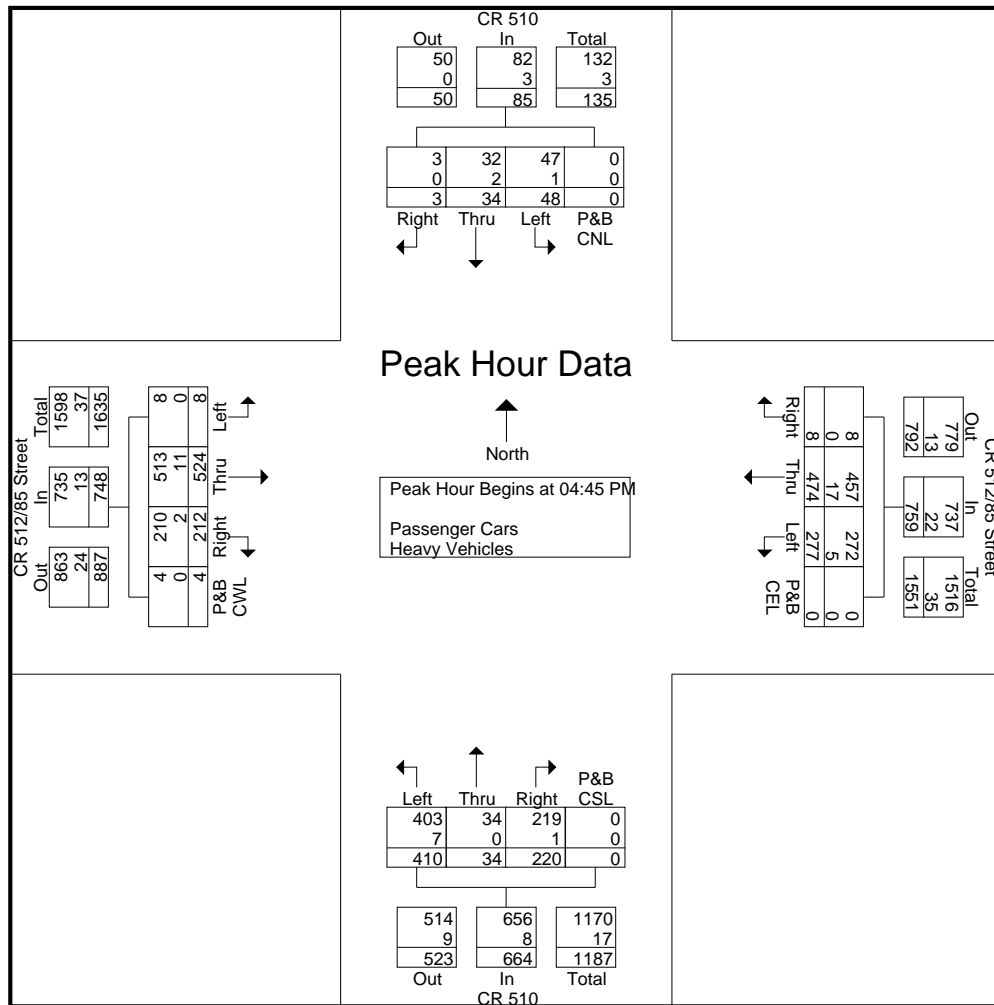
CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 5

Start Time	CR 510 Southbound					CR 512/85 Street Westbound					CR 510 Northbound					CR 512/85 Street Eastbound					Int. Total
	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	5	13	0	20	1	132	64	0	197	58	12	103	0	173	57	134	2	0	193	583
05:00 PM	0	7	15	0	22	4	92	73	0	169	58	9	102	0	169	48	133	3	1	185	545
05:15 PM	1	6	14	0	21	1	111	72	0	184	56	5	102	0	163	52	133	1	0	186	554
05:30 PM	0	16	6	0	22	2	139	68	0	209	48	8	103	0	159	55	124	2	3	184	574
Total Volume	3	34	48	0	85	8	474	277	0	759	220	34	410	0	664	212	524	8	4	748	2256
% App. Total	3.5	40	56.5	0		1.1	62.5	36.5	0		33.1	5.1	61.7	0		28.3	70.1	1.1	0.5		
PHF	.375	.531	.800	.000	.966	.500	.853	.949	.000	.908	.948	.708	.995	.000	.960	.930	.978	.667	.333	.969	.967
Passenger Cars	3	32	47	0	82	8	457	272	0	737	219	34	403	0	656	210	513	8	4	735	2210
% Passenger Cars																					
Heavy Vehicles	0	2	1	0	3	0	17	5	0	22	1	0	7	0	8	2	11	0	0	13	46
% Heavy Vehicles	0	5.9	2.1	0	3.5	0	3.6	1.8	0	2.9	0.5	0	1.7	0	1.2	0.9	2.1	0	0	1.7	2.0

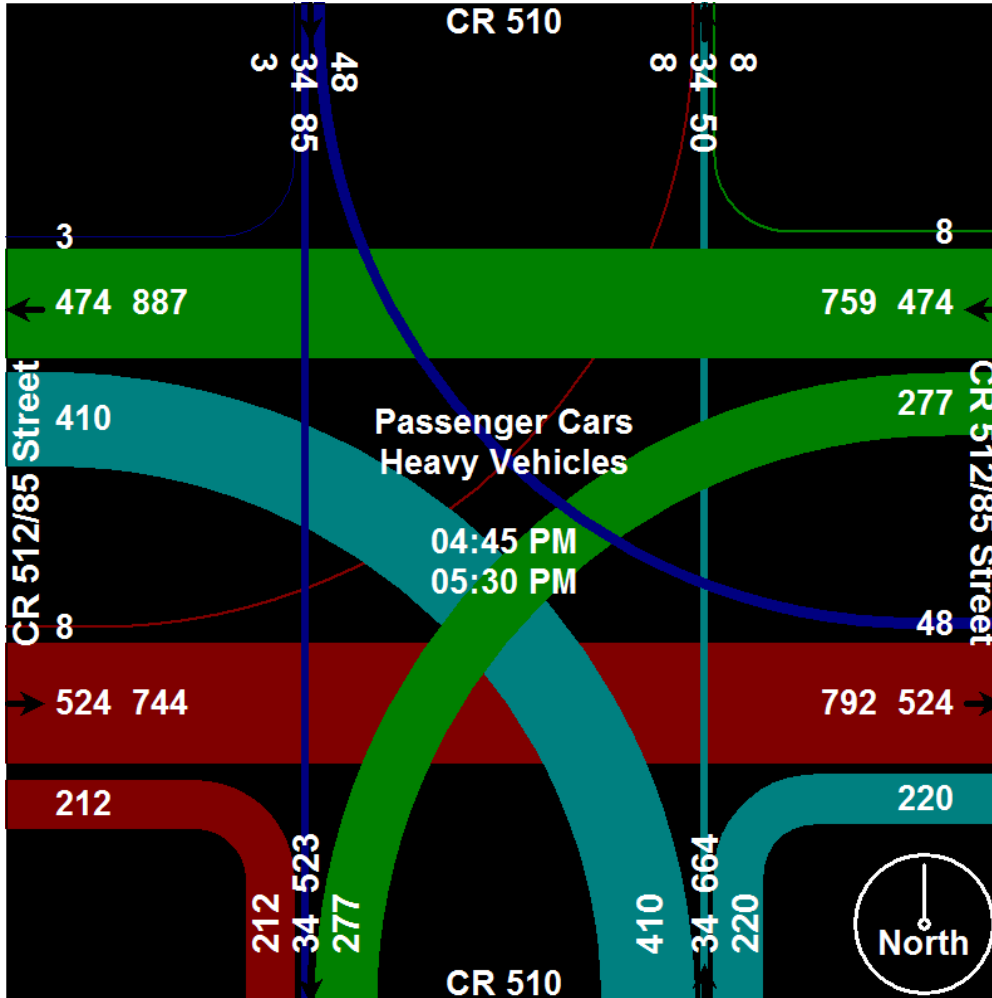


CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Turning Movement Counts
CR 510 at CR 512/85 Street

File Name : CR 510 at CR 512 - 85 Street
Site Code : 51051201
Start Date : 12/3/2015
Page No : 6



72-Hour Approach/Departure Counts

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
58 Avenue NB & SB
At North of CR 510

Start Time	01-Dec-15 Tue		NB		SB		Combined		02-Dec Wed		NB		SB		Combined	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	0	4	1	3	1	7	0	5	1	6	1	11				
12:15	0	5	0	7	0	12	0	1	0	7	0	8				
12:30	0	4	0	3	0	7	0	8	0	1	0	9				
12:45	0	8	0	6	0	14	0	3	0	4	0	7				
01:00	0	1	0	2	0	3	1	4	0	4	1	8				
01:15	0	5	0	7	0	12	0	5	0	7	0	12				
01:30	0	2	0	8	0	10	0	4	0	13	0	17				
01:45	0	3	0	6	0	9	1	2	1	6	2	8				
02:00	0	3	0	7	0	10	0	5	0	1	0	6				
02:15	0	4	0	4	0	8	0	3	0	3	0	6				
02:30	0	1	0	11	0	12	2	0	2	3	4	3				
02:45	0	1	0	10	0	11	0	4	0	15	0	19				
03:00	0	3	0	25	0	28	0	3	0	18	0	21				
03:15	0	8	0	5	0	13	0	5	0	3	0	8				
03:30	0	7	0	8	0	15	0	7	0	8	0	15				
03:45	0	1	0	3	0	4	0	2	0	5	0	7				
04:00	3	1	1	2	4	3	0	0	0	1	0	1				
04:15	0	1	0	5	0	6	2	1	1	4	3	5				
04:30	0	2	0	8	0	10	0	3	0	2	0	5				
04:45	5	1	0	6	5	7	3	2	1	1	4	3				
05:00	1	1	1	3	2	4	3	3	0	1	3	4				
05:15	7	0	0	1	7	1	5	6	0	1	5	7				
05:30	14	4	0	5	14	9	15	3	0	2	15	5				
05:45	12	3	2	5	14	8	8	5	2	0	10	5				
06:00	1	5	0	6	1	11	0	4	0	3	0	7				
06:15	5	1	2	0	7	1	4	1	2	0	6	1				
06:30	1	1	1	0	2	1	2	2	1	2	3	4				
06:45	4	0	0	1	4	1	3	0	0	1	3	1				
07:00	0	1	1	2	1	3	2	7	0	14	2	21				
07:15	8	1	2	1	10	2	1	1	0	14	1	15				
07:30	10	1	0	0	10	1	3	1	0	2	3	3				
07:45	4	1	2	0	6	1	5	3	2	1	7	4				
08:00	9	0	1	2	10	2	11	0	3	2	14	2				
08:15	4	0	2	0	6	0	15	0	3	0	18	0				
08:30	1	0	1	0	2	0	11	0	4	0	15	0				
08:45	9	2	0	0	9	2	8	0	3	0	11	0				
09:00	12	0	2	0	14	0	10	0	3	0	13	0				
09:15	4	0	0	0	4	0	7	1	2	0	9	1				
09:30	9	0	5	0	14	0	10	0	2	1	12	1				
09:45	2	0	2	1	4	1	11	0	4	1	15	1				
10:00	4	0	6	0	10	0	3	0	6	0	9	0				
10:15	3	0	1	0	4	0	6	0	4	0	10	0				
10:30	6	0	4	0	10	0	4	0	4	0	8	0				
10:45	5	0	2	0	7	0	7	0	5	0	12	0				
11:00	6	0	3	0	9	0	4	0	2	0	6	0				
11:15	8	0	5	0	13	0	6	0	6	0	12	0				
11:30	4	2	9	0	13	2	3	0	0	0	3	0				
11:45	3	2	4	1	7	3	8	1	7	0	15	1				
Total	164	90	60	164	224	254	184	105	71	157	255	262				
Day Total	254		224		478		289		228		517					
% Total	34.3%	18.8%	12.6%	34.3%			35.6%	20.3%	13.7%	30.4%						
Peak	-	05:00	12:00	11:00	02:30	10:45	02:45	-	08:00	00:30	10:00	02:45	08:00	02:45		
Vol.	-	34	21	21	51	42	67	-	45	20	19	44	58	63		
P.H.F.		0.607	0.656	0.583	0.510	0.750	0.598		0.750	0.625	0.792	0.611	0.806	0.750		

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
58 Avenue NB & SB
At North of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	0	1	0	1	2	3	*	*	*	*	*	*	1	2
01:00	*	*	0	0	2	1	1	0	*	*	*	*	*	*	1	0
02:00	*	*	0	0	2	2	0	0	*	*	*	*	*	*	1	1
03:00	*	*	0	0	0	0	1	1	*	*	*	*	*	*	0	0
04:00	*	*	8	1	5	2	3	0	*	*	*	*	*	*	5	1
05:00	*	*	34	3	31	2	30	2	*	*	*	*	*	*	32	2
06:00	*	*	11	3	9	3	10	3	*	*	*	*	*	*	10	3
07:00	*	*	22	5	11	2	10	4	*	*	*	*	*	*	14	4
08:00	*	*	23	4	45	13	25	9	*	*	*	*	*	*	31	9
09:00	*	*	27	9	38	11	35	13	*	*	*	*	*	*	33	11
10:00	*	*	18	13	20	19	20	11	*	*	*	*	*	*	19	14
11:00	*	*	21	21	21	15	10	12	*	*	*	*	*	*	17	16
12:00 PM	*	*	21	19	17	18	9	13	*	*	*	*	*	*	16	17
01:00	*	*	11	23	15	30	11	24	*	*	*	*	*	*	12	26
02:00	*	*	9	32	12	22	7	27	*	*	*	*	*	*	9	27
03:00	*	*	19	41	17	34	8	36	*	*	*	*	*	*	15	37
04:00	*	*	5	21	6	8	5	6	*	*	*	*	*	*	5	12
05:00	*	*	8	14	17	4	15	13	*	*	*	*	*	*	13	10
06:00	*	*	7	7	7	6	6	2	*	*	*	*	*	*	7	5
07:00	*	*	4	3	12	31	11	7	*	*	*	*	*	*	9	14
08:00	*	*	2	2	0	2	0	7	*	*	*	*	*	*	1	4
09:00	*	*	0	1	1	2	3	1	*	*	*	*	*	*	1	1
10:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
11:00	*	*	4	1	1	0	1	0	*	*	*	*	*	*	2	0
Lane	0	0	254	224	289	228	223	194	0	0	0	0	0	0	254	216
Day	0	0	478	478	517	517	417	417	0	0	0	0	0	0	470	470
AM Peak	-	-	05:00	11:00	08:00	10:00	09:00	09:00	-	-	-	-	-	-	09:00	11:00
Vol.	-	-	34	21	45	19	35	13	-	-	-	-	-	-	33	16
PM Peak	-	-	12:00	15:00	12:00	15:00	17:00	15:00	-	-	-	-	-	-	12:00	15:00
Vol.	-	-	21	41	17	34	15	36	-	-	-	-	-	-	16	37

Comb. Total	0	478	517	417	0	0	0	470
ADT	ADT 471	AADT 471						

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
58 Avenue NB & SB
At South of CR 510

Start Time	01-Dec-15				02-Dec									
	Tue	NB		SB		Combined		Wed	NB		SB		Combined	
		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		3	58	2	62	5	120		2	62	1	59	3	121
12:15		4	64	1	66	5	130		1	60	1	55	2	115
12:30		1	77	3	59	4	136		2	72	0	61	2	133
12:45		1	58	2	55	3	113		1	54	3	55	4	109
01:00		2	67	1	44	3	111		1	76	2	52	3	128
01:15		1	62	0	72	1	134		2	51	1	65	3	116
01:30		5	78	4	57	9	135		1	58	0	60	1	118
01:45		1	70	2	51	3	121		2	65	2	57	4	122
02:00		1	71	2	43	3	114		1	83	0	51	1	134
02:15		2	74	0	92	2	166		0	88	1	58	1	146
02:30		2	84	2	70	4	154		2	70	4	62	6	132
02:45		4	60	1	63	5	123		0	64	1	62	1	126
03:00		2	75	5	77	7	152		0	76	1	68	1	144
03:15		1	98	1	66	2	164		4	90	6	62	10	152
03:30		1	104	2	68	3	172		2	112	4	63	6	175
03:45		0	89	1	73	1	162		3	78	1	51	4	129
04:00		6	68	3	78	9	146		1	94	1	79	2	173
04:15		5	90	3	61	8	151		3	94	3	63	6	157
04:30		3	90	6	70	9	160		6	110	7	98	13	208
04:45		3	76	5	57	8	133		3	196	8	125	11	321
05:00		4	75	12	60	16	135		6	123	9	74	15	197
05:15		10	90	10	55	20	145		8	96	10	69	18	165
05:30		9	68	8	37	17	105		12	112	3	56	15	168
05:45		15	72	13	36	28	108		13	90	9	49	22	139
06:00		15	53	14	42	29	95		16	93	15	47	31	140
06:15		18	46	20	37	38	83		22	66	19	38	41	104
06:30		36	42	36	35	72	77		29	36	24	27	53	63
06:45		35	38	37	25	72	63		40	28	40	31	80	59
07:00		36	42	40	32	76	74		32	36	49	18	81	54
07:15		46	28	70	26	116	54		50	27	63	20	113	47
07:30		62	24	60	23	122	47		46	30	58	20	104	50
07:45		66	28	87	25	153	53		64	36	83	29	147	65
08:00		48	32	73	16	121	48		62	21	82	17	144	38
08:15		57	21	78	19	135	40		51	15	67	23	118	38
08:30		68	18	70	16	138	34		56	31	72	20	128	51
08:45		53	21	54	17	107	38		53	17	46	17	99	34
09:00		48	22	54	14	102	36		54	16	36	12	90	28
09:15		40	16	72	12	112	28		45	25	56	12	101	37
09:30		54	6	39	8	93	14		40	9	61	10	101	19
09:45		46	14	50	3	96	17		60	12	54	9	114	21
10:00		43	17	46	8	89	25		54	14	61	7	115	21
10:15		42	7	53	3	95	10		40	8	54	5	94	13
10:30		54	8	47	6	101	14		51	10	56	3	107	13
10:45		50	3	56	9	106	12		52	12	68	7	120	19
11:00		47	10	53	2	100	12		38	4	58	8	96	12
11:15		48	3	61	6	109	9		54	8	78	5	132	13
11:30		44	3	64	5	108	8		51	8	93	4	144	12
11:45		50	4	58	5	108	9		54	3	61	4	115	7
Total		1192	2324	1381	1866	2573	4190		1190	2639	1432	1947	2622	4586
Day Total		3516		3247		6763			3829		3379		7208	
% Total		17.6%	34.4%	20.4%	27.6%				16.5%	36.6%	19.9%	27.0%		
Peak	-	07:45	03:00	07:45	02:15	07:45	03:00	-	07:45	04:45	07:45	04:30	07:45	04:30
Vol.	-	239	366	308	302	547	650	-	233	527	304	366	537	891
P.H.F.		0.879	0.880	0.885	0.821	0.894	0.945		0.910	0.672	0.916	0.732	0.913	0.694

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
58 Avenue NB & SB
At South of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	9	8	6	5	11	6	*	*	*	*	*	*	9	6
01:00	*	*	9	7	6	5	10	6	*	*	*	*	*	*	8	6
02:00	*	*	9	5	3	6	7	11	*	*	*	*	*	*	6	7
03:00	*	*	4	9	9	12	9	13	*	*	*	*	*	*	7	11
04:00	*	*	17	17	13	19	17	16	*	*	*	*	*	*	16	17
05:00	*	*	38	43	39	31	31	30	*	*	*	*	*	*	36	35
06:00	*	*	104	107	107	98	120	108	*	*	*	*	*	*	110	104
07:00	*	*	210	257	192	253	196	266	*	*	*	*	*	*	199	259
08:00	*	*	226	275	222	267	229	253	*	*	*	*	*	*	226	265
09:00	*	*	188	215	199	207	218	226	*	*	*	*	*	*	202	216
10:00	*	*	189	202	197	239	166	230	*	*	*	*	*	*	184	224
11:00	*	*	189	236	197	290	218	226	*	*	*	*	*	*	201	251
12:00 PM	*	*	257	242	248	230	251	247	*	*	*	*	*	*	252	240
01:00	*	*	277	224	250	234	298	263	*	*	*	*	*	*	275	240
02:00	*	*	289	268	305	233	257	239	*	*	*	*	*	*	284	247
03:00	*	*	366	284	356	244	322	218	*	*	*	*	*	*	348	249
04:00	*	*	324	266	494	365	303	256	*	*	*	*	*	*	374	296
05:00	*	*	305	188	421	248	263	207	*	*	*	*	*	*	330	214
06:00	*	*	179	139	223	143	163	115	*	*	*	*	*	*	188	132
07:00	*	*	122	106	129	87	111	80	*	*	*	*	*	*	121	91
08:00	*	*	92	68	84	77	82	81	*	*	*	*	*	*	86	75
09:00	*	*	58	37	62	43	58	52	*	*	*	*	*	*	59	44
10:00	*	*	35	26	44	22	40	18	*	*	*	*	*	*	40	22
11:00	*	*	20	18	23	21	19	17	*	*	*	*	*	*	21	19
Lane	0	0	3516	3247	3829	3379	3399	3184	0	0	0	0	0	0	3582	3270
Day	0	0	6763	6763	7208	7208	6583	6583	0	0	0	0	0	0	6852	6852
AM Peak	-	-	08:00	08:00	08:00	11:00	08:00	07:00	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	226	275	222	290	229	266	-	-	-	-	-	-	226	265
PM Peak	-	-	15:00	15:00	16:00	16:00	15:00	13:00	-	-	-	-	-	-	16:00	16:00
Vol.	-	-	366	284	494	365	322	263	-	-	-	-	-	-	374	296

Comb. Total	0	6763	7208	6583	0	0	0	6852
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ADT	ADT 6,851	AADT 6,851
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
CR 510 EB & WB
At East of 58 Avenue

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			8	99	7	90	15	189		10	108	4	103	14	211
12:15			6	94	7	133	13	227		9	88	9	104	18	192
12:30			8	127	11	111	19	238		7	109	7	99	14	208
12:45			6	104	6	102	12	206		2	94	9	100	11	194
01:00			8	111	6	99	14	210		3	101	5	102	8	203
01:15			4	104	0	130	4	234		3	102	2	125	5	227
01:30			7	126	3	87	10	213		0	111	3	123	3	234
01:45			4	117	6	114	10	231		3	101	2	117	5	218
02:00			6	101	7	122	13	223		2	112	1	110	3	222
02:15			2	127	5	151	7	278		2	127	7	102	9	229
02:30			3	135	2	145	5	280		3	93	6	136	9	229
02:45			8	105	4	158	12	263		2	119	0	156	2	275
03:00			1	113	3	160	4	273		1	121	7	147	8	268
03:15			3	136	3	150	6	286		5	121	2	155	7	276
03:30			2	123	4	161	6	284		7	127	5	162	12	289
03:45			4	120	8	161	12	281		3	129	2	140	5	269
04:00			12	92	6	207	18	299		4	96	7	211	11	307
04:15			14	124	5	177	19	301		10	111	6	169	16	280
04:30			17	110	7	190	24	300		28	102	9	203	37	305
04:45			19	92	12	189	31	281		16	133	9	174	25	307
05:00			21	83	9	178	30	261		18	125	14	171	32	296
05:15			47	83	16	200	63	283		27	105	11	203	38	308
05:30			54	102	18	159	72	261		63	100	11	144	74	244
05:45			67	93	22	113	89	206		65	75	11	146	76	221
06:00			74	69	16	90	90	159		75	92	22	95	97	187
06:15			67	86	28	114	95	200		77	76	21	93	98	169
06:30			150	58	32	85	182	143		160	61	38	68	198	129
06:45			160	42	41	78	201	120		161	58	48	69	209	127
07:00			173	47	65	60	238	107		176	57	63	59	239	116
07:15			185	49	83	69	268	118		184	52	46	62	230	114
07:30			186	34	75	55	261	89		202	39	67	43	269	82
07:45			202	49	79	61	281	110		167	51	79	65	246	116
08:00			180	45	90	47	270	92		186	30	89	41	275	71
08:15			173	41	90	56	263	97		159	42	94	59	253	101
08:30			190	21	70	46	260	67		168	33	92	46	260	79
08:45			188	47	86	37	274	84		157	33	85	41	242	74
09:00			126	30	90	37	216	67		122	25	73	41	195	66
09:15			105	32	100	41	205	73		113	23	83	39	196	62
09:30			130	17	90	40	220	57		119	26	99	48	218	74
09:45			122	20	86	28	208	48		111	20	86	32	197	52
10:00			101	24	90	22	191	46		90	19	95	26	185	45
10:15			95	14	99	26	194	40		96	12	92	28	188	40
10:30			107	21	97	19	204	40		113	20	101	25	214	45
10:45			115	7	86	20	201	27		95	21	118	18	213	39
11:00			96	13	110	18	206	31		81	7	94	16	175	23
11:15			93	7	100	19	193	26		100	14	121	17	221	31
11:30			90	11	111	18	201	29		122	14	146	15	268	29
11:45			98	9	106	16	204	25		100	7	111	13	211	20
Total			3537	3414	2097	4589	5634	8003		3427	3442	2112	4461	5539	7903
Day Total			6951		6686		13637			6869		6573		13442	
% Total			25.9%	25.0%	15.4%	33.7%				25.5%	25.6%	15.7%	33.2%		
Peak	-		07:15	03:00	11:00	04:00	07:15	03:45	-	07:15	03:00	10:45	04:00	07:30	04:30
Vol.	-		753	492	427	763	1080	1181	-	739	498	479	757	1043	1216
P.H.F.			0.932	0.904	0.962	0.921	0.961	0.981		0.915	0.965	0.820	0.897	0.948	0.987

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
CR 510 EB & WB
At East of 58 Avenue

Start Time	03-Dec-15		EB		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			7	91	8	114	15	205	*	*	*	*	*	*	
12:15			9	82	10	114	19	196	*	*	*	*	*	*	
12:30			5	101	13	117	18	218	*	*	*	*	*	*	
12:45			5	112	11	118	16	230	*	*	*	*	*	*	
01:00			5	97	4	103	9	200	*	*	*	*	*	*	
01:15			5	103	8	117	13	220	*	*	*	*	*	*	
01:30			5	130	9	135	14	265	*	*	*	*	*	*	
01:45			4	102	4	131	8	233	*	*	*	*	*	*	
02:00			2	89	5	122	7	211	*	*	*	*	*	*	
02:15			3	118	7	134	10	252	*	*	*	*	*	*	
02:30			4	96	2	104	6	200	*	*	*	*	*	*	
02:45			1	111	7	144	8	255	*	*	*	*	*	*	
03:00			4	90	4	148	8	238	*	*	*	*	*	*	
03:15			5	106	7	138	12	244	*	*	*	*	*	*	
03:30			3	161	2	134	5	295	*	*	*	*	*	*	
03:45			5	112	6	156	11	268	*	*	*	*	*	*	
04:00			6	101	6	184	12	285	*	*	*	*	*	*	
04:15			10	111	5	201	15	312	*	*	*	*	*	*	
04:30			14	98	10	147	24	245	*	*	*	*	*	*	
04:45			25	83	8	144	33	227	*	*	*	*	*	*	
05:00			18	95	5	181	23	276	*	*	*	*	*	*	
05:15			30	97	12	170	42	267	*	*	*	*	*	*	
05:30			64	87	19	190	83	277	*	*	*	*	*	*	
05:45			76	66	20	114	96	180	*	*	*	*	*	*	
06:00			67	62	20	95	87	157	*	*	*	*	*	*	
06:15			92	72	25	112	117	184	*	*	*	*	*	*	
06:30			121	61	35	103	156	164	*	*	*	*	*	*	
06:45			169	45	52	92	221	137	*	*	*	*	*	*	
07:00			163	37	62	67	225	104	*	*	*	*	*	*	
07:15			202	43	58	97	260	140	*	*	*	*	*	*	
07:30			190	32	80	51	270	83	*	*	*	*	*	*	
07:45			173	42	54	48	227	90	*	*	*	*	*	*	
08:00			152	33	72	40	224	73	*	*	*	*	*	*	
08:15			179	36	77	50	256	86	*	*	*	*	*	*	
08:30			177	22	81	49	258	71	*	*	*	*	*	*	
08:45			169	33	83	34	252	67	*	*	*	*	*	*	
09:00			118	30	85	36	203	66	*	*	*	*	*	*	
09:15			102	21	82	29	184	50	*	*	*	*	*	*	
09:30			114	22	82	32	196	54	*	*	*	*	*	*	
09:45			126	20	98	30	224	50	*	*	*	*	*	*	
10:00			86	10	100	21	186	31	*	*	*	*	*	*	
10:15			84	17	102	25	186	42	*	*	*	*	*	*	
10:30			100	16	91	20	191	36	*	*	*	*	*	*	
10:45			67	14	98	24	165	38	*	*	*	*	*	*	
11:00			84	15	108	17	192	32	*	*	*	*	*	*	
11:15			98	13	105	22	203	35	*	*	*	*	*	*	
11:30			93	7	102	11	195	18	*	*	*	*	*	*	
11:45			92	7	96	12	188	19	*	*	*	*	*	*	
Total			3333	3149	2040	4477	5373	7626	0	0	0	0	0	0	
Day Total			6482		6517		12999		0		0		0		
% Total			25.6%	24.2%	15.7%	34.4%			0.0%	0.0%	0.0%	0.0%			
Peak	-	07:00	03:30	10:45	03:45	08:00	03:30		-	-	-	-	-	-	
Vol.	-	728	485	413	688	990	1160		-	-	-	-	-	-	
P.H.F.		0.901	0.753	0.956	0.856	0.917	0.929								
ADT	ADT 13,359	AADT 13,359													

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
CR 510 EB & WB
At East of 58 Avenue

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	28	31	28	29	26	42	*	*	*	*	*	*	27	34
01:00	*	*	23	15	9	12	19	25	*	*	*	*	*	*	17	17
02:00	*	*	19	18	9	14	10	21	*	*	*	*	*	*	13	18
03:00	*	*	10	18	16	16	17	19	*	*	*	*	*	*	14	18
04:00	*	*	62	30	58	31	55	29	*	*	*	*	*	*	58	30
05:00	*	*	189	65	173	47	188	56	*	*	*	*	*	*	183	56
06:00	*	*	451	117	473	129	449	132	*	*	*	*	*	*	458	126
07:00	*	*	746	302	729	255	728	254	*	*	*	*	*	*	734	270
08:00	*	*	731	336	670	360	677	313	*	*	*	*	*	*	693	336
09:00	*	*	483	366	465	341	460	347	*	*	*	*	*	*	469	351
10:00	*	*	418	372	394	406	337	391	*	*	*	*	*	*	383	390
11:00	*	*	377	427	403	472	367	411	*	*	*	*	*	*	382	437
12:00 PM	*	*	424	436	399	406	386	463	*	*	*	*	*	*	403	435
01:00	*	*	458	430	415	467	432	486	*	*	*	*	*	*	435	461
02:00	*	*	468	576	451	504	414	504	*	*	*	*	*	*	444	528
03:00	*	*	492	632	498	604	469	576	*	*	*	*	*	*	486	604
04:00	*	*	418	763	442	757	393	676	*	*	*	*	*	*	418	732
05:00	*	*	361	650	405	664	345	655	*	*	*	*	*	*	370	656
06:00	*	*	255	367	287	325	240	402	*	*	*	*	*	*	261	365
07:00	*	*	179	245	199	229	154	263	*	*	*	*	*	*	177	246
08:00	*	*	154	186	138	187	124	173	*	*	*	*	*	*	139	182
09:00	*	*	99	146	94	160	93	127	*	*	*	*	*	*	95	144
10:00	*	*	66	87	72	97	57	90	*	*	*	*	*	*	65	91
11:00	*	*	40	71	42	61	42	62	*	*	*	*	*	*	41	65
Lane	0	0	6951	6686	6869	6573	6482	6517	0	0	0	0	0	0	6765	6592
Day	0	0	13637	13637	13442	13442	12999	12999	0	0	0	0	0	0	13357	13357
AM Peak	-	-	07:00	11:00	07:00	11:00	07:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	746	427	729	472	728	411	-	-	-	-	-	-	734	437
PM Peak	-	-	15:00	16:00	15:00	16:00	15:00	16:00	-	-	-	-	-	-	15:00	16:00
Vol.	-	-	492	763	498	757	469	676	-	-	-	-	-	-	486	732

Comb. Total 0 13637 13442 12999 0 0 0 13357

ADT ADT 13,359 AADT 13,359

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
CR 510 EB & WB
At West of 58 Avenue

Start Time	01-Dec-15		WB		Combined		02-Dec Wed	EB		WB		Combined		
	Tue		A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00		6	74	8	71	14	145		10	62	6	86	16	148
12:15		5	56	9	107	14	163		8	58	7	93	15	151
12:30		11	73	12	84	23	157		5	77	7	81	12	158
12:45		6	63	5	89	11	152		2	77	10	90	12	167
01:00		8	74	8	96	16	170		3	63	3	86	6	149
01:15		4	68	1	95	5	163		5	68	4	98	9	166
01:30		8	85	4	86	12	171		0	75	3	93	3	168
01:45		3	63	4	99	7	162		3	72	3	109	6	181
02:00		5	54	5	112	10	166		3	70	2	101	5	171
02:15		2	88	9	110	11	198		1	72	6	92	7	164
02:30		6	69	2	129	8	198		4	62	5	118	9	180
02:45		3	63	4	152	7	215		3	66	0	141	3	207
03:00		4	63	3	147	7	210		2	84	6	161	8	245
03:15		2	91	3	161	5	252		5	79	1	162	6	241
03:30		3	85	4	174	7	259		9	90	4	159	13	249
03:45		3	71	7	153	10	224		2	83	4	130	6	213
04:00		11	70	6	176	17	246		5	75	6	180	11	255
04:15		10	81	3	173	13	254		6	81	3	168	9	249
04:30		18	83	3	175	21	258		25	115	7	199	32	314
04:45		19	58	6	181	25	239		15	97	5	234	20	331
05:00		23	60	6	177	29	237		21	84	6	220	27	304
05:15		49	64	9	218	58	282		30	92	5	197	35	289
05:30		58	66	11	164	69	230		65	64	14	183	79	247
05:45		69	67	23	126	92	193		67	76	13	174	80	250
06:00		74	63	21	91	95	154		81	73	23	114	104	187
06:15		75	69	28	108	103	177		77	56	23	106	100	162
06:30		151	51	27	82	178	133		167	60	27	74	194	134
06:45		169	37	44	90	213	127		158	45	47	63	205	108
07:00		173	45	59	67	232	112		175	40	38	65	213	105
07:15		186	48	53	56	239	104		198	34	39	71	237	105
07:30		175	23	66	51	241	74		185	29	51	44	236	73
07:45		185	41	57	55	242	96		200	44	57	61	257	105
08:00		177	36	61	45	238	81		157	24	61	39	218	63
08:15		156	30	62	53	218	83		155	36	71	52	226	88
08:30		178	18	55	46	233	64		151	20	65	47	216	67
08:45		161	45	56	39	217	84		144	30	73	37	217	67
09:00		108	28	62	40	170	68		103	23	67	46	170	69
09:15		96	24	68	40	164	64		93	18	51	41	144	59
09:30		109	18	83	41	192	59		110	26	74	48	184	74
09:45		103	13	65	33	168	46		91	15	73	30	164	45
10:00		69	20	75	27	144	47		59	14	67	25	126	39
10:15		79	11	80	28	159	39		85	13	76	33	161	46
10:30		81	19	79	18	160	37		84	16	76	27	160	43
10:45		80	11	82	19	162	30		79	13	79	15	158	28
11:00		61	9	78	20	139	29		64	8	90	15	154	23
11:15		67	8	81	17	148	25		91	12	87	18	178	30
11:30		72	11	81	13	153	24		108	10	93	14	201	24
11:45		63	8	76	15	139	23		76	12	85	14	161	26
Total		3184	2375	1654	4349	4838	6724		3190	2513	1623	4454	4813	6967
Day Total		5559		6003		11562			5703		6077		11780	
% Total		27.5%	20.5%	14.3%	37.6%				27.1%	21.3%	13.8%	37.8%		
Peak	-	07:15	03:15	10:45	04:30	07:15	04:30	-	07:00	04:30	11:00	04:30	07:15	04:30
Vol.	-	723	317	322	751	960	1016	-	758	388	355	850	948	1238
P.H.F.		0.972	0.871	0.982	0.861	0.992	0.901		0.948	0.843	0.954	0.908	0.922	0.935

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 8
CR 510 EB & WB
At West of 58 Avenue

Start Time	03-Dec-15		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00		5	59	11	80	16	139	*	*	*	*	*	*
12:15		7	70	12	80	19	150	*	*	*	*	*	*
12:30		4	75	7	82	11	157	*	*	*	*	*	*
12:45		6	70	13	81	19	151	*	*	*	*	*	*
01:00		4	69	3	91	7	160	*	*	*	*	*	*
01:15		3	74	6	90	9	164	*	*	*	*	*	*
01:30		3	85	10	120	13	205	*	*	*	*	*	*
01:45		2	65	3	106	5	171	*	*	*	*	*	*
02:00		3	75	4	116	7	191	*	*	*	*	*	*
02:15		6	98	9	111	15	209	*	*	*	*	*	*
02:30		4	74	3	101	7	175	*	*	*	*	*	*
02:45		1	77	6	114	7	191	*	*	*	*	*	*
03:00		5	72	4	152	9	224	*	*	*	*	*	*
03:15		3	88	5	133	8	221	*	*	*	*	*	*
03:30		2	85	4	126	6	211	*	*	*	*	*	*
03:45		5	80	3	146	8	226	*	*	*	*	*	*
04:00		5	78	5	162	10	240	*	*	*	*	*	*
04:15		10	76	3	189	13	265	*	*	*	*	*	*
04:30		17	85	8	150	25	235	*	*	*	*	*	*
04:45		21	68	6	158	27	226	*	*	*	*	*	*
05:00		24	72	4	168	28	240	*	*	*	*	*	*
05:15		35	65	7	179	42	244	*	*	*	*	*	*
05:30		71	75	16	175	87	250	*	*	*	*	*	*
05:45		76	62	19	133	95	195	*	*	*	*	*	*
06:00		67	54	18	95	85	149	*	*	*	*	*	*
06:15		97	63	24	114	121	177	*	*	*	*	*	*
06:30		125	46	28	114	153	160	*	*	*	*	*	*
06:45		162	41	60	88	222	129	*	*	*	*	*	*
07:00		185	35	54	76	239	111	*	*	*	*	*	*
07:15		189	39	37	99	226	138	*	*	*	*	*	*
07:30		194	26	66	49	260	75	*	*	*	*	*	*
07:45		200	34	54	56	254	90	*	*	*	*	*	*
08:00		156	34	64	38	220	72	*	*	*	*	*	*
08:15		182	30	50	55	232	85	*	*	*	*	*	*
08:30		157	25	75	44	232	69	*	*	*	*	*	*
08:45		168	28	68	38	236	66	*	*	*	*	*	*
09:00		96	24	53	37	149	61	*	*	*	*	*	*
09:15		89	21	53	34	142	55	*	*	*	*	*	*
09:30		104	19	55	32	159	51	*	*	*	*	*	*
09:45		92	21	86	26	178	47	*	*	*	*	*	*
10:00		84	5	68	23	152	28	*	*	*	*	*	*
10:15		76	20	68	32	144	52	*	*	*	*	*	*
10:30		80	16	61	22	141	38	*	*	*	*	*	*
10:45		64	10	71	27	135	37	*	*	*	*	*	*
11:00		63	12	73	20	136	32	*	*	*	*	*	*
11:15		81	10	71	21	152	31	*	*	*	*	*	*
11:30		72	8	86	8	158	16	*	*	*	*	*	*
11:45		66	8	76	11	142	19	*	*	*	*	*	*
Total		3171	2426	1590	4202	4761	6628	0	0	0	0	0	0
Day Total		5597		5792		11389		0		0		0	
% Total		27.8%	21.3%	14.0%	36.9%			0.0%	0.0%	0.0%	0.0%		
Peak	-	07:00	03:15	11:00	04:45	07:00	03:45	-	-	-	-	-	-
Vol.	-	768	331	306	680	979	966	-	-	-	-	-	-
P.H.F.		0.960	0.940	0.890	0.950	0.941	0.911						
ADT	ADT 11,577	AADT 11,577											

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 8
CR 510 EB & WB
At West of 58 Avenue

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	28	34	25	30	22	43	*	*	*	*	*	*	25	36
01:00	*	*	23	17	11	13	12	22	*	*	*	*	*	*	15	17
02:00	*	*	16	20	11	13	14	22	*	*	*	*	*	*	14	18
03:00	*	*	12	17	18	15	15	16	*	*	*	*	*	*	15	16
04:00	*	*	58	18	51	21	53	22	*	*	*	*	*	*	54	20
05:00	*	*	199	49	183	38	206	46	*	*	*	*	*	*	196	44
06:00	*	*	469	120	483	120	451	130	*	*	*	*	*	*	468	123
07:00	*	*	719	235	758	185	768	211	*	*	*	*	*	*	748	210
08:00	*	*	672	234	607	270	663	257	*	*	*	*	*	*	647	254
09:00	*	*	416	278	397	265	381	247	*	*	*	*	*	*	398	263
10:00	*	*	309	316	307	298	304	268	*	*	*	*	*	*	307	294
11:00	*	*	263	316	339	355	282	306	*	*	*	*	*	*	295	326
12:00 PM	*	*	266	351	274	350	274	323	*	*	*	*	*	*	271	341
01:00	*	*	290	376	278	386	293	407	*	*	*	*	*	*	287	390
02:00	*	*	274	503	270	452	324	442	*	*	*	*	*	*	289	466
03:00	*	*	310	635	336	612	325	557	*	*	*	*	*	*	324	601
04:00	*	*	292	705	368	781	307	659	*	*	*	*	*	*	322	715
05:00	*	*	257	685	316	774	274	655	*	*	*	*	*	*	282	705
06:00	*	*	220	371	234	357	204	411	*	*	*	*	*	*	219	380
07:00	*	*	157	229	147	241	134	280	*	*	*	*	*	*	146	250
08:00	*	*	129	183	110	175	117	175	*	*	*	*	*	*	119	178
09:00	*	*	83	154	82	165	85	129	*	*	*	*	*	*	83	149
10:00	*	*	61	92	56	100	51	104	*	*	*	*	*	*	56	99
11:00	*	*	36	65	42	61	38	60	*	*	*	*	*	*	39	62
Lane	0	0	5559	6003	5703	6077	5597	5792	0	0	0	0	0	0	5619	5957
Day	0	0	11562	11562	11780	11780	11389	11389	0	0	0	0	0	0	11576	11576
AM Peak	-	-	07:00	10:00	07:00	11:00	07:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	719	316	758	355	768	306	-	-	-	-	-	-	748	326
PM Peak	-	-	15:00	16:00	16:00	16:00	15:00	16:00	-	-	-	-	-	-	15:00	16:00
Vol.	-	-	310	705	368	781	325	659	-	-	-	-	-	-	324	715

Comb. Total 0 11562 11780 11389 0 0 0 11576

ADT ADT 11,577 AADT 11,577

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
66 Avenue NB & SB
At North of CR 510

Start Time	01-Dec-15				02-Dec									
	Tue		Wed		Thu		Fri							
	NB		SB		NB		SB							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	4	56	0	64	4	120	3	42						
12:15	5	56	4	56	9	112	4	48						
12:30	3	65	4	51	7	116	1	54						
12:45	2	40	3	54	5	94	2	40						
01:00	2	45	1	53	3	98	1	48						
01:15	2	51	1	47	3	98	1	46						
01:30	0	51	1	53	1	104	1	57						
01:45	0	59	1	55	1	114	2	58						
02:00	1	51	3	53	4	104	2	71						
02:15	0	82	2	66	2	148	1	65						
02:30	1	64	3	69	4	133	0	60						
02:45	2	68	0	55	2	123	1	65						
03:00	0	83	4	67	4	150	2	68						
03:15	1	94	2	79	3	173	1	102						
03:30	2	115	2	55	4	170	3	125						
03:45	0	98	1	59	1	157	2	127						
04:00	3	119	4	50	7	169	2	87						
04:15	3	120	3	57	6	177	2	113						
04:30	2	115	17	78	19	193	1	75						
04:45	0	106	12	55	12	161	1	74						
05:00	1	102	14	66	15	168	4	79						
05:15	2	134	19	54	21	188	5	98						
05:30	4	140	35	44	39	184	4	122						
05:45	5	112	31	50	36	162	6	104						
06:00	13	93	40	39	53	132	8	69						
06:15	12	85	59	46	71	131	6	87						
06:30	13	66	96	43	109	109	16	63						
06:45	16	58	131	23	147	81	18	53						
07:00	19	49	145	17	164	66	23	45						
07:15	32	49	145	18	177	67	43	48						
07:30	21	28	133	16	154	44	51	27						
07:45	49	40	142	26	191	66	38	44						
08:00	34	28	136	18	170	46	37	47						
08:15	56	48	132	13	188	61	72	42						
08:30	69	31	113	15	182	46	86	35						
08:45	52	27	98	9	150	36	49	41						
09:00	37	25	62	12	99	37	40	32						
09:15	30	26	69	15	99	41	32	29						
09:30	29	20	81	16	110	36	30	39						
09:45	34	26	65	9	99	35	41	31						
10:00	33	21	66	11	99	32	38	19						
10:15	39	20	50	8	89	28	37	19						
10:30	38	14	64	11	102	25	35	17						
10:45	34	12	62	7	96	19	37	13						
11:00	37	16	59	4	96	20	39	11						
11:15	45	12	51	3	96	15	52	15						
11:30	50	7	51	9	101	16	48	7						
11:45	61	6	58	3	119	9	55	6						
Total	898	2833	2275	1781	3173	4614	983	2667	2213	1869	3196	4536		
Day Total	3731		4056		7787		3650		4082		7732			
% Total	11.5%	36.4%	29.2%	22.9%			12.7%	34.5%	28.6%	24.2%				
Peak	-	08:15	05:00	07:00	02:30	07:45	04:30	-	08:15	03:30	06:45	02:45	07:45	03:30
Vol.	-	214	488	565	270	731	710	-	247	452	565	296	734	711
P.H.F.		0.775	0.871	0.974	0.854	0.957	0.920		0.718	0.890	0.929	0.831	0.886	0.831

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
66 Avenue NB & SB
At North of CR 510

Start Time	03-Dec-15		NB		SB		Combined		04-Dec	NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			5	47	2	52	7	99	*	*	*	*	*	*	*
12:15			7	50	2	58	9	108	*	*	*	*	*	*	*
12:30			3	49	2	62	5	111	*	*	*	*	*	*	*
12:45			6	33	1	50	7	83	*	*	*	*	*	*	*
01:00			4	60	3	52	7	112	*	*	*	*	*	*	*
01:15			5	56	1	49	6	105	*	*	*	*	*	*	*
01:30			1	49	1	54	2	103	*	*	*	*	*	*	*
01:45			6	60	2	50	8	110	*	*	*	*	*	*	*
02:00			3	64	1	48	4	112	*	*	*	*	*	*	*
02:15			3	64	2	54	5	118	*	*	*	*	*	*	*
02:30			1	69	1	63	2	132	*	*	*	*	*	*	*
02:45			1	77	0	74	1	151	*	*	*	*	*	*	*
03:00			1	81	5	82	6	163	*	*	*	*	*	*	*
03:15			2	107	1	88	3	195	*	*	*	*	*	*	*
03:30			3	125	4	75	7	200	*	*	*	*	*	*	*
03:45			2	111	6	63	8	174	*	*	*	*	*	*	*
04:00			1	110	3	48	4	158	*	*	*	*	*	*	*
04:15			1	99	6	65	7	164	*	*	*	*	*	*	*
04:30			1	116	17	63	18	179	*	*	*	*	*	*	*
04:45			3	95	7	61	10	156	*	*	*	*	*	*	*
05:00			1	109	15	55	16	164	*	*	*	*	*	*	*
05:15			2	150	21	53	23	203	*	*	*	*	*	*	*
05:30			9	120	34	56	43	176	*	*	*	*	*	*	*
05:45			4	93	30	36	34	129	*	*	*	*	*	*	*
06:00			10	58	34	37	44	95	*	*	*	*	*	*	*
06:15			12	95	51	34	63	129	*	*	*	*	*	*	*
06:30			13	85	114	21	127	106	*	*	*	*	*	*	*
06:45			29	60	124	21	153	81	*	*	*	*	*	*	*
07:00			34	62	144	24	178	86	*	*	*	*	*	*	*
07:15			44	69	124	16	168	85	*	*	*	*	*	*	*
07:30			39	52	155	17	194	69	*	*	*	*	*	*	*
07:45			42	53	111	8	153	61	*	*	*	*	*	*	*
08:00			42	38	135	5	177	43	*	*	*	*	*	*	*
08:15			72	37	116	19	188	56	*	*	*	*	*	*	*
08:30			65	39	104	18	169	57	*	*	*	*	*	*	*
08:45			45	27	102	10	147	37	*	*	*	*	*	*	*
09:00			35	25	67	15	102	40	*	*	*	*	*	*	*
09:15			25	24	56	13	81	37	*	*	*	*	*	*	*
09:30			30	24	61	17	91	41	*	*	*	*	*	*	*
09:45			40	29	54	9	94	38	*	*	*	*	*	*	*
10:00			33	14	58	5	91	19	*	*	*	*	*	*	*
10:15			46	20	56	10	102	30	*	*	*	*	*	*	*
10:30			43	8	60	10	103	18	*	*	*	*	*	*	*
10:45			29	7	52	2	81	9	*	*	*	*	*	*	*
11:00			47	11	43	8	90	19	*	*	*	*	*	*	*
11:15			38	10	55	7	93	17	*	*	*	*	*	*	*
11:30			40	7	55	7	95	14	*	*	*	*	*	*	*
11:45			45	4	49	5	94	9	*	*	*	*	*	*	*
Total			973	2852	2147	1749	3120	4601		0	0	0	0	0	0
Day Total			3825		3896		7721			0		0		0	
% Total			12.6%	36.9%	27.8%	22.7%				0.0%	0.0%	0.0%	0.0%		
Peak	-	08:00	04:45	06:45	02:45	07:30	03:00		-	-	-	-	-	-	-
Vol.	-	224	474	547	319	712	732		-	-	-	-	-	-	-
P.H.F.		0.778	0.790	0.882	0.906	0.918	0.915								
ADT		ADT 7,746	AADT 7,746												

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
66 Avenue NB & SB
At North of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	14	11	10	8	21	7	*	*	*	*	*	*	15	9
01:00	*	*	4	4	5	6	16	7	*	*	*	*	*	*	8	6
02:00	*	*	4	8	4	5	8	4	*	*	*	*	*	*	5	6
03:00	*	*	3	9	8	10	8	16	*	*	*	*	*	*	6	12
04:00	*	*	8	36	6	26	6	33	*	*	*	*	*	*	7	32
05:00	*	*	12	99	19	89	16	100	*	*	*	*	*	*	16	96
06:00	*	*	54	326	48	323	64	323	*	*	*	*	*	*	55	324
07:00	*	*	121	565	155	565	159	534	*	*	*	*	*	*	145	555
08:00	*	*	211	479	244	463	224	457	*	*	*	*	*	*	226	466
09:00	*	*	130	277	143	274	130	238	*	*	*	*	*	*	134	263
10:00	*	*	144	242	147	232	151	226	*	*	*	*	*	*	147	233
11:00	*	*	193	219	194	212	170	202	*	*	*	*	*	*	186	211
12:00 PM	*	*	217	225	184	223	179	222	*	*	*	*	*	*	193	223
01:00	*	*	206	208	209	213	225	205	*	*	*	*	*	*	213	209
02:00	*	*	265	243	261	246	274	239	*	*	*	*	*	*	267	243
03:00	*	*	390	260	422	284	424	308	*	*	*	*	*	*	412	284
04:00	*	*	460	240	349	235	420	237	*	*	*	*	*	*	410	237
05:00	*	*	488	214	403	241	472	200	*	*	*	*	*	*	454	218
06:00	*	*	302	151	272	161	298	113	*	*	*	*	*	*	291	142
07:00	*	*	166	77	164	85	236	65	*	*	*	*	*	*	189	76
08:00	*	*	134	55	165	72	141	52	*	*	*	*	*	*	147	60
09:00	*	*	97	52	131	56	102	54	*	*	*	*	*	*	110	54
10:00	*	*	67	37	68	30	49	27	*	*	*	*	*	*	61	31
11:00	*	*	41	19	39	23	32	27	*	*	*	*	*	*	37	23
Lane	0	0	3731	4056	3650	4082	3825	3896	0	0	0	0	0	0	3734	4013
Day	0	0	7787	7787	7732	7732	7721	7721	0	0	0	0	0	0	7747	7747
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	07:00	-	-	-	-	-	-	08:00	07:00
Vol.	-	-	211	565	244	565	224	534	-	-	-	-	-	-	226	555
PM Peak	-	-	17:00	15:00	15:00	15:00	17:00	15:00	-	-	-	-	-	-	17:00	15:00
Vol.	-	-	488	260	422	284	472	308	-	-	-	-	-	-	454	284

Comb. Total 0 7787 7732 7721 0 0 0 7747

ADT ADT 7,746 AADT 7,746

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
66 Avenue NB & SB
At South of CR 510

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			13	106	2	75	15	181			7	81	2	85	9	166
12:15			9	72	4	77	13	149			8	73	3	95	11	168
12:30			9	95	5	88	14	183			5	74	3	69	8	143
12:45			4	84	3	92	7	176			5	101	1	94	6	195
01:00			3	102	3	77	6	179			2	84	4	91	6	175
01:15			4	92	3	75	7	167			0	80	2	102	2	182
01:30			2	98	1	118	3	216			0	113	3	72	3	185
01:45			2	115	4	75	6	190			4	128	0	85	4	213
02:00			1	97	1	92	2	189			4	103	4	95	8	198
02:15			2	114	2	114	4	228			5	126	1	108	6	234
02:30			5	120	3	130	8	250			1	100	1	127	2	227
02:45			1	109	2	100	3	209			2	114	3	127	5	241
03:00			2	114	2	99	4	213			1	122	1	136	2	258
03:15			1	167	3	137	4	304			2	156	5	133	7	289
03:30			0	168	4	80	4	248			5	166	5	116	10	282
03:45			1	156	4	91	5	247			2	189	3	78	5	267
04:00			5	164	3	96	8	260			0	171	5	69	5	240
04:15			3	196	4	76	7	272			4	173	2	67	6	240
04:30			7	175	12	93	19	268			2	183	14	68	16	251
04:45			2	171	23	94	25	265			4	184	13	56	17	240
05:00			5	166	14	93	19	259			9	132	21	78	30	210
05:15			10	163	25	64	35	227			10	122	16	79	26	201
05:30			9	189	34	66	43	255			8	162	33	84	41	246
05:45			9	175	44	91	53	266			10	164	33	57	43	221
06:00			17	162	40	67	57	229			15	121	45	48	60	169
06:15			18	116	66	65	84	181			24	155	61	76	85	231
06:30			36	97	119	55	155	152			36	168	122	55	158	223
06:45			73	87	154	40	227	127			71	109	170	61	241	170
07:00			44	60	199	42	243	102			65	107	176	49	241	156
07:15			68	78	163	28	231	106			70	106	214	33	284	139
07:30			94	75	202	33	296	108			93	69	207	25	300	94
07:45			88	81	208	34	296	115			90	100	195	38	285	138
08:00			83	50	230	29	313	79			85	88	167	44	252	132
08:15			99	73	183	37	282	110			105	107	219	31	324	138
08:30			102	45	133	27	235	72			122	100	190	35	312	135
08:45			110	36	144	40	254	76			86	66	138	22	224	88
09:00			72	43	106	31	178	74			77	67	124	20	201	87
09:15			60	50	96	18	156	68			54	66	90	31	144	97
09:30			46	48	118	21	164	69			63	86	114	32	177	118
09:45			69	38	113	18	182	56			55	55	94	28	149	83
10:00			43	19	109	8	152	27			57	52	85	12	142	64
10:15			72	28	75	15	147	43			54	42	89	19	143	61
10:30			62	16	83	20	145	36			56	30	103	24	159	54
10:45			73	12	98	12	171	24			58	37	95	15	153	52
11:00			78	20	102	10	180	30			56	25	93	7	149	32
11:15			82	16	94	4	176	20			79	36	83	10	162	46
11:30			75	8	86	10	161	18			86	22	71	11	157	33
11:45			96	7	83	5	179	12			70	14	97	1	167	15
Total			1769	4473	3209	2862	4978	7335			1727	4929	3220	2898	4947	7827
Day Total			6242		6071		12313				6656		6118		12774	
% Total			14.4%	36.3%	26.1%	23.2%					13.5%	38.6%	25.2%	22.7%		
Peak	-	08:00	04:15	07:30	02:30	07:30	04:00		-	07:45	03:45	07:00	02:30	07:45	03:00	
Vol.	-	394	708	823	466	1187	1065		-	402	716	792	523	1173	1096	
P.H.F.		0.895	0.903	0.895	0.850	0.948	0.979			0.824	0.947	0.925	0.961	0.905	0.948	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
66 Avenue NB & SB
At South of CR 510

Start Time	03-Dec-15		NB		SB		Combined		04-Dec	NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			15	92	5	80	20	172		*	*	*	*	*	*
12:15			22	78	6	73	28	151		*	*	*	*	*	*
12:30			11	87	2	112	13	199		*	*	*	*	*	*
12:45			12	98	3	73	15	171		*	*	*	*	*	*
01:00			6	95	3	104	9	199		*	*	*	*	*	*
01:15			8	87	3	80	11	167		*	*	*	*	*	*
01:30			5	106	3	109	8	215		*	*	*	*	*	*
01:45			5	123	1	97	6	220		*	*	*	*	*	*
02:00			9	101	1	75	10	176		*	*	*	*	*	*
02:15			1	118	3	102	4	220		*	*	*	*	*	*
02:30			2	117	3	115	5	232		*	*	*	*	*	*
02:45			3	125	1	120	4	245		*	*	*	*	*	*
03:00			5	113	3	140	8	253		*	*	*	*	*	*
03:15			6	158	2	149	8	307		*	*	*	*	*	*
03:30			2	174	3	66	5	240		*	*	*	*	*	*
03:45			3	172	5	47	8	219		*	*	*	*	*	*
04:00			2	182	2	81	4	263		*	*	*	*	*	*
04:15			6	197	4	66	10	263		*	*	*	*	*	*
04:30			5	168	14	46	19	214		*	*	*	*	*	*
04:45			3	152	18	79	21	231		*	*	*	*	*	*
05:00			10	148	19	77	29	225		*	*	*	*	*	*
05:15			10	185	22	57	32	242		*	*	*	*	*	*
05:30			10	189	43	57	53	246		*	*	*	*	*	*
05:45			12	159	43	61	55	220		*	*	*	*	*	*
06:00			21	130	38	75	59	205		*	*	*	*	*	*
06:15			27	145	64	55	91	200		*	*	*	*	*	*
06:30			41	116	118	69	159	185		*	*	*	*	*	*
06:45			75	90	151	62	226	152		*	*	*	*	*	*
07:00			58	86	186	52	244	138		*	*	*	*	*	*
07:15			82	91	184	38	266	129		*	*	*	*	*	*
07:30			112	81	170	46	282	127		*	*	*	*	*	*
07:45			115	84	197	22	312	106		*	*	*	*	*	*
08:00			92	80	167	30	259	110		*	*	*	*	*	*
08:15			105	63	190	24	295	87		*	*	*	*	*	*
08:30			119	43	160	24	279	67		*	*	*	*	*	*
08:45			108	48	161	32	269	80		*	*	*	*	*	*
09:00			75	47	140	34	215	81		*	*	*	*	*	*
09:15			75	56	111	26	186	82		*	*	*	*	*	*
09:30			68	40	87	22	155	62		*	*	*	*	*	*
09:45			52	35	101	23	153	58		*	*	*	*	*	*
10:00			58	35	77	16	135	51		*	*	*	*	*	*
10:15			82	45	108	18	190	63		*	*	*	*	*	*
10:30			75	14	100	15	175	29		*	*	*	*	*	*
10:45			69	14	103	16	172	30		*	*	*	*	*	*
11:00			69	19	104	8	173	27		*	*	*	*	*	*
11:15			88	17	67	10	155	27		*	*	*	*	*	*
11:30			84	12	86	14	170	26		*	*	*	*	*	*
11:45			87	11	66	8	153	19		*	*	*	*	*	*
Total			2010	4626	3148	2805	5158	7431		0	0	0	0	0	0
Day Total			6636		5953		12589			0		0		0	
% Total			16.0%	36.7%	25.0%	22.3%				0.0%	0.0%	0.0%	0.0%		
Peak	-		07:45	03:30	07:00	02:30	07:30	02:45	-	-	-	-	-	-	-
Vol.	-		431	725	737	524	1148	1045	-	-	-	-	-	-	-
P.H.F.			0.905	0.920	0.935	0.879	0.920	0.851							
ADT			ADT 12,559		AADT 12,559										

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
66 Avenue NB & SB
At South of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	35	14	25	9	60	16	*	*	*	*	*	*	40	13
01:00	*	*	11	11	6	9	24	10	*	*	*	*	*	*	14	10
02:00	*	*	9	8	12	9	15	8	*	*	*	*	*	*	12	8
03:00	*	*	4	13	10	14	16	13	*	*	*	*	*	*	10	13
04:00	*	*	17	42	10	34	16	38	*	*	*	*	*	*	14	38
05:00	*	*	33	117	37	103	42	127	*	*	*	*	*	*	37	116
06:00	*	*	144	379	146	398	164	371	*	*	*	*	*	*	151	383
07:00	*	*	294	772	318	792	367	737	*	*	*	*	*	*	326	767
08:00	*	*	394	690	398	714	424	678	*	*	*	*	*	*	405	694
09:00	*	*	247	433	249	422	270	439	*	*	*	*	*	*	255	431
10:00	*	*	250	365	225	372	284	388	*	*	*	*	*	*	253	375
11:00	*	*	331	365	291	344	328	323	*	*	*	*	*	*	317	344
12:00 PM	*	*	357	332	329	343	355	338	*	*	*	*	*	*	347	338
01:00	*	*	407	345	405	350	411	390	*	*	*	*	*	*	408	362
02:00	*	*	440	436	443	457	461	412	*	*	*	*	*	*	448	435
03:00	*	*	605	407	633	463	617	402	*	*	*	*	*	*	618	424
04:00	*	*	706	359	711	260	699	272	*	*	*	*	*	*	705	297
05:00	*	*	693	314	580	298	681	252	*	*	*	*	*	*	651	288
06:00	*	*	462	227	553	240	481	261	*	*	*	*	*	*	499	243
07:00	*	*	294	137	382	145	342	158	*	*	*	*	*	*	339	147
08:00	*	*	204	133	361	132	234	110	*	*	*	*	*	*	266	125
09:00	*	*	179	88	274	111	178	105	*	*	*	*	*	*	210	101
10:00	*	*	75	55	161	70	108	65	*	*	*	*	*	*	115	63
11:00	*	*	51	29	97	29	59	40	*	*	*	*	*	*	69	33
Lane	0	0	6242	6071	6656	6118	6636	5953	0	0	0	0	0	0	6509	6048
Day	0	0	12313	12313	12774	12774	12589	12589	0	0	0	0	0	0	12557	12557
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	07:00	-	-	-	-	-	-	08:00	07:00
Vol.	-	-	394	772	398	792	424	737	-	-	-	-	-	-	405	767
PM Peak	-	-	16:00	14:00	16:00	15:00	16:00	14:00	-	-	-	-	-	-	16:00	14:00
Vol.	-	-	706	436	711	463	699	412	-	-	-	-	-	-	705	435

Comb. Total	0	12313	12774	12589	0	0	0	12557
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ADT	ADT 12,559	AADT 12,559
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
CR 510 EB & WB
At East of 66 Avenue

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			8	68	8	56	16	124		8	65	7	61	15	126
12:15			5	57	10	89	15	146		7	57	6	92	13	149
12:30			7	73	9	83	16	156		5	72	5	63	10	135
12:45			7	70	3	67	10	137		2	76	10	67	12	143
01:00			8	76	7	79	15	155		4	66	4	76	8	142
01:15			2	69	3	86	5	155		3	68	5	80	8	148
01:30			7	75	1	76	8	151		0	71	3	91	3	162
01:45			3	71	2	86	5	157		3	72	3	95	6	167
02:00			4	56	4	89	8	145		2	66	1	106	3	172
02:15			4	98	9	115	13	213		2	75	4	80	6	155
02:30			4	74	2	103	6	177		3	70	4	93	7	163
02:45			5	83	3	125	8	208		3	72	2	119	5	191
03:00			3	66	3	141	6	207		3	90	2	144	5	234
03:15			3	92	3	145	6	237		4	80	2	144	6	224
03:30			3	93	3	135	6	228		8	86	2	147	10	233
03:45			3	70	6	163	9	233		4	86	6	128	10	214
04:00			9	71	4	141	13	212		3	50	3	145	6	195
04:15			10	69	3	164	13	233		6	52	5	147	11	199
04:30			18	70	3	158	21	228		23	93	4	162	27	255
04:45			12	54	3	169	15	223		13	87	8	211	21	298
05:00			25	45	6	173	31	218		19	56	2	170	21	226
05:15			43	52	9	187	52	239		31	64	9	193	40	257
05:30			61	45	13	156	74	201		51	55	9	157	60	212
05:45			68	65	18	115	86	180		72	53	13	178	85	231
06:00			61	55	22	100	83	155		71	67	23	120	94	187
06:15			62	60	25	100	87	160		68	51	20	91	88	142
06:30			148	47	28	74	176	121		149	49	26	90	175	139
06:45			157	36	43	83	200	119		157	49	46	59	203	108
07:00			161	33	47	65	208	98		187	38	42	47	229	85
07:15			192	43	63	57	255	100		188	26	37	63	225	89
07:30			158	18	53	55	211	73		193	22	49	37	242	59
07:45			185	36	59	44	244	80		197	42	62	49	259	91
08:00			176	31	60	43	236	74		168	22	56	46	224	68
08:15			172	33	58	53	230	86		161	32	78	38	239	70
08:30			174	20	54	43	228	63		161	21	62	49	223	70
08:45			165	38	62	36	227	74		141	28	70	38	211	66
09:00			112	30	56	41	168	71		100	19	58	38	158	57
09:15			84	21	61	35	145	56		88	15	62	39	150	54
09:30			103	14	65	39	168	53		103	17	67	44	170	61
09:45			100	10	61	26	161	36		87	13	53	39	140	52
10:00			70	19	59	26	129	45		66	17	65	17	131	34
10:15			67	10	67	23	134	33		74	11	56	33	130	44
10:30			91	12	64	20	155	32		86	14	80	31	166	45
10:45			85	13	76	20	161	33		77	16	60	16	137	32
11:00			63	7	74	16	137	23		67	6	72	15	139	21
11:15			68	6	61	15	129	21		89	12	82	15	171	27
11:30			72	11	67	16	139	27		100	8	82	15	182	23
11:45			63	7	74	14	137	21		71	10	80	11	151	21
Total			3111	2272	1494	3945	4605	6217		3128	2287	1507	3989	4635	6276
Day Total			5383		5439		10822			5415		5496		10911	
% Total			28.7%	21.0%	13.8%	36.5%				28.7%	21.0%	13.8%	36.6%		
Peak	-		07:15	02:45	10:15	04:30	07:15	03:15	-	07:00	03:00	11:00	04:30	07:30	04:30
Vol.	-		711	334	281	687	946	910	-	765	342	316	736	964	1036
P.H.F.			0.926	0.898	0.924	0.918	0.927	0.960		0.971	0.950	0.963	0.872	0.931	0.869

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
 Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
 CR 510 EB & WB
 At East of 66 Avenue

Start Time	03-Dec-15		EB		WB		Combined		04-Dec		EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			4	52	8	67	12	119			*	*	*	*	*	*
12:15			5	62	10	76	15	138			*	*	*	*	*	*
12:30			5	64	6	84	11	148			*	*	*	*	*	*
12:45			6	65	9	65	15	130			*	*	*	*	*	*
01:00			4	66	7	86	11	152			*	*	*	*	*	*
01:15			1	67	4	98	5	165			*	*	*	*	*	*
01:30			3	80	9	99	12	179			*	*	*	*	*	*
01:45			1	63	5	100	6	163			*	*	*	*	*	*
02:00			3	66	3	89	6	155			*	*	*	*	*	*
02:15			5	95	7	105	12	200			*	*	*	*	*	*
02:30			2	68	4	98	6	166			*	*	*	*	*	*
02:45			2	70	4	112	6	182			*	*	*	*	*	*
03:00			5	56	2	127	7	183			*	*	*	*	*	*
03:15			2	70	4	132	6	202			*	*	*	*	*	*
03:30			3	96	6	112	9	208			*	*	*	*	*	*
03:45			5	72	4	149	9	221			*	*	*	*	*	*
04:00			4	65	1	131	5	196			*	*	*	*	*	*
04:15			10	73	4	171	14	244			*	*	*	*	*	*
04:30			15	61	7	146	22	207			*	*	*	*	*	*
04:45			20	72	5	143	25	215			*	*	*	*	*	*
05:00			23	53	6	149	29	202			*	*	*	*	*	*
05:15			31	59	7	160	38	219			*	*	*	*	*	*
05:30			66	54	12	175	78	229			*	*	*	*	*	*
05:45			73	56	21	139	94	195			*	*	*	*	*	*
06:00			57	40	19	105	76	145			*	*	*	*	*	*
06:15			87	59	19	88	106	147			*	*	*	*	*	*
06:30			128	38	25	104	153	142			*	*	*	*	*	*
06:45			144	32	54	82	198	114			*	*	*	*	*	*
07:00			172	31	51	77	223	108			*	*	*	*	*	*
07:15			190	35	40	92	230	127			*	*	*	*	*	*
07:30			191	28	55	48	246	76			*	*	*	*	*	*
07:45			193	27	66	45	259	72			*	*	*	*	*	*
08:00			164	27	53	40	217	67			*	*	*	*	*	*
08:15			155	30	56	42	211	72			*	*	*	*	*	*
08:30			151	21	67	42	218	63			*	*	*	*	*	*
08:45			166	32	69	39	235	71			*	*	*	*	*	*
09:00			100	23	49	32	149	55			*	*	*	*	*	*
09:15			77	18	57	30	134	48			*	*	*	*	*	*
09:30			100	18	49	34	149	52			*	*	*	*	*	*
09:45			97	12	67	29	164	41			*	*	*	*	*	*
10:00			74	8	52	20	126	28			*	*	*	*	*	*
10:15			79	15	66	26	145	41			*	*	*	*	*	*
10:30			75	14	63	19	138	33			*	*	*	*	*	*
10:45			54	10	55	28	109	38			*	*	*	*	*	*
11:00			58	9	79	13	137	22			*	*	*	*	*	*
11:15			69	8	62	21	131	29			*	*	*	*	*	*
11:30			60	9	80	12	140	21			*	*	*	*	*	*
11:45			66	11	58	8	124	19			*	*	*	*	*	*
Total			3005	2160	1466	3889	4471	6049			0	0	0	0	0	0
Day Total			5165		5355		10520				0	0	0	0	0	0
% Total			28.6%	20.5%	13.9%	37.0%					0.0%	0.0%	0.0%	0.0%		
Peak	-	07:00	03:30	11:00	04:45	07:00	03:30		-	-	-	-	-	-	-	-
Vol.	-	746	306	279	627	958	869		-	-	-	-	-	-	-	-
P.H.F.		0.966	0.797	0.872	0.896	0.925	0.890									
ADT	ADT 10,751	AADT 10,751														

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
CR 510 EB & WB
At East of 66 Avenue

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	27	30	22	28	20	33	*	*	*	*	*	*	23	30
01:00	*	*	20	13	10	15	9	25	*	*	*	*	*	*	13	18
02:00	*	*	17	18	10	11	12	18	*	*	*	*	*	*	13	16
03:00	*	*	12	15	19	12	15	16	*	*	*	*	*	*	15	14
04:00	*	*	49	13	45	20	49	17	*	*	*	*	*	*	48	17
05:00	*	*	197	46	173	33	193	46	*	*	*	*	*	*	188	42
06:00	*	*	428	118	445	115	416	117	*	*	*	*	*	*	430	117
07:00	*	*	696	222	765	190	746	212	*	*	*	*	*	*	736	208
08:00	*	*	687	234	631	266	636	245	*	*	*	*	*	*	651	248
09:00	*	*	399	243	378	240	374	222	*	*	*	*	*	*	384	235
10:00	*	*	313	266	303	261	282	236	*	*	*	*	*	*	299	254
11:00	*	*	266	276	327	316	253	279	*	*	*	*	*	*	282	290
12:00 PM	*	*	268	295	270	283	243	292	*	*	*	*	*	*	260	290
01:00	*	*	291	327	277	342	276	383	*	*	*	*	*	*	281	351
02:00	*	*	311	432	283	398	299	404	*	*	*	*	*	*	298	411
03:00	*	*	321	584	342	563	294	520	*	*	*	*	*	*	319	556
04:00	*	*	264	632	282	665	271	591	*	*	*	*	*	*	272	629
05:00	*	*	207	631	228	698	222	623	*	*	*	*	*	*	219	651
06:00	*	*	198	357	216	360	169	379	*	*	*	*	*	*	194	365
07:00	*	*	130	221	128	196	121	262	*	*	*	*	*	*	126	226
08:00	*	*	122	175	103	171	110	163	*	*	*	*	*	*	112	170
09:00	*	*	75	141	64	160	71	125	*	*	*	*	*	*	70	142
10:00	*	*	54	89	58	97	47	93	*	*	*	*	*	*	53	93
11:00	*	*	31	61	36	56	37	54	*	*	*	*	*	*	35	57
Lane	0	0	5383	5439	5415	5496	5165	5355	0	0	0	0	0	0	5321	5430
Day	0	0	10822	10822	10911	10911	10520	10520	0	0	0	0	0	0	10751	10751
AM Peak	-	-	07:00	11:00	07:00	11:00	07:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	696	276	765	316	746	279	-	-	-	-	-	-	736	290
PM Peak	-	-	15:00	16:00	15:00	17:00	14:00	17:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	321	632	342	698	299	623	-	-	-	-	-	-	319	651

Comb. Total 0 10822 10911 10520 0 0 0 10751

ADT ADT 10,751 AADT 10,751

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
CR 510 EB & WB
At West of 66 Avenue

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			6	70	11	86	17	156		4	61	10	80	14	141
12:15			5	59	12	76	17	135		8	73	9	85	17	158
12:30			8	86	15	98	23	184		6	83	10	86	16	169
12:45			6	73	8	83	14	156		1	82	12	85	13	167
01:00			11	70	7	102	18	172		7	75	5	93	12	168
01:15			2	84	3	103	5	187		6	99	5	90	11	189
01:30			7	104	3	96	10	200		2	82	2	129	4	211
01:45			6	68	3	110	9	178		3	79	6	127	9	206
02:00			4	72	6	112	10	184		4	93	4	128	8	221
02:15			4	138	9	137	13	275		2	122	6	114	8	236
02:30			4	104	7	125	11	229		3	101	5	115	8	216
02:45			5	105	3	136	8	241		5	110	3	159	8	269
03:00			2	104	4	191	6	295		1	130	2	167	3	297
03:15			6	138	3	194	9	332		6	133	1	181	7	314
03:30			5	126	2	204	7	330		10	127	2	193	12	320
03:45			3	94	5	224	8	318		2	97	6	198	8	295
04:00			7	103	5	187	12	290		3	73	2	203	5	276
04:15			11	100	4	229	15	329		7	95	6	240	13	335
04:30			17	80	5	221	22	301		27	89	4	177	31	266
04:45			21	94	6	234	27	328		16	86	8	174	24	260
05:00			22	65	7	222	29	287		23	69	6	214	29	283
05:15			45	89	11	248	56	337		28	101	12	237	40	338
05:30			61	87	13	244	74	331		57	97	13	189	70	286
05:45			78	81	22	195	100	276		82	70	17	207	99	277
06:00			65	76	24	165	89	241		70	84	21	135	91	219
06:15			82	81	31	148	113	229		80	73	29	149	109	222
06:30			187	56	45	98	232	154		174	52	45	128	219	180
06:45			195	47	83	97	278	144		204	69	85	77	289	146
07:00			219	55	71	86	290	141		234	51	82	75	316	126
07:15			184	46	59	79	243	125		203	35	50	86	253	121
07:30			183	36	52	85	235	121		192	27	46	60	238	87
07:45			198	42	54	78	252	120		204	46	53	75	257	121
08:00			186	37	53	75	239	112		184	30	82	73	266	103
08:15			212	48	80	66	292	114		230	36	77	69	307	105
08:30			223	33	124	61	347	94		208	27	101	72	309	99
08:45			179	73	91	44	270	117		178	29	97	46	275	75
09:00			119	53	71	57	190	110		130	23	76	62	206	85
09:15			101	20	71	63	172	83		92	25	64	54	156	79
09:30			119	19	60	61	179	80		124	28	65	55	189	83
09:45			112	18	70	44	182	62		110	16	65	59	175	75
10:00			110	19	64	23	174	42		71	16	61	33	132	49
10:15			69	19	76	23	145	42		97	19	66	31	163	50
10:30			96	18	64	25	160	43		109	21	74	32	183	53
10:45			95	15	81	18	176	33		104	24	73	22	177	46
11:00			70	12	92	15	162	27		90	6	74	21	164	27
11:15			81	7	64	24	145	31		91	14	79	17	170	31
11:30			78	15	68	18	146	33		99	11	92	21	191	32
11:45			78	8	95	16	173	24		90	6	85	18	175	24
Total			3587	3047	1817	5326	5404	8373		3681	2995	1798	5141	5479	8136
Day Total			6634		7143		13777			6676		6939		13615	
% Total			26.0%	22.1%	13.2%	38.7%				27.0%	22.0%	13.2%	37.8%		
Peak	-		07:45	02:45	08:15	04:45	08:00	04:45	-	06:45	02:45	08:00	05:00	08:00	03:00
Vol.	-		819	473	366	948	1148	1283	-	833	500	357	847	1157	1226
P.H.F.			0.918	0.857	0.738	0.956	0.827	0.952		0.890	0.940	0.884	0.882	0.936	0.958

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
CR 510 EB & WB
At West of 66 Avenue

Start Time	03-Dec-15		EB		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			4	73	16	88	20	161	*	*	*	*	*	*	
12:15			6	65	20	105	26	170	*	*	*	*	*	*	
12:30			6	85	12	82	18	167	*	*	*	*	*	*	
12:45			10	64	13	77	23	141	*	*	*	*	*	*	
01:00			7	92	11	90	18	182	*	*	*	*	*	*	
01:15			3	86	2	114	5	200	*	*	*	*	*	*	
01:30			4	96	12	106	16	202	*	*	*	*	*	*	
01:45			2	83	6	123	8	206	*	*	*	*	*	*	
02:00			5	80	5	130	10	210	*	*	*	*	*	*	
02:15			4	133	5	130	9	263	*	*	*	*	*	*	
02:30			3	91	5	136	8	227	*	*	*	*	*	*	
02:45			2	106	3	130	5	236	*	*	*	*	*	*	
03:00			3	106	6	149	9	255	*	*	*	*	*	*	
03:15			2	125	5	161	7	286	*	*	*	*	*	*	
03:30			2	111	3	187	5	298	*	*	*	*	*	*	
03:45			3	78	4	209	7	287	*	*	*	*	*	*	
04:00			5	97	2	186	7	283	*	*	*	*	*	*	
04:15			9	87	5	230	14	317	*	*	*	*	*	*	
04:30			15	84	9	228	24	312	*	*	*	*	*	*	
04:45			24	85	6	214	30	299	*	*	*	*	*	*	
05:00			21	84	10	200	31	284	*	*	*	*	*	*	
05:15			32	85	12	200	44	285	*	*	*	*	*	*	
05:30			71	72	11	234	82	306	*	*	*	*	*	*	
05:45			78	77	19	193	97	270	*	*	*	*	*	*	
06:00			59	58	31	141	90	199	*	*	*	*	*	*	
06:15			99	77	25	129	124	206	*	*	*	*	*	*	
06:30			154	61	37	102	191	163	*	*	*	*	*	*	
06:45			186	54	95	107	281	161	*	*	*	*	*	*	
07:00			231	53	87	84	318	137	*	*	*	*	*	*	
07:15			209	49	55	104	264	153	*	*	*	*	*	*	
07:30			192	37	51	67	243	104	*	*	*	*	*	*	
07:45			183	36	44	65	227	101	*	*	*	*	*	*	
08:00			170	43	68	73	238	116	*	*	*	*	*	*	
08:15			205	32	62	60	267	92	*	*	*	*	*	*	
08:30			204	32	99	53	303	85	*	*	*	*	*	*	
08:45			182	42	94	45	276	87	*	*	*	*	*	*	
09:00			116	31	67	48	183	79	*	*	*	*	*	*	
09:15			113	30	62	54	175	84	*	*	*	*	*	*	
09:30			115	19	72	49	187	68	*	*	*	*	*	*	
09:45			99	18	65	33	164	51	*	*	*	*	*	*	
10:00			87	13	57	32	144	45	*	*	*	*	*	*	
10:15			93	22	71	46	164	68	*	*	*	*	*	*	
10:30			92	15	60	29	152	44	*	*	*	*	*	*	
10:45			87	18	68	30	155	48	*	*	*	*	*	*	
11:00			82	9	83	25	165	34	*	*	*	*	*	*	
11:15			80	5	85	26	165	31	*	*	*	*	*	*	
11:30			77	19	96	15	173	34	*	*	*	*	*	*	
11:45			57	6	95	15	152	21	*	*	*	*	*	*	
Total			3493	2924	1831	5134	5324	8058		0	0	0	0	0	0
Day Total			6417		6965		13382			0		0		0	
% Total			26.1%	21.9%	13.7%	38.4%			0.0%	0.0%	0.0%	0.0%			
Peak	-	06:45	02:45	11:00	04:15	06:45	04:15		-	-	-	-	-	-	-
Vol.	-	818	448	359	872	1106	1212		-	-	-	-	-	-	-
P.H.F.		0.885	0.896	0.935	0.948	0.869	0.956								
ADT	ADT 13,591	AADT 13,591													

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 7
CR 510 EB & WB
At West of 66 Avenue

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	25	46	19	41	26	61	*	*	*	*	*	*	23	49
01:00	*	*	26	16	18	18	16	31	*	*	*	*	*	*	20	22
02:00	*	*	17	25	14	18	14	18	*	*	*	*	*	*	15	20
03:00	*	*	16	14	19	11	10	18	*	*	*	*	*	*	15	14
04:00	*	*	56	20	53	20	53	22	*	*	*	*	*	*	54	21
05:00	*	*	206	53	190	48	202	52	*	*	*	*	*	*	199	51
06:00	*	*	529	183	528	180	498	188	*	*	*	*	*	*	518	184
07:00	*	*	784	236	833	231	815	237	*	*	*	*	*	*	811	235
08:00	*	*	800	348	800	357	761	323	*	*	*	*	*	*	787	343
09:00	*	*	451	272	456	270	443	266	*	*	*	*	*	*	450	269
10:00	*	*	370	285	381	274	359	256	*	*	*	*	*	*	370	272
11:00	*	*	307	319	370	330	296	359	*	*	*	*	*	*	324	336
12:00 PM	*	*	288	343	299	336	287	352	*	*	*	*	*	*	291	344
01:00	*	*	326	411	335	439	357	433	*	*	*	*	*	*	339	428
02:00	*	*	419	510	426	516	410	526	*	*	*	*	*	*	418	517
03:00	*	*	462	813	487	739	420	706	*	*	*	*	*	*	456	753
04:00	*	*	377	871	343	794	353	858	*	*	*	*	*	*	358	841
05:00	*	*	322	909	337	847	318	827	*	*	*	*	*	*	326	861
06:00	*	*	260	508	278	489	250	479	*	*	*	*	*	*	263	492
07:00	*	*	179	328	159	296	175	320	*	*	*	*	*	*	171	315
08:00	*	*	191	246	122	260	149	231	*	*	*	*	*	*	154	246
09:00	*	*	110	225	92	230	98	184	*	*	*	*	*	*	100	213
10:00	*	*	71	89	80	118	68	137	*	*	*	*	*	*	73	115
11:00	*	*	42	73	37	77	39	81	*	*	*	*	*	*	39	77
Lane	0	0	6634	7143	6676	6939	6417	6965	0	0	0	0	0	0	6574	7018
Day	0	0	13777	13777	13615	13615	13382	13382	0	0	0	0	0	0	13592	13592
AM Peak	-	-	08:00	08:00	07:00	08:00	07:00	11:00	-	-	-	-	-	-	07:00	08:00
Vol.	-	-	800	348	833	357	815	359	-	-	-	-	-	-	811	343
PM Peak	-	-	15:00	17:00	15:00	17:00	15:00	16:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	462	909	487	847	420	858	-	-	-	-	-	-	456	861

Comb. Total 0 13777 13615 13382 0 0 0 13592

ADT ADT 13,591 AADT 13,591

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At West of Powerline Road (70 Avenue)

Start Time	01-Dec-15		EB		WB		Combined		02-Dec		EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			7	49	6	72	13	121			3	63	6	68	9	131
12:15			6	54	7	61	13	115			7	64	8	60	15	124
12:30			6	67	13	79	19	146			5	72	8	76	13	148
12:45			5	64	6	76	11	140			2	57	7	71	9	128
01:00			8	63	6	88	14	151			8	71	5	70	13	141
01:15			2	82	2	93	4	175			1	80	5	87	6	167
01:30			8	72	1	80	9	152			3	71	2	99	5	170
01:45			3	78	4	105	7	183			3	75	5	107	8	182
02:00			5	77	2	99	7	176			3	95	2	100	5	195
02:15			2	129	10	96	12	225			1	115	3	105	4	220
02:30			4	93	3	100	7	193			4	97	4	98	8	195
02:45			3	89	2	132	5	221			2	85	3	135	5	220
03:00			2	105	5	154	7	259			1	131	2	150	3	281
03:15			4	109	1	150	5	259			4	120	2	157	6	277
03:30			6	108	2	184	8	292			5	93	3	163	8	256
03:45			2	77	3	164	5	241			2	81	3	162	5	243
04:00			6	95	3	176	9	271			2	75	3	188	5	263
04:15			12	82	3	187	15	269			8	72	2	204	10	276
04:30			15	76	6	209	21	285			23	83	4	147	27	230
04:45			17	78	7	191	24	269			14	75	7	153	21	228
05:00			27	75	8	210	35	285			17	73	9	197	26	270
05:15			34	70	16	221	50	291			25	76	11	185	36	261
05:30			60	80	12	194	72	274			70	84	10	175	80	259
05:45			56	80	26	163	82	243			54	65	17	179	71	244
06:00			56	69	25	125	81	194			73	73	26	114	99	187
06:15			96	66	35	119	131	185			73	54	29	120	102	174
06:30			171	46	61	91	232	137			176	57	53	85	229	142
06:45			181	39	111	89	292	128			179	51	111	62	290	113
07:00			253	54	66	55	319	109			251	39	86	53	337	92
07:15			170	38	61	60	231	98			224	25	61	57	285	82
07:30			184	31	67	73	251	104			188	32	61	49	249	81
07:45			175	43	58	63	233	106			158	35	81	59	239	94
08:00			183	44	73	56	256	100			173	37	70	54	243	91
08:15			176	46	80	48	256	94			209	29	77	55	286	84
08:30			204	28	118	41	322	69			176	25	80	59	256	84
08:45			122	80	82	35	204	115			139	23	96	29	235	52
09:00			105	36	62	42	167	78			86	24	57	41	143	65
09:15			86	13	57	49	143	62			73	21	73	41	146	62
09:30			102	16	57	43	159	59			106	24	63	42	169	66
09:45			93	19	53	33	146	52			87	13	57	34	144	47
10:00			83	18	60	14	143	32			66	10	60	22	126	32
10:15			61	16	63	22	124	38			90	27	63	19	153	46
10:30			80	16	58	13	138	29			88	10	61	24	149	34
10:45			76	13	68	19	144	32			83	20	69	17	152	37
11:00			60	7	66	13	126	20			75	10	70	15	145	25
11:15			60	11	58	18	118	29			77	8	61	13	138	21
11:30			69	11	61	11	130	22			92	8	78	17	170	25
11:45			70	8	80	12	150	20			76	5	77	17	153	22
Total			3216	2720	1734	4428	4950	7148			3285	2633	1751	4234	5036	6867
Day Total			5936		6162		12098				5918		5985		11903	
% Total			26.6%	22.5%	14.3%	36.6%					27.6%	22.1%	14.7%	35.6%		
Peak	-		06:45	02:15	08:00	04:30	06:45	04:30	-		06:45	02:30	08:00	05:00	06:45	03:00
Vol.	-		788	416	353	831	1093	1130	-		842	433	323	736	1161	1057
P.H.F.			0.779	0.806	0.748	0.940	0.857	0.971			0.839	0.826	0.841	0.902	0.861	0.940

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 6
CR 510 EB & WB
At West of Powerline Road (70 Avenue)

Start Time	03-Dec-15		EB		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			4	66	11	74	15	140	*	*	*	*	*	*	
12:15			3	65	13	76	16	141	*	*	*	*	*	*	
12:30			5	59	9	73	14	132	*	*	*	*	*	*	
12:45			9	56	7	60	16	116	*	*	*	*	*	*	
01:00			4	76	6	87	10	163	*	*	*	*	*	*	
01:15			6	88	4	93	10	181	*	*	*	*	*	*	
01:30			3	76	6	104	9	180	*	*	*	*	*	*	
01:45			3	67	3	107	6	174	*	*	*	*	*	*	
02:00			4	88	1	105	5	193	*	*	*	*	*	*	
02:15			3	129	4	113	7	242	*	*	*	*	*	*	
02:30			4	86	3	98	7	184	*	*	*	*	*	*	
02:45			3	78	7	118	10	196	*	*	*	*	*	*	
03:00			0	106	2	139	2	245	*	*	*	*	*	*	
03:15			2	104	5	133	7	237	*	*	*	*	*	*	
03:30			2	103	2	151	4	254	*	*	*	*	*	*	
03:45			2	74	1	187	3	261	*	*	*	*	*	*	
04:00			7	92	2	151	9	243	*	*	*	*	*	*	
04:15			11	74	2	199	13	273	*	*	*	*	*	*	
04:30			9	78	11	202	20	280	*	*	*	*	*	*	
04:45			18	77	10	187	28	264	*	*	*	*	*	*	
05:00			23	82	11	167	34	249	*	*	*	*	*	*	
05:15			27	73	8	193	35	266	*	*	*	*	*	*	
05:30			69	68	14	200	83	268	*	*	*	*	*	*	
05:45			60	53	21	168	81	221	*	*	*	*	*	*	
06:00			59	60	29	102	88	162	*	*	*	*	*	*	
06:15			90	69	21	109	111	178	*	*	*	*	*	*	
06:30			154	47	63	93	217	140	*	*	*	*	*	*	
06:45			189	45	110	80	299	125	*	*	*	*	*	*	
07:00			247	44	94	71	341	115	*	*	*	*	*	*	
07:15			222	45	62	77	284	122	*	*	*	*	*	*	
07:30			177	32	52	54	229	86	*	*	*	*	*	*	
07:45			185	34	84	54	269	88	*	*	*	*	*	*	
08:00			176	40	77	51	253	91	*	*	*	*	*	*	
08:15			171	28	73	52	244	80	*	*	*	*	*	*	
08:30			182	31	86	39	268	70	*	*	*	*	*	*	
08:45			132	46	77	25	209	71	*	*	*	*	*	*	
09:00			95	36	49	37	144	73	*	*	*	*	*	*	
09:15			88	20	66	41	154	61	*	*	*	*	*	*	
09:30			91	17	59	34	150	51	*	*	*	*	*	*	
09:45			83	11	60	29	143	40	*	*	*	*	*	*	
10:00			78	14	58	22	136	36	*	*	*	*	*	*	
10:15			77	22	49	34	126	56	*	*	*	*	*	*	
10:30			67	15	51	15	118	30	*	*	*	*	*	*	
10:45			69	12	63	23	132	35	*	*	*	*	*	*	
11:00			66	7	59	16	125	23	*	*	*	*	*	*	
11:15			65	11	84	18	149	29	*	*	*	*	*	*	
11:30			66	9	79	13	145	22	*	*	*	*	*	*	
11:45			50	6	83	12	133	18	*	*	*	*	*	*	
Total			3160	2619	1751	4286	4911	6905		0	0	0	0	0	0
Day Total			5779		6037		11816			0		0		0	
% Total			26.7%	22.2%	14.8%	36.3%				0.0%	0.0%	0.0%	0.0%		
Peak	-	06:45	02:15	06:30	04:15	06:45	04:15		-	-	-	-	-	-	-
Vol.	-	835	399	329	755	1153	1066		-	-	-	-	-	-	-
P.H.F.		0.845	0.773	0.748	0.934	0.845	0.952								
ADT	ADT 11,939	AADT 11,939													

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At West of Powerline Road (70 Avenue)

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	24	32	17	29	21	40	*	*	*	*	*	*	21	34
01:00	*	*	21	13	15	17	16	19	*	*	*	*	*	*	17	16
02:00	*	*	14	17	10	12	14	15	*	*	*	*	*	*	13	15
03:00	*	*	14	11	12	10	6	10	*	*	*	*	*	*	11	10
04:00	*	*	50	19	47	16	45	25	*	*	*	*	*	*	47	20
05:00	*	*	177	62	166	47	179	54	*	*	*	*	*	*	174	54
06:00	*	*	504	232	501	219	492	223	*	*	*	*	*	*	499	225
07:00	*	*	782	252	821	289	831	292	*	*	*	*	*	*	811	278
08:00	*	*	685	353	697	323	661	313	*	*	*	*	*	*	681	330
09:00	*	*	386	229	352	250	357	234	*	*	*	*	*	*	365	238
10:00	*	*	300	249	327	253	291	221	*	*	*	*	*	*	306	241
11:00	*	*	259	265	320	286	247	305	*	*	*	*	*	*	275	285
12:00 PM	*	*	234	288	256	275	246	283	*	*	*	*	*	*	245	282
01:00	*	*	295	366	297	363	307	391	*	*	*	*	*	*	300	373
02:00	*	*	388	427	392	438	381	434	*	*	*	*	*	*	387	433
03:00	*	*	399	652	425	632	387	610	*	*	*	*	*	*	404	631
04:00	*	*	331	763	305	692	321	739	*	*	*	*	*	*	319	731
05:00	*	*	305	788	298	736	276	728	*	*	*	*	*	*	293	751
06:00	*	*	220	424	235	381	221	384	*	*	*	*	*	*	225	396
07:00	*	*	166	251	131	218	155	256	*	*	*	*	*	*	151	242
08:00	*	*	198	180	114	197	145	167	*	*	*	*	*	*	152	181
09:00	*	*	84	167	82	158	84	141	*	*	*	*	*	*	83	155
10:00	*	*	63	68	67	82	63	94	*	*	*	*	*	*	64	81
11:00	*	*	37	54	31	62	33	59	*	*	*	*	*	*	34	58
Lane	0	0	5936	6162	5918	5985	5779	6037	0	0	0	0	0	0	5877	6060
Day	0	0	12098	12098	11903	11903	11816	11816	0	0	0	0	0	0	11937	11937
AM Peak	-	-	07:00	08:00	07:00	08:00	07:00	08:00	-	-	-	-	-	-	07:00	08:00
Vol.	-	-	782	353	821	323	831	313	-	-	-	-	-	-	811	330
PM Peak	-	-	15:00	17:00	15:00	17:00	15:00	16:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	399	788	425	736	387	739	-	-	-	-	-	-	404	751

Comb. Total 0 12098 11903 11816 0 0 0 11937

ADT ADT 11,939 AADT 11,939

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
Powerline Road (70 Avenue) NB & SB
At North of CR 510

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			0	15	4	24	4	39			0	9	1	27	1	36
12:15			0	14	5	17	5	31			3	7	3	26	6	33
12:30			0	17	3	21	3	38			1	15	3	23	4	38
12:45			1	17	1	26	2	43			0	21	4	24	4	45
01:00			1	14	1	29	2	43			1	11	0	24	1	35
01:15			0	15	0	20	0	35			0	14	0	28	0	42
01:30			2	16	2	18	4	34			0	12	1	27	1	39
01:45			0	11	1	20	1	31			0	11	1	27	1	38
02:00			0	17	2	30	2	47			0	16	1	32	1	48
02:15			2	17	3	46	5	63			1	11	4	46	5	57
02:30			0	11	0	34	0	45			0	16	0	26	0	42
02:45			0	16	1	34	1	50			2	15	0	34	2	49
03:00			1	24	0	46	1	70			0	27	0	32	0	59
03:15			2	21	2	49	4	70			4	21	0	43	4	64
03:30			2	18	2	60	4	78			2	24	0	46	2	70
03:45			2	12	5	51	7	63			0	11	1	47	1	58
04:00			2	16	2	27	4	43			1	13	1	37	2	50
04:15			1	14	1	30	2	44			1	23	3	40	4	63
04:30			4	22	1	39	5	61			2	19	2	38	4	57
04:45			2	13	0	33	2	46			3	15	1	41	4	56
05:00			6	13	0	25	6	38			2	21	1	49	3	70
05:15			7	16	2	32	9	48			6	22	1	43	7	65
05:30			8	6	1	27	9	33			9	16	5	44	14	60
05:45			14	13	2	37	16	50			7	15	1	26	8	41
06:00			10	10	10	30	20	40			8	14	12	32	20	46
06:15			17	9	12	23	29	32			18	11	12	29	30	40
06:30			31	15	25	24	56	39			25	10	25	45	50	55
06:45			26	4	18	17	44	21			28	8	30	25	58	33
07:00			18	7	18	20	36	27			20	6	32	17	52	23
07:15			14	8	14	22	28	30			9	5	25	27	34	32
07:30			21	4	23	22	44	26			30	6	25	19	55	25
07:45			32	6	28	21	60	27			23	10	30	18	53	28
08:00			33	4	21	13	54	17			40	3	31	23	71	26
08:15			31	7	28	28	59	35			36	5	43	19	79	24
08:30			35	4	33	17	68	21			26	4	50	20	76	24
08:45			23	8	27	22	50	30			25	6	54	23	79	29
09:00			14	5	13	19	27	24			27	6	31	23	58	29
09:15			9	4	16	17	25	21			19	5	10	17	29	22
09:30			12	1	16	19	28	20			26	0	19	14	45	14
09:45			19	2	13	14	32	16			27	4	24	21	51	25
10:00			18	3	14	10	32	13			14	5	12	11	26	16
10:15			18	4	17	5	35	9			21	2	11	16	32	18
10:30			17	3	19	10	36	13			16	1	20	5	36	6
10:45			11	1	17	4	28	5			13	3	16	7	29	10
11:00			13	3	17	5	30	8			25	1	18	7	43	8
11:15			18	1	14	5	32	6			16	5	24	6	40	11
11:30			11	3	16	4	27	7			10	0	28	4	38	4
11:45			12	0	27	5	39	5			25	0	24	5	49	5
Total			520	484	497	1151	1017	1635			572	505	640	1263	1212	1768
Day Total			1004		1648		2652				1077		1903		2980	
% Total			19.6%	18.3%	18.7%	43.4%					19.2%	16.9%	21.5%	42.4%		
Peak	-		07:45	02:45	07:45	03:00	07:45	03:00	-		07:30	02:45	08:00	04:45	08:00	03:00
Vol.	-		131	79	110	206	241	281	-		129	87	178	177	305	251
P.H.F.			0.936	0.823	0.833	0.858	0.886	0.901			0.806	0.806	0.824	0.903	0.965	0.896

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
Powerline Road (70 Avenue) NB & SB
At North of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	1	13	4	11	2	15	*	*	*	*	*	*	2	13
01:00	*	*	3	4	1	2	1	12	*	*	*	*	*	*	2	6
02:00	*	*	2	6	3	5	1	7	*	*	*	*	*	*	2	6
03:00	*	*	7	9	6	1	4	6	*	*	*	*	*	*	6	5
04:00	*	*	9	4	7	7	10	3	*	*	*	*	*	*	9	5
05:00	*	*	35	5	24	8	28	5	*	*	*	*	*	*	29	6
06:00	*	*	84	65	79	79	81	23	*	*	*	*	*	*	81	56
07:00	*	*	85	83	82	112	76	55	*	*	*	*	*	*	81	83
08:00	*	*	122	109	127	178	127	97	*	*	*	*	*	*	125	128
09:00	*	*	54	58	99	84	99	57	*	*	*	*	*	*	84	66
10:00	*	*	64	67	64	59	69	67	*	*	*	*	*	*	66	64
11:00	*	*	54	74	76	94	39	73	*	*	*	*	*	*	56	80
12:00 PM	*	*	63	88	52	100	45	89	*	*	*	*	*	*	53	92
01:00	*	*	56	87	48	106	59	91	*	*	*	*	*	*	54	95
02:00	*	*	61	144	58	138	63	165	*	*	*	*	*	*	61	149
03:00	*	*	75	206	83	168	59	160	*	*	*	*	*	*	72	178
04:00	*	*	65	129	70	156	77	161	*	*	*	*	*	*	71	149
05:00	*	*	48	121	74	162	53	156	*	*	*	*	*	*	58	146
06:00	*	*	38	94	43	131	47	102	*	*	*	*	*	*	43	109
07:00	*	*	25	85	27	81	30	76	*	*	*	*	*	*	27	81
08:00	*	*	23	80	18	85	14	71	*	*	*	*	*	*	18	79
09:00	*	*	12	69	15	75	11	51	*	*	*	*	*	*	13	65
10:00	*	*	11	29	11	39	8	50	*	*	*	*	*	*	10	39
11:00	*	*	7	19	6	22	9	27	*	*	*	*	*	*	7	23
Lane	0	0	1004	1648	1077	1903	1012	1619	0	0	0	0	0	0	1030	1723
Day	0	0	2652	2652	2980	2980	2631	2631	0	0	0	0	0	0	2753	2753
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	122	109	127	178	127	97	-	-	-	-	-	-	125	128
PM Peak	-	-	15:00	15:00	15:00	15:00	16:00	14:00	-	-	-	-	-	-	15:00	15:00
Vol.	-	-	75	206	83	168	77	165	-	-	-	-	-	-	72	178

Comb. Total	0	2652	2980	2631	0	0	0	2753
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ADT	ADT 2,683	AADT 2,683
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road (70 Avenue)

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			7	75	12	91	19	166		3	64	9	81	12	145
12:15			12	71	12	75	24	146		9	71	9	92	18	163
12:30			13	119	14	95	27	214		5	96	10	84	15	180
12:45			5	82	8	83	13	165		2	81	12	93	14	174
01:00			13	79	7	109	20	188		10	78	5	83	15	161
01:15			4	96	3	107	7	203		3	93	5	99	8	192
01:30			7	105	3	95	10	200		2	93	2	128	4	221
01:45			7	70	4	121	11	191		3	100	6	129	9	229
02:00			7	71	5	110	12	181		4	112	4	126	8	238
02:15			11	131	10	142	21	273		2	123	7	114	9	237
02:30			10	130	6	128	16	258		3	116	4	122	7	238
02:45			6	113	3	137	9	250		5	101	3	158	8	259
03:00			6	142	4	190	10	332		1	129	2	175	3	304
03:15			7	149	4	182	11	331		7	127	1	191	8	318
03:30			6	189	1	197	7	386		9	140	2	200	11	340
03:45			6	104	6	213	12	317		2	100	6	202	8	302
04:00			7	167	5	180	12	347		4	120	2	201	6	321
04:15			12	119	3	239	15	358		6	111	7	246	13	357
04:30			18	72	6	219	24	291		29	90	4	176	33	266
04:45			21	87	5	232	26	319		17	81	8	186	25	267
05:00			21	75	8	223	29	298		24	63	8	214	32	277
05:15			51	81	11	251	62	332		28	84	12	227	40	311
05:30			59	79	13	249	72	328		66	86	13	205	79	291
05:45			76	75	23	192	99	267		74	56	18	203	92	259
06:00			64	78	24	167	88	245		70	81	20	135	90	216
06:15			94	77	34	141	128	218		86	61	31	146	117	207
06:30			186	55	50	99	236	154		190	59	47	134	237	193
06:45			216	48	89	99	305	147		184	61	88	80	272	141
07:00			238	57	70	79	308	136		247	43	94	82	341	125
07:15			167	43	61	83	228	126		227	30	73	82	300	112
07:30			171	34	52	85	223	119		169	29	44	61	213	90
07:45			170	47	61	80	231	127		154	40	67	75	221	115
08:00			199	39	66	73	265	112		193	36	85	70	278	106
08:15			204	49	92	68	296	117		220	30	84	74	304	104
08:30			217	34	118	58	335	92		245	27	92	73	337	100
08:45			165	71	104	45	269	116		188	29	88	47	276	76
09:00			126	50	68	57	194	107		151	23	67	60	218	83
09:15			90	19	70	60	160	79		106	28	62	55	168	83
09:30			119	19	65	64	184	83		129	28	71	56	200	84
09:45			118	18	73	41	191	59		108	20	64	59	172	79
10:00			103	21	63	23	166	44		79	16	59	31	138	47
10:15			68	17	79	26	147	43		120	21	67	36	187	57
10:30			100	19	65	23	165	42		106	15	75	31	181	46
10:45			91	13	81	18	172	31		110	23	69	24	179	47
11:00			73	12	89	18	162	30		87	11	78	19	165	30
11:15			80	10	63	20	143	30		93	15	85	21	178	36
11:30			87	12	69	18	156	30		100	11	94	23	194	34
11:45			78	10	95	16	173	26		103	6	88	21	191	27
Total			3616	3333	1877	5321	5493	8654		3783	3058	1851	5230	5634	8288
Day Total			6949		7198		14147			6841		7081		13922	
% Total			25.6%	23.6%	13.3%	37.6%				27.2%	22.0%	13.3%	37.6%		
Peak	-		06:30	03:15	08:15	04:45	08:00	03:30	-	06:30	02:45	08:00	03:30	08:00	03:30
Vol.	-		807	609	382	955	1165	1408	-	848	497	349	849	1195	1320
P.H.F.			0.848	0.806	0.809	0.951	0.869	0.912		0.858	0.888	0.948	0.863	0.876	0.924

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road (70 Avenue)

Start Time	03-Dec-15		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00		4	78	16	91	20	169	*	*	*	*	*	*
12:15		6	88	19	109	25	197	*	*	*	*	*	*
12:30		7	93	13	81	20	174	*	*	*	*	*	*
12:45		10	78	13	79	23	157	*	*	*	*	*	*
01:00		7	101	10	98	17	199	*	*	*	*	*	*
01:15		5	109	3	113	8	222	*	*	*	*	*	*
01:30		2	104	11	116	13	220	*	*	*	*	*	*
01:45		4	76	6	125	10	201	*	*	*	*	*	*
02:00		3	78	5	129	8	207	*	*	*	*	*	*
02:15		5	144	5	143	10	287	*	*	*	*	*	*
02:30		5	129	5	137	10	266	*	*	*	*	*	*
02:45		0	120	5	149	5	269	*	*	*	*	*	*
03:00		3	125	4	154	7	279	*	*	*	*	*	*
03:15		2	161	5	170	7	331	*	*	*	*	*	*
03:30		2	165	3	162	5	327	*	*	*	*	*	*
03:45		3	144	4	203	7	347	*	*	*	*	*	*
04:00		6	147	2	182	8	329	*	*	*	*	*	*
04:15		10	142	5	234	15	376	*	*	*	*	*	*
04:30		15	73	9	221	24	294	*	*	*	*	*	*
04:45		22	77	9	219	31	296	*	*	*	*	*	*
05:00		22	71	10	208	32	279	*	*	*	*	*	*
05:15		31	77	14	214	45	291	*	*	*	*	*	*
05:30		81	71	11	233	92	304	*	*	*	*	*	*
05:45		69	60	20	189	89	249	*	*	*	*	*	*
06:00		55	58	33	137	88	195	*	*	*	*	*	*
06:15		116	71	29	132	145	203	*	*	*	*	*	*
06:30		147	59	42	108	189	167	*	*	*	*	*	*
06:45		209	50	85	101	294	151	*	*	*	*	*	*
07:00		236	51	88	82	324	133	*	*	*	*	*	*
07:15		225	46	62	108	287	154	*	*	*	*	*	*
07:30		161	31	42	64	203	95	*	*	*	*	*	*
07:45		205	37	99	65	304	102	*	*	*	*	*	*
08:00		168	41	89	72	257	113	*	*	*	*	*	*
08:15		207	31	69	54	276	85	*	*	*	*	*	*
08:30		181	34	105	53	286	87	*	*	*	*	*	*
08:45		161	43	103	46	264	89	*	*	*	*	*	*
09:00		111	29	61	50	172	79	*	*	*	*	*	*
09:15		114	33	70	50	184	83	*	*	*	*	*	*
09:30		123	16	67	51	190	67	*	*	*	*	*	*
09:45		106	18	62	33	168	51	*	*	*	*	*	*
10:00		95	13	61	35	156	48	*	*	*	*	*	*
10:15		109	26	66	48	175	74	*	*	*	*	*	*
10:30		102	22	64	24	166	46	*	*	*	*	*	*
10:45		101	43	65	33	166	76	*	*	*	*	*	*
11:00		97	27	88	23	185	50	*	*	*	*	*	*
11:15		92	26	89	25	181	51	*	*	*	*	*	*
11:30		97	32	107	16	204	48	*	*	*	*	*	*
11:45		58	20	92	14	150	34	*	*	*	*	*	*
Total		3600	3368	1945	5183	5545	8551	0	0	0	0	0	0
Day Total		6968		7128		14096		0	0	0	0	0	0
% Total		25.5%	23.9%	13.8%	36.8%			0.0%	0.0%	0.0%	0.0%		
Peak	-	06:45	03:15	11:00	04:15	07:45	03:30	-	-	-	-	-	-
Vol.	-	831	617	376	882	1123	1379	-	-	-	-	-	-
P.H.F.		0.880	0.935	0.879	0.942	0.924	0.917						
ADT	ADT 14,055	AADT 14,055											

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road (70 Avenue)

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	37	46	19	40	27	61	*	*	*	*	*	*	28	49
01:00	*	*	31	17	18	18	18	30	*	*	*	*	*	*	22	22
02:00	*	*	34	24	14	18	13	20	*	*	*	*	*	*	20	21
03:00	*	*	25	15	19	11	10	16	*	*	*	*	*	*	18	14
04:00	*	*	58	19	56	21	53	25	*	*	*	*	*	*	56	22
05:00	*	*	207	55	192	51	203	55	*	*	*	*	*	*	201	54
06:00	*	*	560	197	530	186	527	189	*	*	*	*	*	*	539	191
07:00	*	*	746	244	797	278	827	291	*	*	*	*	*	*	790	271
08:00	*	*	785	380	846	349	717	366	*	*	*	*	*	*	783	365
09:00	*	*	453	276	494	264	454	260	*	*	*	*	*	*	467	267
10:00	*	*	362	288	415	270	407	256	*	*	*	*	*	*	395	271
11:00	*	*	318	316	383	345	344	376	*	*	*	*	*	*	348	346
12:00 PM	*	*	347	344	312	350	337	360	*	*	*	*	*	*	332	351
01:00	*	*	350	432	364	439	390	452	*	*	*	*	*	*	368	441
02:00	*	*	445	517	452	520	471	558	*	*	*	*	*	*	456	532
03:00	*	*	584	782	496	768	595	689	*	*	*	*	*	*	558	746
04:00	*	*	445	870	402	809	439	856	*	*	*	*	*	*	429	845
05:00	*	*	310	915	289	849	279	844	*	*	*	*	*	*	293	869
06:00	*	*	258	506	262	495	238	478	*	*	*	*	*	*	253	493
07:00	*	*	181	327	142	300	165	319	*	*	*	*	*	*	163	315
08:00	*	*	193	244	122	264	149	225	*	*	*	*	*	*	155	244
09:00	*	*	106	222	99	230	96	184	*	*	*	*	*	*	100	212
10:00	*	*	70	90	75	122	104	140	*	*	*	*	*	*	83	117
11:00	*	*	44	72	43	84	105	78	*	*	*	*	*	*	64	78
Lane	0	0	6949	7198	6841	7081	6968	7128	0	0	0	0	0	0	6921	7136
Day	0	0	14147	14147	13922	13922	14096	14096	0	0	0	0	0	0	14057	14057
AM Peak	-	-	08:00	08:00	08:00	08:00	07:00	11:00	-	-	-	-	-	-	07:00	08:00
Vol.	-	-	785	380	846	349	827	376	-	-	-	-	-	-	790	365
PM Peak	-	-	15:00	17:00	15:00	17:00	15:00	16:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	584	915	496	849	595	856	-	-	-	-	-	-	558	869

Comb. Total	0	14147	13922	14096	0	0	0	14057
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ADT	ADT 14,055	AADT 14,055
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At W of Treasure Coast Elementary School

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			8	53	5	69	13	122		4	62	8	58	12	120
12:15			5	56	9	63	14	119		5	64	7	73	12	137
12:30			5	67	10	78	15	145		5	77	7	56	12	133
12:45			6	56	7	69	13	125		2	53	10	69	12	122
01:00			8	67	7	71	15	138		11	75	4	61	15	136
01:15			2	84	2	85	4	169		0	89	5	87	5	176
01:30			8	82	3	84	11	166		5	70	1	92	6	162
01:45			2	76	2	95	4	171		2	67	5	107	7	174
02:00			5	86	4	90	9	176		2	101	2	99	4	200
02:15			4	125	7	101	11	226		4	106	4	86	8	192
02:30			4	114	7	91	11	205		1	98	4	81	5	179
02:45			4	99	2	95	6	194		2	103	3	121	5	224
03:00			3	146	4	124	7	270		2	168	3	119	5	287
03:15			4	129	1	195	5	324		4	134	1	184	5	318
03:30			6	108	3	203	9	311		5	101	2	223	7	324
03:45			1	81	2	182	3	263		3	89	4	158	7	247
04:00			6	95	3	166	9	261		2	68	1	177	3	245
04:15			12	89	2	171	14	260		9	71	4	202	13	273
04:30			15	74	4	181	19	255		22	89	2	159	24	248
04:45			17	97	8	172	25	269		14	88	8	133	22	221
05:00			31	96	8	190	39	286		17	82	5	209	22	291
05:15			34	74	11	220	45	294		27	82	11	191	38	273
05:30			63	88	13	192	76	280		67	91	8	160	75	251
05:45			54	76	19	182	73	258		56	79	16	192	72	271
06:00			62	61	22	146	84	207		70	70	21	132	91	202
06:15			99	67	32	106	131	173		73	58	25	133	98	191
06:30			186	37	45	101	231	138		165	60	42	95	207	155
06:45			190	40	82	93	272	133		192	51	82	55	274	106
07:00			223	50	57	65	280	115		229	34	70	49	299	83
07:15			196	39	57	56	253	95		186	24	46	71	232	95
07:30			182	31	83	67	265	98		171	29	58	43	229	72
07:45			192	46	73	63	265	109		175	32	65	62	240	94
08:00			225	44	67	59	292	103		210	40	62	56	272	96
08:15			227	47	105	48	332	95		232	31	77	55	309	86
08:30			186	28	93	46	279	74		207	20	125	55	332	75
08:45			116	80	104	32	220	112		119	25	108	35	227	60
09:00			117	37	67	40	184	77		86	26	66	38	152	64
09:15			75	17	49	49	124	66		78	21	61	34	139	55
09:30			103	14	53	43	156	57		104	21	52	47	156	68
09:45			105	20	50	35	155	55		73	15	54	34	127	49
10:00			65	17	50	18	115	35		68	10	58	26	126	36
10:15			61	17	58	17	119	34		89	29	48	17	137	46
10:30			87	16	55	16	142	32		87	14	53	25	140	39
10:45			75	13	60	16	135	29		79	14	62	16	141	30
11:00			63	10	63	13	126	23		72	11	65	15	137	26
11:15			65	9	60	17	125	26		79	7	68	17	147	24
11:30			70	11	49	14	119	25		95	7	75	17	170	24
11:45			66	8	69	13	135	21		64	5	68	12	132	17
Total			3343	2877	1646	4342	4989	7219		3274	2761	1636	4236	4910	6997
Day Total			6220		5988		12208			6035		5872		11907	
% Total			27.4%	23.6%	13.5%	35.6%				27.5%	23.2%	13.7%	35.6%		
Peak	-		07:45	02:30	08:00	05:00	07:45	03:00	-	07:45	02:45	08:15	03:30	07:45	03:00
Vol.	-		830	488	369	784	1168	1168	-	824	506	376	760	1153	1176
P.H.F.			0.914	0.836	0.879	0.891	0.880	0.901		0.888	0.753	0.752	0.852	0.868	0.907

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At W of Treasure Coast Elementary School

Start Time	03-Dec-15		WB		Combined		04-Dec	EB		WB		Combined		
	Thu		A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00		5	70	16	70	21	140	*	*	*	*	*	*	
12:15		3	62	13	73	16	135	*	*	*	*	*	*	
12:30		8	64	11	73	19	137	*	*	*	*	*	*	
12:45		7	55	4	74	11	129	*	*	*	*	*	*	
01:00		5	74	8	70	13	144	*	*	*	*	*	*	
01:15		6	79	2	97	8	176	*	*	*	*	*	*	
01:30		3	80	7	105	10	185	*	*	*	*	*	*	
01:45		2	67	3	96	5	163	*	*	*	*	*	*	
02:00		4	99	1	102	5	201	*	*	*	*	*	*	
02:15		4	119	5	102	9	221	*	*	*	*	*	*	
02:30		2	101	3	105	5	206	*	*	*	*	*	*	
02:45		3	105	3	90	6	195	*	*	*	*	*	*	
03:00		0	136	5	117	5	253	*	*	*	*	*	*	
03:15		2	131	5	179	7	310	*	*	*	*	*	*	
03:30		2	101	2	184	4	285	*	*	*	*	*	*	
03:45		2	82	2	183	4	265	*	*	*	*	*	*	
04:00		8	79	1	163	9	242	*	*	*	*	*	*	
04:15		10	73	3	187	13	260	*	*	*	*	*	*	
04:30		12	95	8	204	20	299	*	*	*	*	*	*	
04:45		17	92	6	171	23	263	*	*	*	*	*	*	
05:00		23	90	11	179	34	269	*	*	*	*	*	*	
05:15		30	75	13	188	43	263	*	*	*	*	*	*	
05:30		72	75	10	201	82	276	*	*	*	*	*	*	
05:45		56	55	16	185	72	240	*	*	*	*	*	*	
06:00		65	67	28	130	93	197	*	*	*	*	*	*	
06:15		94	66	20	96	114	162	*	*	*	*	*	*	
06:30		168	58	38	80	206	138	*	*	*	*	*	*	
06:45		213	40	85	90	298	130	*	*	*	*	*	*	
07:00		253	48	80	81	333	129	*	*	*	*	*	*	
07:15		232	43	48	66	280	109	*	*	*	*	*	*	
07:30		207	30	55	66	262	96	*	*	*	*	*	*	
07:45		177	35	80	49	257	84	*	*	*	*	*	*	
08:00		200	35	66	52	266	87	*	*	*	*	*	*	
08:15		236	26	103	48	339	74	*	*	*	*	*	*	
08:30		204	40	114	43	318	83	*	*	*	*	*	*	
08:45		129	42	106	27	235	69	*	*	*	*	*	*	
09:00		95	34	66	35	161	69	*	*	*	*	*	*	
09:15		98	18	62	42	160	60	*	*	*	*	*	*	
09:30		90	15	64	35	154	50	*	*	*	*	*	*	
09:45		84	13	48	28	132	41	*	*	*	*	*	*	
10:00		79	19	45	22	124	41	*	*	*	*	*	*	
10:15		75	19	50	30	125	49	*	*	*	*	*	*	
10:30		74	20	53	21	127	41	*	*	*	*	*	*	
10:45		67	10	65	17	132	27	*	*	*	*	*	*	
11:00		73	7	63	23	136	30	*	*	*	*	*	*	
11:15		61	10	70	19	131	29	*	*	*	*	*	*	
11:30		67	13	81	12	148	25	*	*	*	*	*	*	
11:45		55	3	87	11	142	14	*	*	*	*	*	*	
Total		3382	2770	1735	4321	5117	7091		0	0	0	0	0	0
Day Total		6152		6056		12208			0		0		0	
% Total		27.7%	22.7%	14.2%	35.4%				0.0%	0.0%	0.0%	0.0%		
Peak	-	06:45	02:30	08:00	05:00	07:45	03:00	-	-	-	-	-	-	-
Vol.	-	905	473	389	753	1180	1113	-	-	-	-	-	-	-
P.H.F.		0.894	0.869	0.853	0.937	0.870	0.898							
ADT	ADT 12,183	AADT 12,183												

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At W of Treasure Coast Elementary School

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	24	31	16	32	23	44	*	*	*	*	*	*	21	36
01:00	*	*	20	14	18	15	16	20	*	*	*	*	*	*	18	16
02:00	*	*	17	20	9	13	13	12	*	*	*	*	*	*	13	15
03:00	*	*	14	10	14	10	6	14	*	*	*	*	*	*	11	11
04:00	*	*	50	17	47	15	47	18	*	*	*	*	*	*	48	17
05:00	*	*	182	51	167	40	181	50	*	*	*	*	*	*	177	47
06:00	*	*	537	181	500	170	540	171	*	*	*	*	*	*	526	174
07:00	*	*	793	270	761	239	869	263	*	*	*	*	*	*	808	257
08:00	*	*	754	369	768	372	769	389	*	*	*	*	*	*	764	377
09:00	*	*	400	219	341	233	367	240	*	*	*	*	*	*	369	231
10:00	*	*	288	223	323	221	295	213	*	*	*	*	*	*	302	219
11:00	*	*	264	241	310	276	256	301	*	*	*	*	*	*	277	273
12:00 PM	*	*	232	279	256	256	251	290	*	*	*	*	*	*	246	275
01:00	*	*	309	335	301	347	300	368	*	*	*	*	*	*	303	350
02:00	*	*	424	377	408	387	424	399	*	*	*	*	*	*	419	388
03:00	*	*	464	704	492	684	450	663	*	*	*	*	*	*	469	684
04:00	*	*	355	690	316	671	339	725	*	*	*	*	*	*	337	695
05:00	*	*	334	784	334	752	295	753	*	*	*	*	*	*	321	763
06:00	*	*	205	446	239	415	231	396	*	*	*	*	*	*	225	419
07:00	*	*	166	251	119	225	156	262	*	*	*	*	*	*	147	246
08:00	*	*	199	185	116	201	143	170	*	*	*	*	*	*	153	185
09:00	*	*	88	167	83	153	80	140	*	*	*	*	*	*	84	153
10:00	*	*	63	67	67	84	68	90	*	*	*	*	*	*	66	80
11:00	*	*	38	57	30	61	33	65	*	*	*	*	*	*	34	61
Lane	0	0	6220	5988	6035	5872	6152	6056	0	0	0	0	0	0	6138	5972
Day	0	0	12208	12208	11907	11907	12208	12208	0	0	0	0	0	0	12110	12110
AM Peak	-	-	07:00	08:00	08:00	08:00	07:00	08:00	-	-	-	-	-	-	07:00	08:00
Vol.	-	-	793	369	768	372	869	389	-	-	-	-	-	-	808	377
PM Peak	-	-	15:00	17:00	15:00	17:00	15:00	17:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	464	784	492	752	450	753	-	-	-	-	-	-	469	763

Comb. Total 0 12208 11907 12208 0 0 0 12110

ADT ADT 12,183 AADT 12,183

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
Treasure Coast Elementary School NB & SB
At South of CR 510

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			0	3	0	3	0	6			0	2	0	3	0	5
12:15			0	2	0	2	0	4			0	5	0	3	0	8
12:30			0	2	0	4	0	6			0	0	0	3	0	3
12:45			0	1	0	1	0	2			0	1	0	0	0	1
01:00			0	6	0	3	0	9			0	2	0	2	0	4
01:15			0	2	0	2	0	4			0	6	0	3	0	9
01:30			0	4	0	1	0	5			1	7	1	1	2	8
01:45			0	1	0	3	0	4			0	0	0	2	0	2
02:00			0	1	0	3	0	4			0	5	0	2	0	7
02:15			0	3	0	2	0	5			0	3	0	1	0	4
02:30			0	5	0	17	0	22			0	2	0	12	0	14
02:45			0	2	0	20	0	22			0	5	0	15	0	20
03:00			0	2	0	57	0	59			0	1	0	60	0	61
03:15			0	102	0	56	0	158			0	84	0	50	0	134
03:30			0	56	0	23	0	79			0	64	0	29	0	93
03:45			0	27	0	7	0	34			0	15	2	7	2	22
04:00			0	11	0	3	0	14			0	18	0	3	0	21
04:15			0	7	0	5	0	12			0	15	0	13	0	28
04:30			0	10	0	5	0	15			2	16	0	14	2	30
04:45			0	10	0	28	0	38			0	9	0	26	0	35
05:00			0	56	1	23	1	79			0	52	1	19	1	71
05:15			0	7	0	8	0	15			1	19	1	13	2	32
05:30			0	15	0	13	0	28			0	13	0	10	0	23
05:45			0	25	2	14	2	39			0	29	1	19	1	48
06:00			1	6	1	1	2	7			0	13	1	4	1	17
06:15			0	4	1	1	1	5			0	0	0	0	0	0
06:30			1	2	3	0	4	2			0	0	2	1	2	1
06:45			0	0	18	0	18	0			1	0	16	0	17	0
07:00			20	0	17	0	37	0			23	1	22	0	45	1
07:15			10	0	14	0	24	0			11	0	17	0	28	0
07:30			14	0	21	0	35	0			14	1	18	0	32	1
07:45			9	0	23	0	32	0			9	0	29	1	38	1
08:00			27	3	62	1	89	4			28	3	66	0	94	3
08:15			96	1	103	0	199	1			89	0	99	0	188	0
08:30			91	0	97	0	188	0			98	0	89	0	187	0
08:45			40	0	20	0	60	0			41	0	28	0	69	0
09:00			7	0	7	0	14	0			4	1	8	0	12	1
09:15			4	0	1	0	5	0			3	0	8	0	11	0
09:30			0	0	0	0	0	0			8	0	5	0	13	0
09:45			4	2	7	2	11	4			6	0	5	1	11	1
10:00			3	0	3	0	6	0			2	1	4	0	6	1
10:15			1	0	2	0	3	0			1	0	1	0	2	0
10:30			1	0	1	0	2	0			2	0	2	0	4	0
10:45			2	0	2	0	4	0			4	0	3	0	7	0
11:00			3	0	4	0	7	0			6	0	5	0	11	0
11:15			4	0	5	0	9	0			1	2	3	3	4	5
11:30			2	0	2	0	4	0			8	0	2	0	10	0
11:45			6	0	3	0	9	0			3	0	2	0	5	0
Total			346	378	420	308	766	686			366	395	441	320	807	715
Day Total			724		728		1452				761		761		1522	
% Total			23.8%	26.0%	28.9%	21.2%					24.0%	26.0%	29.0%	21.0%		
Peak	-		08:00	03:15	07:45	02:45	08:00	03:00	-		08:00	03:15	07:45	02:45	08:00	03:00
Vol.	-		254	196	285	156	536	330	-		256	181	283	154	538	310
P.H.F.			0.661	0.480	0.692	0.684	0.673	0.522			0.653	0.539	0.715	0.642	0.715	0.578

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
Treasure Coast Elementary School NB & SB
At South of CR 510

Start Time	03-Dec-15		NB		SB		Combined		04-Dec	NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			1	5	1	6	2	11		*	*	*	*	*	*
12:15			0	2	0	2	0	4		*	*	*	*	*	*
12:30			0	2	0	1	0	3		*	*	*	*	*	*
12:45			0	21	0	8	0	29		*	*	*	*	*	*
01:00			0	3	1	4	1	7		*	*	*	*	*	*
01:15			1	3	0	3	1	6		*	*	*	*	*	*
01:30			0	7	0	1	0	8		*	*	*	*	*	*
01:45			1	5	0	2	1	7		*	*	*	*	*	*
02:00			0	5	0	1	0	6		*	*	*	*	*	*
02:15			1	2	0	0	1	2		*	*	*	*	*	*
02:30			0	4	0	12	0	16		*	*	*	*	*	*
02:45			0	0	0	25	0	25		*	*	*	*	*	*
03:00			0	4	0	51	0	55		*	*	*	*	*	*
03:15			0	83	0	67	0	150		*	*	*	*	*	*
03:30			0	69	0	20	0	89		*	*	*	*	*	*
03:45			0	18	0	7	0	25		*	*	*	*	*	*
04:00			0	13	1	3	1	16		*	*	*	*	*	*
04:15			0	7	0	3	0	10		*	*	*	*	*	*
04:30			0	7	0	9	0	16		*	*	*	*	*	*
04:45			0	9	1	28	1	37		*	*	*	*	*	*
05:00			0	39	1	16	1	55		*	*	*	*	*	*
05:15			0	20	1	9	1	29		*	*	*	*	*	*
05:30			1	13	0	10	1	23		*	*	*	*	*	*
05:45			0	17	1	18	1	35		*	*	*	*	*	*
06:00			0	0	1	1	1	1		*	*	*	*	*	*
06:15			0	0	0	0	0	0		*	*	*	*	*	*
06:30			2	0	4	1	6	1		*	*	*	*	*	*
06:45			0	0	13	0	13	0		*	*	*	*	*	*
07:00			21	0	22	1	43	1		*	*	*	*	*	*
07:15			14	0	16	0	30	0		*	*	*	*	*	*
07:30			12	0	20	0	32	0		*	*	*	*	*	*
07:45			9	0	31	0	40	0		*	*	*	*	*	*
08:00			25	0	68	0	93	0		*	*	*	*	*	*
08:15			105	0	112	0	217	0		*	*	*	*	*	*
08:30			75	0	86	0	161	0		*	*	*	*	*	*
08:45			55	0	33	1	88	1		*	*	*	*	*	*
09:00			7	0	5	1	12	1		*	*	*	*	*	*
09:15			3	0	4	0	7	0		*	*	*	*	*	*
09:30			3	0	3	0	6	0		*	*	*	*	*	*
09:45			2	0	0	0	2	0		*	*	*	*	*	*
10:00			2	0	1	1	3	1		*	*	*	*	*	*
10:15			1	0	4	0	5	0		*	*	*	*	*	*
10:30			3	0	1	0	4	0		*	*	*	*	*	*
10:45			3	0	4	1	7	1		*	*	*	*	*	*
11:00			5	0	5	1	10	1		*	*	*	*	*	*
11:15			3	0	3	0	6	0		*	*	*	*	*	*
11:30			1	0	3	1	4	1		*	*	*	*	*	*
11:45			8	0	9	0	17	0		*	*	*	*	*	*
Total			364	358	455	315	819	673		0	0	0	0	0	0
Day Total			722		770		1492			0	0	0	0	0	0
% Total			24.4%	24.0%	30.5%	21.1%				0.0%	0.0%	0.0%	0.0%		
Peak	-	08:00	03:15	08:00	02:45	08:00	02:45		-	-	-	-	-	-	-
Vol.	-	260	183	299	163	559	319		-	-	-	-	-	-	-
P.H.F.		0.619	0.551	0.667	0.608	0.644	0.532								
ADT		ADT 1,487	AADT 1,487												

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
Treasure Coast Elementary School NB & SB
At South of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	0	0	0	0	1	1	*	*	*	*	*	*	0	0
01:00	*	*	0	0	1	1	2	1	*	*	*	*	*	*	1	1
02:00	*	*	0	0	0	0	1	0	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	2	0	0	*	*	*	*	*	*	0	1
04:00	*	*	0	0	2	0	0	2	*	*	*	*	*	*	1	1
05:00	*	*	0	3	1	3	1	3	*	*	*	*	*	*	1	3
06:00	*	*	2	23	1	19	2	18	*	*	*	*	*	*	2	20
07:00	*	*	53	75	57	86	56	89	*	*	*	*	*	*	55	83
08:00	*	*	254	282	256	282	260	299	*	*	*	*	*	*	257	288
09:00	*	*	15	15	21	26	15	12	*	*	*	*	*	*	17	18
10:00	*	*	7	8	9	10	9	10	*	*	*	*	*	*	8	9
11:00	*	*	15	14	18	12	17	20	*	*	*	*	*	*	17	15
12:00 PM	*	*	8	10	8	9	30	17	*	*	*	*	*	*	15	12
01:00	*	*	13	9	15	8	18	10	*	*	*	*	*	*	15	9
02:00	*	*	11	42	15	30	11	38	*	*	*	*	*	*	12	37
03:00	*	*	187	143	164	146	174	145	*	*	*	*	*	*	175	145
04:00	*	*	38	41	58	56	36	43	*	*	*	*	*	*	44	47
05:00	*	*	103	58	113	61	89	53	*	*	*	*	*	*	102	57
06:00	*	*	12	2	13	5	0	2	*	*	*	*	*	*	8	3
07:00	*	*	0	0	2	1	0	1	*	*	*	*	*	*	1	1
08:00	*	*	4	1	3	0	0	1	*	*	*	*	*	*	2	1
09:00	*	*	2	2	1	1	0	1	*	*	*	*	*	*	1	1
10:00	*	*	0	0	1	0	0	2	*	*	*	*	*	*	0	1
11:00	*	*	0	0	2	3	0	2	*	*	*	*	*	*	1	2
Lane Day	0	0	724	728	761	761	722	770	0	0	0	0	0	0	735	755
AM Peak	-	-	08:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-	-	-	08:00	08:00
Vol.	-	-	254	282	256	282	260	299	-	-	-	-	-	-	257	288
PM Peak	-	-	15:00	15:00	15:00	15:00	15:00	15:00	-	-	-	-	-	-	15:00	15:00
Vol.	-	-	187	143	164	146	174	145	-	-	-	-	-	-	175	145

Comb. Total	0	1452	1522	1492	0	0	0	1490
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ADT	ADT 1,487	AADT 1,487
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At E of Treasure Coast Elementary School

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			11	54	8	94	19	148		4	73	8	77	12	150
12:15			8	58	9	91	17	149		5	68	9	90	14	158
12:30			6	71	12	111	18	182		6	77	8	81	14	158
12:45			7	66	11	94	18	160		2	62	9	84	11	146
01:00			8	74	9	107	17	181		10	108	5	81	15	189
01:15			3	76	3	114	6	190		0	133	5	84	5	217
01:30			9	90	8	112	17	202		4	65	1	118	5	183
01:45			2	84	5	126	7	210		4	66	5	117	9	183
02:00			6	81	5	120	11	201		3	97	3	117	6	214
02:15			4	126	7	127	11	253		4	122	3	132	7	254
02:30			4	109	9	114	13	223		1	98	4	121	5	219
02:45			3	81	4	138	7	219		2	89	3	134	5	223
03:00			4	103	5	188	9	291		1	128	3	161	4	289
03:15			4	103	4	177	8	280		4	98	3	169	7	267
03:30			8	94	6	177	14	271		5	99	2	173	7	272
03:45			1	82	2	195	3	277		2	88	5	163	7	251
04:00			6	89	7	178	13	267		2	70	2	175	4	245
04:15			12	89	8	203	20	292		8	68	7	215	15	283
04:30			17	83	8	204	25	287		25	176	10	131	35	307
04:45			16	75	13	199	29	274		14	182	14	128	28	310
05:00			32	85	17	190	49	275		17	235	9	164	26	399
05:15			41	65	19	233	60	298		29	152	19	196	48	348
05:30			74	67	26	229	100	296		96	81	18	163	114	244
05:45			64	79	36	173	100	252		85	60	25	191	110	251
06:00			79	57	38	150	117	207		109	70	31	113	140	183
06:15			111	67	54	129	165	196		117	88	39	126	156	214
06:30			195	38	81	105	276	143		206	123	61	91	267	214
06:45			210	42	130	105	340	147		325	69	89	59	414	128
07:00			290	48	104	79	394	127		387	36	73	62	460	98
07:15			242	38	109	67	351	105		369	25	52	62	421	87
07:30			230	31	127	75	357	106		347	32	73	48	420	80
07:45			156	46	99	66	255	112		245	63	66	66	311	129
08:00			242	46	74	70	316	116		221	72	107	57	328	129
08:15			315	44	74	53	389	97		223	37	99	51	322	88
08:30			254	29	100	49	354	78		192	22	87	57	279	79
08:45			116	84	100	46	216	130		123	23	120	36	243	59
09:00			113	34	89	46	202	80		75	27	72	37	147	64
09:15			86	17	81	57	167	74		72	21	77	39	149	60
09:30			115	13	79	51	194	64		116	22	79	43	195	65
09:45			109	20	85	35	194	55		78	15	72	38	150	53
10:00			70	17	73	20	143	37		68	10	74	28	142	38
10:15			68	18	87	25	155	43		102	27	76	24	178	51
10:30			93	15	78	21	171	36		94	14	82	27	176	41
10:45			76	15	85	18	161	33		86	14	78	17	164	31
11:00			61	9	85	14	146	23		70	11	81	17	151	28
11:15			73	10	77	18	150	28		87	9	84	15	171	24
11:30			72	11	79	17	151	28		97	7	105	18	202	25
11:45			64	8	86	11	150	19		72	5	94	12	166	17
Total			3790	2741	2315	5021	6105	7762		4214	3337	2051	4408	6265	7745
Day Total			6531		7336		13867			7551		6459		14010	
% Total			27.3%	19.8%	16.7%	36.2%			30.1%	23.8%	14.6%	31.5%			
Peak	-		06:45	02:15	06:45	04:45	06:45	04:45	-	06:45	04:30	08:00	03:30	06:45	04:30
Vol.	-		972	419	470	851	1442	1143	-	1428	745	413	726	1715	1364
P.H.F.			0.838	0.831	0.904	0.913	0.915	0.959		0.922	0.793	0.860	0.844	0.932	0.855

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At E of Treasure Coast Elementary School

Start Time	03-Dec-15		EB		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			4	68	15	73	19	141		*	*	*	*	*	*
12:15			3	58	15	81	18	139		*	*	*	*	*	*
12:30			8	72	12	83	20	155		*	*	*	*	*	*
12:45			10	59	6	70	16	129		*	*	*	*	*	*
01:00			2	77	9	85	11	162		*	*	*	*	*	*
01:15			5	132	2	91	7	223		*	*	*	*	*	*
01:30			3	80	8	104	11	184		*	*	*	*	*	*
01:45			3	66	3	113	6	179		*	*	*	*	*	*
02:00			4	99	2	105	6	204		*	*	*	*	*	*
02:15			5	119	6	108	11	227		*	*	*	*	*	*
02:30			2	93	3	108	5	201		*	*	*	*	*	*
02:45			3	85	4	114	7	199		*	*	*	*	*	*
03:00			0	109	4	133	4	242		*	*	*	*	*	*
03:15			2	109	5	145	7	254		*	*	*	*	*	*
03:30			3	92	3	145	6	237		*	*	*	*	*	*
03:45			1	87	3	187	4	274		*	*	*	*	*	*
04:00			8	97	1	164	9	261		*	*	*	*	*	*
04:15			10	73	5	192	15	265		*	*	*	*	*	*
04:30			11	86	11	215	22	301		*	*	*	*	*	*
04:45			18	73	12	194	30	267		*	*	*	*	*	*
05:00			24	79	16	171	40	250		*	*	*	*	*	*
05:15			33	79	18	182	51	261		*	*	*	*	*	*
05:30			73	67	24	206	97	273		*	*	*	*	*	*
05:45			53	48	29	173	82	221		*	*	*	*	*	*
06:00			71	67	38	122	109	189		*	*	*	*	*	*
06:15			107	63	39	105	146	168		*	*	*	*	*	*
06:30			178	56	60	91	238	147		*	*	*	*	*	*
06:45			206	42	117	86	323	128		*	*	*	*	*	*
07:00			249	49	101	81	350	130		*	*	*	*	*	*
07:15			269	42	93	83	362	125		*	*	*	*	*	*
07:30			211	31	91	57	302	88		*	*	*	*	*	*
07:45			246	34	85	53	331	87		*	*	*	*	*	*
08:00			192	38	82	53	274	91		*	*	*	*	*	*
08:15			203	30	97	51	300	81		*	*	*	*	*	*
08:30			182	37	108	53	290	90		*	*	*	*	*	*
08:45			135	43	91	34	226	77		*	*	*	*	*	*
09:00			97	38	65	40	162	78		*	*	*	*	*	*
09:15			93	19	71	41	164	60		*	*	*	*	*	*
09:30			94	17	81	43	175	60		*	*	*	*	*	*
09:45			85	13	66	26	151	39		*	*	*	*	*	*
10:00			84	18	53	27	137	45		*	*	*	*	*	*
10:15			84	17	74	36	158	53		*	*	*	*	*	*
10:30			70	19	65	19	135	38		*	*	*	*	*	*
10:45			68	9	74	24	142	33		*	*	*	*	*	*
11:00			71	8	74	15	145	23		*	*	*	*	*	*
11:15			62	9	82	20	144	29		*	*	*	*	*	*
11:30			67	12	110	17	177	29		*	*	*	*	*	*
11:45			49	2	86	12	135	14		*	*	*	*	*	*
Total			3461	2720	2119	4431	5580	7151		0	0	0	0	0	0
Day Total			6181		6550		12731			0	0	0	0	0	0
% Total			27.2%	21.4%	16.6%	34.8%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:00	02:15	06:45	04:15	07:00	03:45		-	-	-	-	-	-	-
Vol.	-	975	406	402	772	1345	1101		-	-	-	-	-	-	-
P.H.F.		0.906	0.853	0.859	0.898	0.929	0.914								
ADT	ADT 13,536	AADT 13,536													

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At E of Treasure Coast Elementary School

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	32	40	17	34	25	48	*	*	25	41	*	*	*	*
01:00	*	*	22	25	18	16	13	22	*	*	18	21	*	*	*	*
02:00	*	*	17	25	10	13	14	15	*	*	14	18	*	*	*	*
03:00	*	*	17	17	12	13	6	15	*	*	12	15	*	*	*	*
04:00	*	*	51	36	49	33	47	29	*	*	49	33	*	*	*	*
05:00	*	*	211	98	227	71	183	87	*	*	207	85	*	*	*	*
06:00	*	*	595	303	757	220	562	254	*	*	638	259	*	*	*	*
07:00	*	*	918	439	1348	264	975	370	*	*	1080	358	*	*	*	*
08:00	*	*	927	348	759	413	712	378	*	*	799	380	*	*	*	*
09:00	*	*	423	334	341	300	369	283	*	*	378	306	*	*	*	*
10:00	*	*	307	323	350	310	306	266	*	*	321	300	*	*	*	*
11:00	*	*	270	327	326	364	249	352	*	*	282	348	*	*	*	*
12:00 PM	*	*	249	390	280	332	257	307	*	*	262	343	*	*	*	*
01:00	*	*	324	459	372	400	355	393	*	*	350	417	*	*	*	*
02:00	*	*	397	499	406	504	396	435	*	*	400	479	*	*	*	*
03:00	*	*	382	737	413	666	397	610	*	*	397	671	*	*	*	*
04:00	*	*	336	784	496	649	329	765	*	*	387	733	*	*	*	*
05:00	*	*	296	825	528	714	273	732	*	*	366	757	*	*	*	*
06:00	*	*	204	489	350	389	228	404	*	*	261	427	*	*	*	*
07:00	*	*	163	287	156	238	156	274	*	*	158	266	*	*	*	*
08:00	*	*	203	218	154	201	148	191	*	*	168	203	*	*	*	*
09:00	*	*	84	189	85	157	87	150	*	*	85	165	*	*	*	*
10:00	*	*	65	84	65	96	63	106	*	*	64	95	*	*	*	*
11:00	*	*	38	60	32	62	31	64	*	*	34	62	*	*	*	*
Total	0	0	6531	7336	7551	6459	6181	6550	0	0	6755	6782	0	0	0	0
Day	0	0	13867		14010		12731		0	0	13537		0	0	0	
AM Peak	-	-	08:00	07:00	07:00	08:00	07:00	08:00	-	-	07:00	08:00	-	-	-	-
Vol.	-	-	927	439	1348	413	975	378	-	-	1080	380	-	-	-	-
PM Peak	-	-	14:00	17:00	17:00	17:00	15:00	16:00	-	-	14:00	17:00	-	-	-	-
Vol.	-	-	397	825	528	714	397	765	-	-	400	757	-	-	-	-

Comb. Total	0	13867	14010	12731	0	13537	0	0
ADT	ADT 13,536	AADT 13,536						

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
CR 510 NB & SB
At North of 87 Street

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			1	88	8	89	9	177			5	75	4	76	9	151
12:15			9	68	5	76	14	144			6	79	8	94	14	173
12:30			6	93	7	97	13	190			5	82	8	75	13	157
12:45			3	79	8	79	11	158			5	77	4	82	9	159
01:00			3	93	6	84	9	177			5	73	9	106	14	179
01:15			3	103	3	84	6	187			2	94	1	90	3	184
01:30			2	101	5	94	7	195			1	106	5	85	6	191
01:45			2	117	2	85	4	202			5	134	3	76	8	210
02:00			2	127	7	93	9	220			2	134	1	127	3	261
02:15			4	124	2	167	6	291			2	141	6	145	8	286
02:30			6	110	3	109	9	219			3	114	0	107	3	221
02:45			1	124	3	122	4	246			2	131	6	125	8	256
03:00			3	123	2	151	5	274			3	126	3	199	6	325
03:15			1	153	1	146	2	299			4	158	1	133	5	291
03:30			4	181	3	113	7	294			2	178	5	131	7	309
03:45			2	174	2	104	4	278			6	155	4	107	10	262
04:00			3	169	6	126	9	295			1	150	4	132	5	282
04:15			6	147	6	121	12	268			6	138	2	92	8	230
04:30			5	143	13	112	18	255			4	132	9	122	13	254
04:45			11	153	7	139	18	292			13	113	7	142	20	255
05:00			17	160	19	106	36	266			9	163	10	121	19	284
05:15			20	161	21	115	41	276			21	160	11	149	32	309
05:30			27	160	46	164	73	324			25	136	50	139	75	275
05:45			43	159	38	126	81	285			30	157	42	150	72	307
06:00			38	116	39	135	77	251			34	131	49	124	83	255
06:15			50	122	83	110	133	232			49	108	59	104	108	212
06:30			89	91	123	72	212	163			85	89	116	93	201	182
06:45			139	116	136	96	275	212			156	69	156	68	312	137
07:00			107	81	189	65	296	146			123	69	212	57	335	126
07:15			118	53	148	67	266	120			117	52	148	59	265	111
07:30			132	58	135	60	267	118			116	49	125	61	241	110
07:45			116	72	157	73	273	145			127	61	134	64	261	125
08:00			92	66	142	71	234	137			94	56	149	79	243	135
08:15			135	51	134	73	269	124			126	50	163	59	289	109
08:30			161	38	123	56	284	94			140	29	168	51	308	80
08:45			145	29	103	110	248	139			124	29	98	41	222	70
09:00			102	24	89	38	191	62			98	35	64	41	162	76
09:15			67	33	73	30	140	63			78	26	74	29	152	55
09:30			82	26	108	30	190	56			89	32	103	35	192	67
09:45			80	23	86	32	166	55			63	26	66	24	129	50
10:00			68	10	63	26	131	36			79	15	70	19	149	34
10:15			69	12	72	23	141	35			69	12	85	30	154	42
10:30			87	9	78	20	165	29			73	19	85	20	158	39
10:45			77	17	76	20	153	37			75	19	91	23	166	42
11:00			75	9	51	21	126	30			81	14	90	15	171	29
11:15			68	10	83	4	151	14			88	14	74	13	162	27
11:30			85	7	90	14	175	21			82	12	90	13	172	25
11:45			82	14	71	7	153	21			94	8	70	7	164	15
Total			2448	4197	2675	3955	5123	8152			2427	4030	2742	3934	5169	7964
Day Total			6645		6630		13275				6457		6676		13133	
% Total			18.4%	31.6%	20.2%	29.8%					18.5%	30.7%	20.9%	30.0%		
Peak	-		08:15	03:15	07:00	02:15	06:45	03:15	-		06:45	03:15	06:45	02:45	06:45	03:00
Vol.	-		543	677	629	549	1104	1166	-		512	641	641	588	1153	1187
P.H.F.			0.843	0.935	0.832	0.822	0.932	0.975			0.821	0.900	0.756	0.739	0.860	0.913

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
CR 510 NB & SB
At North of 87 Street

Start Time	03-Dec-15		NB		SB		Combined		04-Dec	NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			11	80	3	90	14	170		*	*	*	*	*	*
12:15			7	81	9	78	16	159		*	*	*	*	*	*
12:30			5	83	11	69	16	152		*	*	*	*	*	*
12:45			4	93	9	62	13	155		*	*	*	*	*	*
01:00			3	72	1	111	4	183		*	*	*	*	*	*
01:15			2	103	5	94	7	197		*	*	*	*	*	*
01:30			6	115	3	101	9	216		*	*	*	*	*	*
01:45			3	130	4	77	7	207		*	*	*	*	*	*
02:00			0	130	8	136	8	266		*	*	*	*	*	*
02:15			6	144	5	138	11	282		*	*	*	*	*	*
02:30			2	105	3	139	5	244		*	*	*	*	*	*
02:45			2	97	3	117	5	214		*	*	*	*	*	*
03:00			5	105	0	157	5	262		*	*	*	*	*	*
03:15			6	147	1	136	7	283		*	*	*	*	*	*
03:30			2	153	2	121	4	274		*	*	*	*	*	*
03:45			2	170	2	113	4	283		*	*	*	*	*	*
04:00			3	139	5	130	8	269		*	*	*	*	*	*
04:15			6	177	5	103	11	280		*	*	*	*	*	*
04:30			9	177	7	134	16	311		*	*	*	*	*	*
04:45			7	161	7	127	14	288		*	*	*	*	*	*
05:00			17	164	10	145	27	309		*	*	*	*	*	*
05:15			19	156	23	134	42	290		*	*	*	*	*	*
05:30			16	161	41	125	57	286		*	*	*	*	*	*
05:45			42	165	32	94	74	259		*	*	*	*	*	*
06:00			37	129	42	130	79	259		*	*	*	*	*	*
06:15			41	95	67	111	108	206		*	*	*	*	*	*
06:30			87	99	117	106	204	205		*	*	*	*	*	*
06:45			153	104	186	90	339	194		*	*	*	*	*	*
07:00			134	70	192	92	326	162		*	*	*	*	*	*
07:15			96	67	154	66	250	133		*	*	*	*	*	*
07:30			107	62	135	66	242	128		*	*	*	*	*	*
07:45			133	50	143	45	276	95		*	*	*	*	*	*
08:00			99	48	169	65	268	113		*	*	*	*	*	*
08:15			131	47	134	55	265	102		*	*	*	*	*	*
08:30			158	34	150	80	308	114		*	*	*	*	*	*
08:45			120	39	105	61	225	100		*	*	*	*	*	*
09:00			92	24	86	50	178	74		*	*	*	*	*	*
09:15			91	26	82	21	173	47		*	*	*	*	*	*
09:30			86	30	86	24	172	54		*	*	*	*	*	*
09:45			71	20	67	26	138	46		*	*	*	*	*	*
10:00			69	16	70	20	139	36		*	*	*	*	*	*
10:15			78	14	75	28	153	42		*	*	*	*	*	*
10:30			77	12	67	28	144	40		*	*	*	*	*	*
10:45			70	17	72	14	142	31		*	*	*	*	*	*
11:00			83	13	76	13	159	26		*	*	*	*	*	*
11:15			89	9	58	14	147	23		*	*	*	*	*	*
11:30			81	5	70	14	151	19		*	*	*	*	*	*
11:45			109	10	61	3	170	13		*	*	*	*	*	*
Total			2477	4148	2663	3953	5140	8101		0	0	0	0	0	0
Day Total			6625		6616		13241			0	0	0	0	0	0
% Total			18.7%	31.3%	20.1%	29.9%				0.0%	0.0%	0.0%	0.0%		
Peak	-	07:45	04:15	06:45	02:15	06:45	04:30		-	-	-	-	-	-	-
Vol.	-	521	679	667	551	1157	1198		-	-	-	-	-	-	-
P.H.F.		0.824	0.959	0.868	0.877	0.853	0.963								
ADT	ADT 13,216	AADT 13,216													

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
CR 510 NB & SB
At North of 87 Street

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	19	28	21	24	27	32	*	*	*	*	*	*	22	28
01:00	*	*	10	16	13	18	14	13	*	*	*	*	*	*	12	16
02:00	*	*	13	15	9	13	10	19	*	*	*	*	*	*	11	16
03:00	*	*	10	8	15	13	15	5	*	*	*	*	*	*	13	9
04:00	*	*	25	32	24	22	25	24	*	*	*	*	*	*	25	26
05:00	*	*	107	124	85	113	94	106	*	*	*	*	*	*	95	114
06:00	*	*	316	381	324	380	318	412	*	*	*	*	*	*	319	391
07:00	*	*	473	629	483	619	470	624	*	*	*	*	*	*	475	624
08:00	*	*	533	502	484	578	508	558	*	*	*	*	*	*	508	546
09:00	*	*	331	356	328	307	340	321	*	*	*	*	*	*	333	328
10:00	*	*	301	289	296	331	294	284	*	*	*	*	*	*	297	301
11:00	*	*	310	295	345	324	362	265	*	*	*	*	*	*	339	295
12:00 PM	*	*	328	341	313	327	337	299	*	*	*	*	*	*	326	322
01:00	*	*	414	347	407	357	420	383	*	*	*	*	*	*	414	362
02:00	*	*	485	491	520	504	476	530	*	*	*	*	*	*	494	508
03:00	*	*	631	514	617	570	575	527	*	*	*	*	*	*	608	537
04:00	*	*	612	498	533	488	654	494	*	*	*	*	*	*	600	493
05:00	*	*	640	511	616	559	646	498	*	*	*	*	*	*	634	523
06:00	*	*	445	413	397	389	427	437	*	*	*	*	*	*	423	413
07:00	*	*	264	265	231	241	249	269	*	*	*	*	*	*	248	258
08:00	*	*	184	310	164	230	168	261	*	*	*	*	*	*	172	267
09:00	*	*	106	130	119	129	100	121	*	*	*	*	*	*	108	127
10:00	*	*	48	89	65	92	59	90	*	*	*	*	*	*	57	90
11:00	*	*	40	46	48	48	37	44	*	*	*	*	*	*	42	46
Lane	0	0	6645	6630	6457	6676	6625	6616	0	0	0	0	0	0	6575	6640
Day	0	0	13275		13133		13241		0	0	0	0	0	0	13215	
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	07:00	-	-	-	-	-	-	08:00	07:00
Vol.	-	-	533	629	484	619	508	624	-	-	-	-	-	-	508	624
PM Peak	-	-	17:00	15:00	15:00	15:00	16:00	14:00	-	-	-	-	-	-	17:00	15:00
Vol.	-	-	640	514	617	570	654	530	-	-	-	-	-	-	634	537

Comb. Total	0	13275	13133	13241	0	0	0	13215
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ADT	ADT 13,216	AADT 13,216
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
CR 510 NB & SB
At South of 87 Street

Start Time	01-Dec-15				02-Dec			
	Tue		Wed		Thu		Fri	
	NB		SB		NB		SB	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00	1	64	8	63	9	127	6	41
12:15	7	49	7	66	14	115	4	60
12:30	7	67	6	71	13	138	4	54
12:45	3	54	8	57	11	111	9	55
01:00	4	66	7	70	11	136	4	52
01:15	1	74	0	76	1	150	1	68
01:30	3	74	9	91	12	165	1	89
01:45	1	90	2	80	3	170	4	92
02:00	3	84	6	92	9	176	1	84
02:15	4	87	3	141	7	228	2	79
02:30	6	78	3	115	9	193	2	72
02:45	2	98	3	114	5	212	2	98
03:00	3	93	2	160	5	253	3	102
03:15	1	170	1	126	2	296	1	135
03:30	3	155	6	111	9	266	2	166
03:45	1	142	4	83	5	225	4	118
04:00	3	167	9	97	12	264	1	158
04:15	3	151	9	85	12	236	3	163
04:30	5	152	15	77	20	229	1	147
04:45	7	161	14	99	21	260	7	143
05:00	8	164	27	87	35	251	5	170
05:15	12	188	31	79	43	267	12	170
05:30	16	164	56	82	72	246	7	159
05:45	22	138	50	92	72	230	15	159
06:00	22	118	47	62	69	180	20	137
06:15	25	106	87	69	112	175	25	122
06:30	52	64	166	46	218	110	41	78
06:45	91	82	190	49	281	131	87	64
07:00	76	54	294	52	370	106	99	53
07:15	72	37	215	39	287	76	65	45
07:30	94	47	218	39	312	86	65	32
07:45	77	48	162	46	239	94	69	41
08:00	52	46	206	47	258	93	62	41
08:15	94	34	223	50	317	84	83	34
08:30	110	31	228	36	338	67	108	27
08:45	95	26	118	91	213	117	88	21
09:00	60	24	118	33	178	57	68	23
09:15	43	35	90	14	133	49	63	21
09:30	46	22	106	12	152	34	51	32
09:45	43	19	100	20	143	39	46	24
10:00	51	10	59	21	110	31	50	16
10:15	51	12	64	16	115	28	42	9
10:30	58	10	84	13	142	23	47	16
10:45	61	8	70	14	131	22	56	8
11:00	53	6	50	10	103	16	50	9
11:15	49	11	77	4	126	15	65	11
11:30	45	8	70	11	115	19	74	14
11:45	63	9	70	5	133	14	60	6
Total	1609	3597	3398	3013	5007	6610	1585	3518
Day Total	5206		6411		11617		5103	
% Total	13.9%	31.0%	29.3%	25.9%			14.0%	31.0%
Peak	-	08:15	04:45	06:45	02:15	06:45	03:15	-
Vol.	-	359	677	917	530	1250	1051	-
P.H.F.		0.816	0.900	0.780	0.828	0.845	0.888	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
CR 510 NB & SB
At South of 87 Street

Start Time	03-Dec-15		NB		SB		Combined		04-Dec		NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			13	62	3	78	16	140		*	*	*	*	*	*	*
12:15			5	54	3	66	8	120		*	*	*	*	*	*	*
12:30			5	53	8	59	13	112		*	*	*	*	*	*	*
12:45			2	55	7	57	9	112		*	*	*	*	*	*	*
01:00			5	48	0	83	5	131		*	*	*	*	*	*	*
01:15			1	78	6	90	7	168		*	*	*	*	*	*	*
01:30			5	88	4	82	9	170		*	*	*	*	*	*	*
01:45			1	83	1	65	2	148		*	*	*	*	*	*	*
02:00			1	94	8	104	9	198		*	*	*	*	*	*	*
02:15			5	78	2	119	7	197		*	*	*	*	*	*	*
02:30			3	74	1	109	4	183		*	*	*	*	*	*	*
02:45			2	62	3	103	5	165		*	*	*	*	*	*	*
03:00			3	92	0	138	3	230		*	*	*	*	*	*	*
03:15			4	135	1	142	5	277		*	*	*	*	*	*	*
03:30			2	128	1	87	3	215		*	*	*	*	*	*	*
03:45			2	120	1	91	3	211		*	*	*	*	*	*	*
04:00			1	172	7	73	8	245		*	*	*	*	*	*	*
04:15			4	215	7	70	11	285		*	*	*	*	*	*	*
04:30			7	174	9	92	16	266		*	*	*	*	*	*	*
04:45			4	195	13	96	17	291		*	*	*	*	*	*	*
05:00			10	192	21	85	31	277		*	*	*	*	*	*	*
05:15			12	189	23	83	35	272		*	*	*	*	*	*	*
05:30			11	202	59	71	70	273		*	*	*	*	*	*	*
05:45			20	198	39	50	59	248		*	*	*	*	*	*	*
06:00			25	110	53	74	78	184		*	*	*	*	*	*	*
06:15			19	105	90	60	109	165		*	*	*	*	*	*	*
06:30			42	101	149	49	191	150		*	*	*	*	*	*	*
06:45			92	72	192	50	284	122		*	*	*	*	*	*	*
07:00			83	50	253	52	336	102		*	*	*	*	*	*	*
07:15			63	46	238	50	301	96		*	*	*	*	*	*	*
07:30			57	49	179	28	236	77		*	*	*	*	*	*	*
07:45			80	30	156	34	236	64		*	*	*	*	*	*	*
08:00			57	34	218	34	275	68		*	*	*	*	*	*	*
08:15			87	30	210	29	297	59		*	*	*	*	*	*	*
08:30			102	27	190	45	292	72		*	*	*	*	*	*	*
08:45			76	17	132	38	208	55		*	*	*	*	*	*	*
09:00			50	22	89	40	139	62		*	*	*	*	*	*	*
09:15			61	26	87	15	148	41		*	*	*	*	*	*	*
09:30			54	23	89	12	143	35		*	*	*	*	*	*	*
09:45			40	18	74	16	114	34		*	*	*	*	*	*	*
10:00			37	14	78	16	115	30		*	*	*	*	*	*	*
10:15			49	20	76	19	125	39		*	*	*	*	*	*	*
10:30			49	12	76	14	125	26		*	*	*	*	*	*	*
10:45			46	10	83	11	129	21		*	*	*	*	*	*	*
11:00			60	16	76	9	136	25		*	*	*	*	*	*	*
11:15			59	11	58	9	117	20		*	*	*	*	*	*	*
11:30			63	10	72	11	135	21		*	*	*	*	*	*	*
11:45			82	6	54	4	136	10		*	*	*	*	*	*	*
Total			1561	3700	3199	2812	4760	6512		0	0	0	0	0	0	0
Day Total			5261		6011		11272			0	0	0	0	0	0	0
% Total			13.8%	32.8%	28.4%	24.9%				0.0%	0.0%	0.0%	0.0%			
Peak	-	07:45	05:00	06:45	02:30	06:45	04:15		-	-	-	-	-	-	-	-
Vol.	-	326	781	862	492	1157	1119		-	-	-	-	-	-	-	-
P.H.F.		0.799	0.967	0.852	0.866	0.861	0.961									
ADT	ADT 11,403	AADT 11,403														

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
CR 510 NB & SB
At South of 87 Street

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	18	29	23	17	25	21	*	*	*	*	*	*	22	22
01:00	*	*	9	18	10	16	12	11	*	*	*	*	*	*	10	15
02:00	*	*	15	15	7	7	11	14	*	*	*	*	*	*	11	12
03:00	*	*	8	13	10	12	11	3	*	*	*	*	*	*	10	9
04:00	*	*	18	47	12	36	16	36	*	*	*	*	*	*	15	40
05:00	*	*	58	164	39	147	53	142	*	*	*	*	*	*	50	151
06:00	*	*	190	490	173	517	178	484	*	*	*	*	*	*	180	497
07:00	*	*	319	889	298	838	283	826	*	*	*	*	*	*	300	851
08:00	*	*	351	775	341	798	322	750	*	*	*	*	*	*	338	774
09:00	*	*	192	414	228	346	205	339	*	*	*	*	*	*	208	366
10:00	*	*	221	277	195	340	181	313	*	*	*	*	*	*	199	310
11:00	*	*	210	267	249	321	264	260	*	*	*	*	*	*	241	283
12:00 PM	*	*	234	257	210	281	224	260	*	*	*	*	*	*	223	266
01:00	*	*	304	317	301	323	297	320	*	*	*	*	*	*	301	320
02:00	*	*	347	462	333	427	308	435	*	*	*	*	*	*	329	441
03:00	*	*	560	480	521	507	475	458	*	*	*	*	*	*	519	482
04:00	*	*	631	358	611	335	756	331	*	*	*	*	*	*	666	341
05:00	*	*	654	340	658	309	781	289	*	*	*	*	*	*	698	313
06:00	*	*	370	226	401	238	388	233	*	*	*	*	*	*	386	232
07:00	*	*	186	176	171	121	175	164	*	*	*	*	*	*	177	154
08:00	*	*	137	224	123	119	108	146	*	*	*	*	*	*	123	163
09:00	*	*	100	79	100	75	89	83	*	*	*	*	*	*	96	79
10:00	*	*	40	64	49	67	56	60	*	*	*	*	*	*	48	64
11:00	*	*	34	30	40	31	43	33	*	*	*	*	*	*	39	31
Lane	0	0	5206	6411	5103	6228	5261	6011	0	0	0	0	0	0	5189	6216
Day	0	0	11617	11617	11331	11331	11272	11272	0	0	0	0	0	0	11405	11405
AM Peak	-	-	08:00	07:00	08:00	07:00	08:00	07:00	-	-	-	-	-	-	08:00	07:00
Vol.	-	-	351	889	341	838	322	826	-	-	-	-	-	-	338	851
PM Peak	-	-	17:00	15:00	17:00	15:00	17:00	15:00	-	-	-	-	-	-	17:00	15:00
Vol.	-	-	654	480	658	507	781	458	-	-	-	-	-	-	698	482

Comb. Total 0 11617 11331 11272 0 0 0 11405

ADT ADT 11,403 AADT 11,403

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
87 Street EB & WB
At West of CR 510

Start Time	01-Dec-15		EB		WB		Combined		02-Dec	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Wed	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			1	34	2	43	3	77		1	48	4	39	5	87
12:15			4	36	1	44	5	80		3	36	4	48	7	84
12:30			1	47	3	54	4	101		3	50	6	47	9	97
12:45			2	39	5	45	7	84		2	34	8	44	10	78
01:00			2	39	3	44	5	83		2	41	3	47	5	88
01:15			2	51	2	43	4	94		2	38	3	43	5	81
01:30			4	53	3	44	7	97		0	46	1	47	1	93
01:45			0	51	0	46	0	97		1	57	1	42	2	99
02:00			1	90	2	53	3	143		1	77	1	54	2	131
02:15			1	69	2	76	3	145		0	73	1	71	1	144
02:30			1	58	0	46	1	104		0	70	0	48	0	118
02:45			0	52	1	56	1	108		0	55	3	68	3	123
03:00			0	73	0	64	0	137		1	64	1	66	2	130
03:15			1	54	1	98	2	152		3	56	0	75	3	131
03:30			3	67	0	75	3	142		0	56	0	103	0	159
03:45			2	53	1	87	3	140		3	63	2	83	5	146
04:00			3	60	0	92	3	152		0	39	2	79	2	118
04:15			6	50	1	87	7	137		8	38	2	99	10	137
04:30			6	46	2	90	8	136		10	49	0	87	10	136
04:45			9	63	0	116	9	179		10	31	2	96	12	127
05:00			18	54	3	102	21	156		10	60	3	108	13	168
05:15			17	48	2	117	19	165		15	58	0	112	15	170
05:30			21	59	4	128	25	187		27	61	6	123	33	184
05:45			32	65	5	112	37	177		27	73	8	119	35	192
06:00			33	57	11	124	44	181		31	62	5	105	36	167
06:15			40	62	11	84	51	146		46	58	10	92	56	150
06:30			73	49	12	62	85	111		82	53	9	83	91	136
06:45		108	45	53	89	161	134		118	45	45	46	163	91	
07:00		115	37	51	40	166	77		114	37	60	34	174	71	
07:15		114	26	24	49	138	75		127	20	15	63	142	83	
07:30		109	31	31	52	140	83		100	31	33	47	133	78	
07:45		64	35	29	55	93	90		85	30	25	50	110	80	
08:00		96	41	29	61	125	102		79	28	17	56	96	84	
08:15		130	29	30	46	160	75		117	23	28	49	145	72	
08:30		99	18	39	39	138	57		96	13	46	47	142	60	
08:45		69	22	33	53	102	75		66	17	41	28	107	45	
09:00		72	17	34	33	106	50		48	22	24	28	72	50	
09:15		45	14	17	34	62	48		29	14	27	23	56	37	
09:30		55	11	37	32	92	43		58	11	25	32	83	43	
09:45		62	17	28	28	90	45		39	13	36	25	75	38	
10:00		35	10	28	23	63	33		44	6	39	17	83	23	
10:15		36	9	34	14	70	23		51	9	29	13	80	22	
10:30		49	6	37	20	86	26		50	9	26	15	76	24	
10:45		38	11	37	9	75	20		37	12	42	10	79	22	
11:00		41	4	36	16	77	20		45	11	34	10	79	21	
11:15		33	3	31	5	64	8		43	5	37	10	80	15	
11:30		51	4	46	11	97	15		44	3	34	10	78	13	
11:45		35	6	36	4	71	10		50	4	41	6	91	10	
Total		1739	1875	797	2745	2536	4620		1728	1809	789	2647	2517	4456	
Day Total		3614		3542		7156			3537		3436		6973		
% Total		24.3%	26.2%	11.1%	38.4%				24.8%	25.9%	11.3%	38.0%			
Peak	-	06:45	02:00	06:45	05:15	06:45	05:15	-	06:45	01:45	06:45	05:00	06:45	05:00	
Vol.	-	446	269	159	481	605	710	-	459	277	153	462	612	714	
P.H.F.		0.970	0.747	0.750	0.939	0.911	0.949		0.904	0.899	0.638	0.939	0.879	0.930	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 4
87 Street EB & WB
At West of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	8	11	9	22	11	29	*	*	*	*	*	*	9	21
01:00	*	*	8	8	5	8	8	11	*	*	*	*	*	*	7	9
02:00	*	*	3	5	1	5	4	10	*	*	*	*	*	*	3	7
03:00	*	*	6	2	7	3	8	7	*	*	*	*	*	*	7	4
04:00	*	*	24	3	28	6	20	1	*	*	*	*	*	*	24	3
05:00	*	*	88	14	79	17	74	12	*	*	*	*	*	*	80	14
06:00	*	*	254	87	277	69	267	89	*	*	*	*	*	*	266	82
07:00	*	*	402	135	426	133	404	118	*	*	*	*	*	*	411	129
08:00	*	*	394	131	358	132	375	120	*	*	*	*	*	*	376	128
09:00	*	*	234	116	174	112	215	123	*	*	*	*	*	*	208	117
10:00	*	*	158	136	182	136	181	102	*	*	*	*	*	*	174	125
11:00	*	*	160	149	182	146	159	137	*	*	*	*	*	*	167	144
12:00 PM	*	*	156	186	168	178	154	152	*	*	*	*	*	*	159	172
01:00	*	*	194	177	182	179	182	196	*	*	*	*	*	*	186	184
02:00	*	*	269	231	275	241	243	268	*	*	*	*	*	*	262	247
03:00	*	*	247	324	239	327	231	320	*	*	*	*	*	*	239	324
04:00	*	*	219	385	157	361	239	381	*	*	*	*	*	*	205	376
05:00	*	*	226	459	252	462	245	438	*	*	*	*	*	*	241	453
06:00	*	*	213	359	218	326	216	354	*	*	*	*	*	*	216	346
07:00	*	*	129	196	118	194	123	215	*	*	*	*	*	*	123	202
08:00	*	*	110	199	81	180	104	191	*	*	*	*	*	*	98	190
09:00	*	*	59	127	60	108	51	97	*	*	*	*	*	*	57	111
10:00	*	*	36	66	36	55	33	72	*	*	*	*	*	*	35	64
11:00	*	*	17	36	23	36	19	40	*	*	*	*	*	*	20	37
Lane	0	0	3614	3542	3537	3436	3566	3483	0	0	0	0	0	0	3573	3489
Day	0	0	7156	7156	6973	6973	7049	7049	0	0	0	0	0	0	7062	7062
AM Peak	-	-	07:00	11:00	07:00	11:00	07:00	11:00	-	-	-	-	-	-	07:00	11:00
Vol.	-	-	402	149	426	146	404	137	-	-	-	-	-	-	411	144
PM Peak	-	-	14:00	17:00	14:00	17:00	17:00	17:00	-	-	-	-	-	-	14:00	17:00
Vol.	-	-	269	459	275	462	245	438	-	-	-	-	-	-	262	453

Comb. Total 0 7156 6973 7049 0 0 0 7062

ADT ADT 7,059 AADT 7,059

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 3
CR 510 NB & SB
At South of Hammerhead Way

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			1	87	8	79	9	166			5	77	4	75	9	152
12:15			9	66	5	75	14	141			6	74	7	84	13	158
12:30			6	97	6	91	12	188			5	85	8	76	13	161
12:45			4	74	8	67	12	141			5	80	4	73	9	153
01:00			3	99	6	80	9	179			4	79	8	96	12	175
01:15			3	111	2	74	5	185			1	89	1	89	2	178
01:30			1	97	6	90	7	187			2	111	5	81	7	192
01:45			1	114	2	81	3	195			5	134	3	73	8	207
02:00			3	122	5	91	8	213			2	115	1	102	3	217
02:15			4	144	3	137	7	281			2	158	5	131	7	289
02:30			6	112	3	112	9	224			3	110	0	98	3	208
02:45			2	128	3	110	5	238			2	143	5	118	7	261
03:00			2	124	2	134	4	258			2	124	2	163	4	287
03:15			2	148	1	125	3	273			4	170	2	121	6	291
03:30			3	186	3	107	6	293			1	179	5	110	6	289
03:45			3	171	1	98	4	269			6	158	4	116	10	274
04:00			2	173	5	115	7	288			1	144	1	112	2	256
04:15			6	146	6	107	12	253			7	148	3	96	10	244
04:30			6	144	12	105	18	249			3	133	9	110	12	243
04:45			11	165	8	129	19	294			14	120	7	123	21	243
05:00			14	164	17	103	31	267			8	162	10	118	18	280
05:15			21	161	20	118	41	279			20	165	10	128	30	293
05:30			25	170	43	144	68	314			19	147	46	121	65	268
05:45			44	166	33	126	77	292			27	165	39	130	66	295
06:00			35	124	36	125	71	249			32	130	45	120	77	250
06:15			48	115	64	104	112	219			47	110	53	97	100	207
06:30			87	96	113	69	200	165			79	96	111	92	190	188
06:45			138	113	138	94	276	207			152	72	134	67	286	139
07:00			112	89	194	68	306	157			136	67	182	55	318	122
07:15			113	51	124	69	237	120			123	51	125	63	248	114
07:30			148	59	137	58	285	117			114	46	129	50	243	96
07:45			111	68	126	72	237	140			135	61	123	71	258	132
08:00			96	68	130	74	226	142			91	58	129	77	220	135
08:15			129	45	120	70	249	115			130	49	137	62	267	111
08:30			151	32	141	54	292	86			138	33	149	49	287	82
08:45			151	39	93	107	244	146			125	29	93	40	218	69
09:00			103	23	89	41	192	64			103	38	61	42	164	80
09:15			70	32	66	29	136	61			83	27	72	29	155	56
09:30			75	27	101	33	176	60			83	27	91	35	174	62
09:45			80	21	79	33	159	54			67	31	68	24	135	55
10:00			74	11	60	27	134	38			74	14	60	17	134	31
10:15			66	11	61	22	127	33			74	11	77	31	151	42
10:30			88	9	76	20	164	29			74	19	78	21	152	40
10:45			86	17	76	20	162	37			76	20	83	23	159	43
11:00			71	7	49	22	120	29			79	14	83	15	162	29
11:15			70	12	74	3	144	15			90	13	80	12	170	25
11:30			82	7	90	15	172	22			86	10	78	14	164	24
11:45			85	13	68	7	153	20			90	10	64	7	154	17
Total			2451	4258	2513	3734	4964	7992			2435	4106	2494	3657	4929	7763
Day Total			6709		6247		12956				6541		6151		12692	
% Total			18.9%	32.9%	19.4%	28.8%					19.2%	32.4%	19.7%	28.8%		
Peak	-		08:15	03:15	06:45	05:15	06:45	04:45	-		06:45	03:15	06:45	02:45	06:45	03:00
Vol.	-		534	678	593	513	1104	1154	-		525	651	570	512	1095	1141
P.H.F.			0.884	0.911	0.764	0.891	0.902	0.919			0.863	0.909	0.783	0.785	0.861	0.980

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 3
CR 510 NB & SB
At South of Hammerhead Way

Start Time	03-Dec-15		NB		SB		Combined		04-Dec		NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			11	77	3	83	14	160		*	*	*	*	*	*	*
12:15			6	86	9	73	15	159		*	*	*	*	*	*	*
12:30			6	81	10	64	16	145		*	*	*	*	*	*	*
12:45			3	90	10	59	13	149		*	*	*	*	*	*	*
01:00			3	76	1	91	4	167		*	*	*	*	*	*	*
01:15			2	111	4	93	6	204		*	*	*	*	*	*	*
01:30			6	117	4	98	10	215		*	*	*	*	*	*	*
01:45			2	122	4	70	6	192		*	*	*	*	*	*	*
02:00			1	130	7	129	8	259		*	*	*	*	*	*	*
02:15			6	146	5	125	11	271		*	*	*	*	*	*	*
02:30			2	113	3	120	5	233		*	*	*	*	*	*	*
02:45			2	98	3	120	5	218		*	*	*	*	*	*	*
03:00			1	104	0	134	1	238		*	*	*	*	*	*	*
03:15			8	146	1	118	9	264		*	*	*	*	*	*	*
03:30			2	165	2	108	4	273		*	*	*	*	*	*	*
03:45			3	169	2	111	5	280		*	*	*	*	*	*	*
04:00			3	142	5	121	8	263		*	*	*	*	*	*	*
04:15			5	176	5	98	10	274		*	*	*	*	*	*	*
04:30			9	178	6	123	15	301		*	*	*	*	*	*	*
04:45			6	175	8	116	14	291		*	*	*	*	*	*	*
05:00			16	161	10	141	26	302		*	*	*	*	*	*	*
05:15			20	165	18	119	38	284		*	*	*	*	*	*	*
05:30			16	161	46	125	62	286		*	*	*	*	*	*	*
05:45			36	167	29	98	65	265		*	*	*	*	*	*	*
06:00			37	137	37	126	74	263		*	*	*	*	*	*	*
06:15			43	103	60	111	103	214		*	*	*	*	*	*	*
06:30			73	94	107	108	180	202		*	*	*	*	*	*	*
06:45			154	110	150	88	304	198		*	*	*	*	*	*	*
07:00			142	69	180	85	322	154		*	*	*	*	*	*	*
07:15			102	69	137	64	239	133		*	*	*	*	*	*	*
07:30			107	62	118	66	225	128		*	*	*	*	*	*	*
07:45			132	52	121	46	253	98		*	*	*	*	*	*	*
08:00			103	47	146	67	249	114		*	*	*	*	*	*	*
08:15			134	50	130	55	264	105		*	*	*	*	*	*	*
08:30			149	32	125	74	274	106		*	*	*	*	*	*	*
08:45			132	40	93	64	225	104		*	*	*	*	*	*	*
09:00			90	23	82	51	172	74		*	*	*	*	*	*	*
09:15			91	29	76	24	167	53		*	*	*	*	*	*	*
09:30			90	30	77	23	167	53		*	*	*	*	*	*	*
09:45			65	16	65	25	130	41		*	*	*	*	*	*	*
10:00			73	19	66	21	139	40		*	*	*	*	*	*	*
10:15			78	14	69	26	147	40		*	*	*	*	*	*	*
10:30			75	12	70	29	145	41		*	*	*	*	*	*	*
10:45			69	16	68	15	137	31		*	*	*	*	*	*	*
11:00			84	14	62	13	146	27		*	*	*	*	*	*	*
11:15			85	7	64	13	149	20		*	*	*	*	*	*	*
11:30			85	7	73	14	158	21		*	*	*	*	*	*	*
11:45			108	10	60	3	168	13		*	*	*	*	*	*	*
Total			2476	4218	2431	3748	4907	7966		0	0	0	0	0	0	0
Day Total			6694		6179		12873			0	0	0	0	0	0	0
% Total			19.2%	32.8%	18.9%	29.1%				0.0%	0.0%	0.0%	0.0%			
Peak	-	07:45	04:15	06:45	04:45	06:45	04:30		-	-	-	-	-	-	-	-
Vol.	-	518	690	585	501	1090	1178		-	-	-	-	-	-	-	-
P.H.F.		0.869	0.969	0.813	0.888	0.846	0.975									
ADT	ADT 12,840	AADT 12,840														

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 3
CR 510 NB & SB
At South of Hammerhead Way

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	20	27	21	23	26	32	*	*	*	*	*	*	22	27
01:00	*	*	8	16	12	17	13	13	*	*	*	*	*	*	11	15
02:00	*	*	15	14	9	11	11	18	*	*	*	*	*	*	12	14
03:00	*	*	10	7	13	13	14	5	*	*	*	*	*	*	12	8
04:00	*	*	25	31	25	20	23	24	*	*	*	*	*	*	24	25
05:00	*	*	104	113	74	105	88	103	*	*	*	*	*	*	89	107
06:00	*	*	308	351	310	343	307	354	*	*	*	*	*	*	308	349
07:00	*	*	484	581	508	559	483	556	*	*	*	*	*	*	492	565
08:00	*	*	527	484	484	508	518	494	*	*	*	*	*	*	510	495
09:00	*	*	328	335	336	292	336	300	*	*	*	*	*	*	333	309
10:00	*	*	314	273	298	298	295	273	*	*	*	*	*	*	302	281
11:00	*	*	308	281	345	305	362	259	*	*	*	*	*	*	338	282
12:00 PM	*	*	324	312	316	308	334	279	*	*	*	*	*	*	325	300
01:00	*	*	421	325	413	339	426	352	*	*	*	*	*	*	420	339
02:00	*	*	506	450	526	449	487	494	*	*	*	*	*	*	506	464
03:00	*	*	629	464	631	510	584	471	*	*	*	*	*	*	615	482
04:00	*	*	628	456	545	441	671	458	*	*	*	*	*	*	615	452
05:00	*	*	661	491	639	497	654	483	*	*	*	*	*	*	651	490
06:00	*	*	448	392	408	376	444	433	*	*	*	*	*	*	433	400
07:00	*	*	267	267	225	239	252	261	*	*	*	*	*	*	248	256
08:00	*	*	184	305	169	228	169	260	*	*	*	*	*	*	174	264
09:00	*	*	103	136	123	130	98	123	*	*	*	*	*	*	108	130
10:00	*	*	48	89	64	92	61	91	*	*	*	*	*	*	58	91
11:00	*	*	39	47	47	48	38	43	*	*	*	*	*	*	41	46
Lane	0	0	6709	6247	6541	6151	6694	6179	0	0	0	0	0	0	6647	6191
Day	0	0	12956	12956	12692	12692	12873	12873	0	0	0	0	0	0	12838	12838
AM Peak	-	-	08:00	07:00	07:00	07:00	08:00	07:00	-	-	-	-	-	-	08:00	07:00
Vol.	-	-	527	581	508	559	518	556	-	-	-	-	-	-	510	565
PM Peak	-	-	17:00	17:00	17:00	15:00	16:00	14:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	661	491	639	510	671	494	-	-	-	-	-	-	651	490

Comb. Total 0 12956 12692 12873 0 0 0 12838

ADT ADT 12,840 AADT 12,840

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 3
CR 510 SB & NB
At North of Hammerheas Way

Start Time	01-Dec-15				02-Dec									
	Tue		Wed		Thu		Fri							
	NB		SB		NB		SB							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
	Combined		Combined		Combined		Combined							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	1	85	8	94	9	179	5	77	4	73	9	150		
12:15	9	71	7	84	16	155	6	81	7	92	13	173		
12:30	6	96	6	96	12	192	5	82	8	76	13	158		
12:45	3	76	8	72	11	148	7	79	4	86	11	165		
01:00	3	97	6	75	9	172	6	79	8	105	14	184		
01:15	3	122	4	88	7	210	3	96	1	85	4	181		
01:30	2	95	4	98	6	193	1	102	5	102	6	204		
01:45	1	97	2	122	3	219	5	125	3	102	8	227		
02:00	3	170	6	103	9	273	2	170	1	120	3	290		
02:15	4	206	2	134	6	340	2	216	5	105	7	321		
02:30	6	132	4	112	10	244	3	118	1	100	4	218		
02:45	2	137	2	112	4	249	2	159	4	138	6	297		
03:00	2	141	3	150	5	291	3	136	3	175	6	311		
03:15	3	162	1	132	4	294	5	173	1	122	6	295		
03:30	4	187	3	105	7	292	1	186	5	119	6	305		
03:45	2	181	4	106	6	287	7	165	4	112	11	277		
04:00	3	177	6	112	9	289	1	142	3	136	4	278		
04:15	5	152	5	124	10	276	6	155	2	94	8	249		
04:30	6	147	13	116	19	263	4	135	9	109	13	244		
04:45	11	177	8	133	19	310	13	129	8	130	21	259		
05:00	14	155	19	117	33	272	8	168	12	130	20	298		
05:15	20	151	23	135	43	286	18	176	11	142	29	318		
05:30	26	180	48	162	74	342	20	158	56	123	76	281		
05:45	42	162	38	148	80	310	27	160	38	136	65	296		
06:00	36	134	34	134	70	268	29	148	48	135	77	283		
06:15	43	101	82	118	125	219	47	105	65	104	112	209		
06:30	72	89	155	93	227	182	62	95	150	95	212	190		
06:45	125	102	234	110	359	212	137	69	222	80	359	149		
07:00	151	79	230	69	381	148	164	80	232	59	396	139		
07:15	132	41	161	69	293	110	132	51	138	69	270	120		
07:30	139	58	128	67	267	125	118	54	132	64	250	118		
07:45	103	67	137	84	240	151	124	69	147	64	271	133		
08:00	90	97	142	58	232	155	90	80	140	68	230	148		
08:15	126	63	132	62	258	125	130	57	152	64	282	121		
08:30	155	59	143	42	298	101	139	40	146	46	285	86		
08:45	145	88	100	58	245	146	123	44	94	36	217	80		
09:00	105	49	88	30	193	79	102	61	65	41	167	102		
09:15	75	35	81	33	156	68	84	26	77	26	161	52		
09:30	77	28	104	34	181	62	85	30	98	40	183	70		
09:45	80	26	94	34	174	60	67	29	68	19	135	48		
10:00	73	10	59	25	132	35	74	14	65	17	139	31		
10:15	75	11	70	21	145	32	72	11	84	33	156	44		
10:30	85	8	76	19	161	27	75	19	86	16	161	35		
10:45	86	16	78	20	164	36	74	19	92	24	166	43		
11:00	75	9	50	20	125	29	77	14	92	15	169	29		
11:15	71	10	96	6	167	16	86	14	82	13	168	27		
11:30	85	6	80	13	165	19	82	10	82	12	164	22		
11:45	84	14	76	7	160	21	95	10	69	7	164	17		
Total	2469	4556	2860	3956	5329	8512	2428	4416	2829	3859	5257	8275		
Day Total	7025		6816		13841		6844		6688		13532			
% Total	17.8%	32.9%	20.7%	28.6%			17.9%	32.6%	20.9%	28.5%				
Peak	-	06:45	03:15	06:30	05:15	06:45	04:45	-	06:45	03:15	06:30	02:45	06:45	02:45
Vol.	-	547	707	780	579	1300	1210	-	551	666	742	554	1275	1208
P.H.F.		0.906	0.945	0.833	0.894	0.853	0.885		0.840	0.771	0.800	0.791	0.805	0.971

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 3
CR 510 SB & NB
At North of Hammerheas Way

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	19	29	23	23	27	32	*	*	*	*	*	*	23	28
01:00	*	*	9	16	15	17	14	15	*	*	*	*	*	*	13	16
02:00	*	*	15	14	9	11	10	16	*	*	*	*	*	*	11	14
03:00	*	*	11	11	16	13	15	6	*	*	*	*	*	*	14	10
04:00	*	*	25	32	24	22	25	23	*	*	*	*	*	*	25	26
05:00	*	*	102	128	73	117	83	111	*	*	*	*	*	*	86	119
06:00	*	*	276	505	275	485	280	508	*	*	*	*	*	*	277	499
07:00	*	*	525	656	538	649	519	636	*	*	*	*	*	*	527	647
08:00	*	*	516	517	482	532	498	524	*	*	*	*	*	*	499	524
09:00	*	*	337	367	338	308	340	317	*	*	*	*	*	*	338	331
10:00	*	*	319	283	295	327	293	296	*	*	*	*	*	*	302	302
11:00	*	*	315	302	340	325	360	275	*	*	*	*	*	*	338	301
12:00 PM	*	*	328	346	319	327	330	314	*	*	*	*	*	*	326	329
01:00	*	*	411	383	402	394	417	410	*	*	*	*	*	*	410	396
02:00	*	*	645	461	663	463	617	469	*	*	*	*	*	*	642	464
03:00	*	*	671	493	660	528	631	478	*	*	*	*	*	*	654	500
04:00	*	*	653	485	561	469	668	490	*	*	*	*	*	*	627	481
05:00	*	*	648	562	662	531	641	518	*	*	*	*	*	*	650	537
06:00	*	*	426	455	417	414	430	436	*	*	*	*	*	*	424	435
07:00	*	*	245	289	254	256	272	271	*	*	*	*	*	*	257	272
08:00	*	*	307	220	221	214	221	232	*	*	*	*	*	*	250	222
09:00	*	*	138	131	146	126	104	115	*	*	*	*	*	*	129	124
10:00	*	*	45	85	63	90	61	89	*	*	*	*	*	*	56	88
11:00	*	*	39	46	48	47	39	43	*	*	*	*	*	*	42	45
Lane Day	0	0	7025	6816	6844	6688	6895	6624	0	0	0	0	0	0	6920	6710
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
PM Peak	-	-	15:00	17:00	14:00	17:00	16:00	17:00	-	-	-	-	-	-	15:00	17:00
Vol.	-	-	525	656	538	649	519	636	-	-	-	-	-	-	527	647
Vol.	-	-	671	562	663	531	668	518	-	-	-	-	-	-	654	537

Comb. Total 0 13841 13532 13519 0 0 0 13630

ADT ADT 13,628 AADT 13,628

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 3
Hammerhead Way EB & WB
At West of CR 510

Start Time	01-Dec-15		EB		WB		Combined		02-Dec		EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			0	6	0	7	0	13			0	6	0	4	0	10
12:15			0	4	0	5	0	9			0	8	0	4	0	12
12:30			0	4	0	3	0	7			0	5	0	4	0	9
12:45			0	4	0	1	0	5			4	1	0	3	4	4
01:00			0	12	0	5	0	17			6	10	0	7	6	17
01:15			0	12	0	6	0	18			2	16	0	8	2	24
01:30			0	7	0	14	0	21			0	5	0	21	0	26
01:45			0	6	0	41	0	47			0	5	0	41	0	46
02:00			0	112	0	49	0	161			0	128	0	43	0	171
02:15			0	92	0	23	0	115			0	74	0	13	0	87
02:30			0	32	0	12	0	44			0	24	0	15	0	39
02:45			0	29	0	11	0	40			0	31	0	16	0	47
03:00			0	27	1	19	1	46			0	43	0	29	0	72
03:15			1	24	0	10	1	34			2	20	0	8	2	28
03:30			0	13	0	13	0	26			0	14	0	9	0	23
03:45			0	20	0	15	0	35			0	10	0	5	0	15
04:00			0	22	0	12	0	34			0	10	0	11	0	21
04:15			0	11	0	8	0	19			0	8	0	7	0	15
04:30			0	10	0	7	0	17			0	10	0	5	0	15
04:45			0	19	0	13	0	32			0	16	0	7	0	23
05:00			0	8	1	20	1	28			0	12	1	15	1	27
05:15			1	10	1	29	2	39			0	17	2	16	2	33
05:30			0	17	4	34	4	51			1	34	5	22	6	56
05:45			1	35	3	51	4	86			0	30	1	33	1	63
06:00			0	30	1	31	1	61			0	32	4	33	4	65
06:15			5	10	12	40	17	50			5	10	9	18	14	28
06:30			28	7	69	38	97	45			17	5	52	14	69	19
06:45			84	8	170	38	254	46			84	5	171	12	255	17
07:00			129	15	190	34	319	49			120	12	192	9	312	21
07:15			25	9	36	15	61	24			22	4	30	9	52	13
07:30			7	4	13	11	20	15			7	12	15	12	22	24
07:45			4	13	18	25	22	38			6	35	14	22	20	57
08:00			9	63	19	25	28	88			4	42	19	17	23	59
08:15			4	31	5	2	9	33			2	18	2	10	4	28
08:30			1	49	4	8	5	57			1	11	5	2	6	13
08:45			1	115	3	15	4	130			1	20	3	1	4	21
09:00			4	29	2	1	6	30			3	30	3	2	6	32
09:15			3	5	3	1	6	6			3	0	1	0	4	0
09:30			1	2	4	2	5	4			10	1	4	0	14	1
09:45			3	5	5	1	8	6			3	0	7	0	10	0
10:00			3	0	3	0	6	0			6	0	5	0	11	0
10:15			6	0	1	0	7	0			2	0	1	0	3	0
10:30			3	1	2	1	5	2			3	0	5	0	8	0
10:45			7	0	5	0	12	0			1	0	5	0	6	0
11:00			7	0	5	0	12	0			1	0	4	0	5	0
11:15			7	0	2	0	9	0			2	0	3	0	5	0
11:30			2	0	4	1	6	1			0	0	1	0	1	0
11:45			6	0	7	0	13	0			7	0	2	0	9	0
Total			352	932	593	697	945	1629			325	774	566	507	891	1281
Day Total			1284		1290		2574				1099		1073		2172	
% Total			13.7%	36.2%	23.0%	27.1%					15.0%	35.6%	26.1%	23.3%		
Peak	-		06:30	02:00	06:30	05:45	06:30	01:45	-		06:30	02:00	06:30	01:30	06:30	02:00
Vol.	-		266	265	465	160	731	367	-		243	257	445	118	688	344
P.H.F.			0.516	0.592	0.612	0.784	0.573	0.570			0.506	0.502	0.579	0.686	0.551	0.503

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 3
Hammerhead Way EB & WB
At West of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	4	0	0	0	*	*	*	*	*	*	1	0
01:00	*	*	0	0	8	0	0	0	*	*	*	*	*	*	3	0
02:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
03:00	*	*	1	1	2	0	0	0	*	*	*	*	*	*	1	0
04:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
05:00	*	*	2	9	1	9	1	10	*	*	*	*	*	*	1	9
06:00	*	*	117	252	106	236	112	241	*	*	*	*	*	*	112	243
07:00	*	*	165	257	155	251	154	240	*	*	*	*	*	*	158	249
08:00	*	*	15	31	8	29	17	45	*	*	*	*	*	*	13	35
09:00	*	*	11	14	19	15	13	16	*	*	*	*	*	*	14	15
10:00	*	*	19	11	12	16	24	15	*	*	*	*	*	*	18	14
11:00	*	*	22	18	10	10	10	17	*	*	*	*	*	*	14	15
12:00 PM	*	*	18	16	20	15	16	18	*	*	*	*	*	*	18	16
01:00	*	*	37	66	36	77	44	83	*	*	*	*	*	*	39	75
02:00	*	*	265	95	257	87	293	103	*	*	*	*	*	*	272	95
03:00	*	*	84	57	87	51	117	56	*	*	*	*	*	*	96	55
04:00	*	*	62	40	44	30	52	57	*	*	*	*	*	*	53	42
05:00	*	*	70	134	93	86	64	105	*	*	*	*	*	*	76	108
06:00	*	*	55	147	52	77	60	75	*	*	*	*	*	*	56	100
07:00	*	*	41	85	63	52	45	31	*	*	*	*	*	*	50	56
08:00	*	*	258	50	91	30	109	14	*	*	*	*	*	*	153	31
09:00	*	*	41	5	31	2	11	2	*	*	*	*	*	*	28	3
10:00	*	*	1	1	0	0	2	0	*	*	*	*	*	*	1	0
11:00	*	*	0	1	0	0	0	0	*	*	*	*	*	*	0	0
Lane	0	0	1284	1290	1099	1073	1144	1128	0	0	0	0	0	0	1177	1161
Day	0	0	2574	2574	2172	2172	2272	2272	0	0	0	0	0	0	2338	2338
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	06:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	165	257	155	251	154	241	-	-	-	-	-	-	158	249
PM Peak	-	-	14:00	18:00	14:00	14:00	14:00	17:00	-	-	-	-	-	-	14:00	17:00
Vol.	-	-	265	147	257	87	293	105	-	-	-	-	-	-	272	108

Comb. Total	0	2574	2172	2272	0	0	0	2338
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ADT	ADT 2,339	AADT 2,339					
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
CR 510 SB & NB
At North of Mako Way

Start Time	01-Dec-15				02-Dec									
	Tue		Wed		Thu		Fri							
	NB		SB		NB		SB							
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.						
12:00	1	87	7	84	8	171	5	79						
12:15	9	71	4	74	13	145	5	80						
12:30	6	101	7	83	13	184	4	90						
12:45	3	78	6	71	9	149	5	82						
01:00	3	101	6	68	9	169	6	81						
01:15	2	115	2	85	4	200	2	94						
01:30	1	95	5	95	6	190	1	104						
01:45	1	84	1	118	2	202	5	106						
02:00	3	172	6	92	9	264	2	177						
02:15	3	243	2	103	5	346	2	248						
02:30	7	134	3	108	10	242	3	125						
02:45	1	146	3	110	4	256	1	154						
03:00	2	150	2	135	4	285	2	142						
03:15	3	168	1	126	4	294	6	183						
03:30	3	195	3	98	6	293	1	184						
03:45	3	178	3	99	6	277	5	166						
04:00	2	189	5	107	7	296	1	153						
04:15	4	162	6	124	10	286	7	156						
04:30	7	149	12	106	19	255	3	146						
04:45	11	180	6	127	17	307	13	139						
05:00	13	167	20	110	33	277	7	171						
05:15	18	152	23	117	41	269	17	165						
05:30	20	177	57	158	77	335	17	166						
05:45	33	179	37	153	70	332	24	163						
06:00	43	135	37	125	80	260	39	149						
06:15	48	99	81	116	129	215	51	109						
06:30	57	93	165	94	222	187	54	102						
06:45	140	101	255	106	395	207	151	72						
07:00	152	79	245	73	397	152	164	77						
07:15	146	44	147	63	293	107	147	51						
07:30	140	54	124	62	264	116	118	57						
07:45	106	62	133	79	239	141	132	76						
08:00	91	96	137	60	228	156	88	95						
08:15	128	70	127	53	255	123	125	64						
08:30	148	56	137	42	285	98	133	45						
08:45	153	98	93	52	246	150	127	45						
09:00	114	51	80	28	194	79	114	66						
09:15	75	33	68	27	143	60	88	29						
09:30	79	32	96	29	175	61	89	29						
09:45	81	24	80	31	161	55	69	31						
10:00	77	11	58	20	135	31	68	14						
10:15	69	12	65	15	134	27	76	13						
10:30	92	8	69	14	161	22	78	18						
10:45	91	16	71	19	162	35	73	20						
11:00	74	7	51	19	125	26	77	14						
11:15	73	12	80	6	153	18	92	14						
11:30	86	6	81	10	167	16	87	9						
11:45	84	14	70	6	154	20	95	11						
Total	2506	4686	2777	3700	5283	8386	2479	4564	2774	3640	5253	8204		
Day Total	7192		6477		13669		7043		6414		13457			
% Total	18.3%	34.3%	20.3%	27.1%			18.4%	33.9%	20.6%	27.0%				
Peak	-	06:45	03:15	06:30	05:15	06:45	05:00	-	06:45	02:00	06:30	05:15	06:45	05:00
Vol.	-	578	730	812	553	1349	1213	-	580	704	790	514	1331	1176
P.H.F.		0.951	0.751	0.796	0.875	0.849	0.905		0.884	0.710	0.757	0.945	0.808	0.977

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
CR 510 SB & NB
At North of Mako Way

Start Time	03-Dec-15		NB		SB		Combined		04-Dec		NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Fri		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			10	73	3	84	13	157			*	*	*	*	*	*
12:15			5	94	6	76	11	170			*	*	*	*	*	*
12:30			6	79	13	56	19	135			*	*	*	*	*	*
12:45			3	92	6	63	9	155			*	*	*	*	*	*
01:00			3	95	1	90	4	185			*	*	*	*	*	*
01:15			1	124	5	90	6	214			*	*	*	*	*	*
01:30			6	106	2	100	8	206			*	*	*	*	*	*
01:45			1	97	4	115	5	212			*	*	*	*	*	*
02:00			2	169	7	112	9	281			*	*	*	*	*	*
02:15			6	234	4	83	10	317			*	*	*	*	*	*
02:30			2	138	2	114	4	252			*	*	*	*	*	*
02:45			1	130	2	106	3	236			*	*	*	*	*	*
03:00			2	125	0	132	2	257			*	*	*	*	*	*
03:15			8	164	1	112	9	276			*	*	*	*	*	*
03:30			1	186	2	112	3	298			*	*	*	*	*	*
03:45			3	169	2	102	5	271			*	*	*	*	*	*
04:00			3	146	5	118	8	264			*	*	*	*	*	*
04:15			6	188	5	110	11	298			*	*	*	*	*	*
04:30			9	188	6	107	15	295			*	*	*	*	*	*
04:45			6	174	6	118	12	292			*	*	*	*	*	*
05:00			13	167	11	133	24	300			*	*	*	*	*	*
05:15			16	168	24	126	40	294			*	*	*	*	*	*
05:30			12	152	56	133	68	285			*	*	*	*	*	*
05:45			28	172	32	124	60	296			*	*	*	*	*	*
06:00			38	137	40	131	78	268			*	*	*	*	*	*
06:15			49	117	75	103	124	220			*	*	*	*	*	*
06:30			56	87	166	125	222	212			*	*	*	*	*	*
06:45			152	92	258	119	410	211			*	*	*	*	*	*
07:00			176	77	243	93	419	170			*	*	*	*	*	*
07:15			125	88	137	73	262	161			*	*	*	*	*	*
07:30			109	69	122	67	231	136			*	*	*	*	*	*
07:45			121	59	132	48	253	107			*	*	*	*	*	*
08:00			105	49	157	61	262	110			*	*	*	*	*	*
08:15			123	51	121	51	244	102			*	*	*	*	*	*
08:30			145	90	130	50	275	140			*	*	*	*	*	*
08:45			128	106	92	43	220	149			*	*	*	*	*	*
09:00			102	37	81	39	183	76			*	*	*	*	*	*
09:15			94	31	75	19	169	50			*	*	*	*	*	*
09:30			90	30	72	22	162	52			*	*	*	*	*	*
09:45			67	20	65	23	132	43			*	*	*	*	*	*
10:00			79	20	64	18	143	38			*	*	*	*	*	*
10:15			82	17	64	25	146	42			*	*	*	*	*	*
10:30			73	13	69	24	142	37			*	*	*	*	*	*
10:45			74	18	73	12	147	30			*	*	*	*	*	*
11:00			79	14	75	12	154	26			*	*	*	*	*	*
11:15			83	7	59	11	142	18			*	*	*	*	*	*
11:30			89	7	72	11	161	18			*	*	*	*	*	*
11:45			111	10	61	3	172	13			*	*	*	*	*	*
Total			2503	4676	2708	3699	5211	8375			0	0	0	0	0	0
Day Total			7179		6407		13586				0	0	0	0	0	0
% Total			18.4%	34.4%	19.9%	27.2%					0.0%	0.0%	0.0%	0.0%		
Peak	-	06:45	04:15	06:30	05:00	06:45	04:15		-	-	-	-	-	-	-	-
Vol.	-	562	717	804	516	1322	1185		-	-	-	-	-	-	-	-
P.H.F.		0.798	0.953	0.779	0.970	0.789	0.988									
ADT	ADT 13,568	AADT 13,568														

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
CR 510 SB & NB
At North of Mako Way

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	19	24	19	25	24	28	*	*	*	*	*	*	21	26
01:00	*	*	7	14	14	14	11	12	*	*	*	*	*	*	11	13
02:00	*	*	14	14	8	10	11	15	*	*	*	*	*	*	11	13
03:00	*	*	11	9	14	13	14	5	*	*	*	*	*	*	13	9
04:00	*	*	24	29	24	21	24	22	*	*	*	*	*	*	24	24
05:00	*	*	84	137	65	133	69	123	*	*	*	*	*	*	73	131
06:00	*	*	288	538	295	539	295	539	*	*	*	*	*	*	293	539
07:00	*	*	544	649	561	621	531	634	*	*	*	*	*	*	545	635
08:00	*	*	520	494	473	505	501	500	*	*	*	*	*	*	498	500
09:00	*	*	349	324	360	298	353	293	*	*	*	*	*	*	354	305
10:00	*	*	329	263	295	292	308	270	*	*	*	*	*	*	311	275
11:00	*	*	317	282	351	303	362	267	*	*	*	*	*	*	343	284
12:00 PM	*	*	337	312	331	307	338	279	*	*	*	*	*	*	335	299
01:00	*	*	395	366	385	376	422	395	*	*	*	*	*	*	401	379
02:00	*	*	695	413	704	411	671	415	*	*	*	*	*	*	690	413
03:00	*	*	691	458	675	469	644	458	*	*	*	*	*	*	670	462
04:00	*	*	680	464	594	466	696	453	*	*	*	*	*	*	657	461
05:00	*	*	675	538	665	511	659	516	*	*	*	*	*	*	666	522
06:00	*	*	428	441	432	405	433	478	*	*	*	*	*	*	431	441
07:00	*	*	239	277	261	254	293	281	*	*	*	*	*	*	264	271
08:00	*	*	320	207	249	208	296	205	*	*	*	*	*	*	288	207
09:00	*	*	140	115	155	113	118	103	*	*	*	*	*	*	138	110
10:00	*	*	47	68	65	78	68	79	*	*	*	*	*	*	60	75
11:00	*	*	39	41	48	42	38	37	*	*	*	*	*	*	42	40
Lane	0	0	7192	6477	7043	6414	7179	6407	0	0	0	0	0	0	7139	6434
Day	0	0	13669	13669	13457	13457	13586	13586	0	0	0	0	0	0	13573	13573
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	544	649	561	621	531	634	-	-	-	-	-	-	545	635
PM Peak	-	-	14:00	17:00	14:00	17:00	16:00	17:00	-	-	-	-	-	-	14:00	17:00
Vol.	-	-	695	538	704	511	696	516	-	-	-	-	-	-	690	522

Comb. Total 0 13669 13457 13586 0 0 0 13573

ADT ADT 13,568 AADT 13,568

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
CR 510 SB & NB
At South of Mako Way

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			1	87	8	91	9	178			5	80	4	80	9	160
12:15			9	75	4	75	13	150			6	82	7	89	13	171
12:30			6	103	8	91	14	194			5	89	7	72	12	161
12:45			3	77	6	78	9	155			7	83	8	82	15	165
01:00			3	104	5	75	8	179			6	83	9	103	15	186
01:15			3	118	3	79	6	197			2	98	1	86	3	184
01:30			2	100	5	97	7	197			2	109	5	94	7	203
01:45			1	94	2	118	3	212			5	115	3	103	8	218
02:00			3	174	6	110	9	284			2	174	1	109	3	283
02:15			3	224	2	115	5	339			2	231	5	106	7	337
02:30			7	135	3	110	10	245			3	124	0	96	3	220
02:45			1	150	3	123	4	273			2	157	6	128	8	285
03:00			2	146	2	138	4	284			3	145	5	163	8	308
03:15			3	164	1	122	4	286			5	182	1	111	6	293
03:30			3	198	3	109	6	307			1	184	5	114	6	298
03:45			3	181	3	109	6	290			6	167	4	105	10	272
04:00			3	187	5	111	8	298			1	148	3	130	4	278
04:15			5	160	6	123	11	283			7	158	2	93	9	251
04:30			6	145	12	112	18	257			3	138	9	121	12	259
04:45			11	177	6	133	17	310			14	137	8	125	22	262
05:00			13	159	19	115	32	274			7	169	11	130	18	299
05:15			21	155	22	124	43	279			19	169	12	148	31	317
05:30			25	175	48	168	73	343			18	163	54	124	72	287
05:45			44	171	39	151	83	322			28	168	40	144	68	312
06:00			35	133	40	133	75	266			30	146	52	135	82	281
06:15			42	103	85	125	127	228			43	110	68	106	111	216
06:30			69	92	154	92	223	184			59	101	151	96	210	197
06:45			127	102	258	115	385	217			141	72	258	80	399	152
07:00			148	80	258	75	406	155			163	80	243	59	406	139
07:15			142	47	158	68	300	115			144	52	126	70	270	122
07:30			144	57	131	69	275	126			118	54	136	67	254	121
07:45			103	64	141	84	244	148			131	76	142	70	273	146
08:00			91	98	143	64	234	162			90	84	142	75	232	159
08:15			130	64	132	55	262	119			129	57	143	58	272	115
08:30			149	57	145	43	294	100			138	41	152	48	290	89
08:45			151	100	102	57	253	157			125	46	97	35	222	81
09:00			108	49	85	31	193	80			108	65	68	38	176	103
09:15			76	34	76	30	152	64			89	29	79	24	168	53
09:30			80	32	103	32	183	64			86	28	96	34	182	62
09:45			80	26	88	33	168	59			69	31	68	25	137	56
10:00			77	10	63	23	140	33			73	14	65	17	138	31
10:15			72	11	68	21	140	32			76	11	79	29	155	40
10:30			92	8	74	17	166	25			78	18	84	19	162	37
10:45			91	17	80	21	171	38			73	20	86	23	159	43
11:00			75	7	52	21	127	28			77	14	92	14	169	28
11:15			74	12	84	5	158	17			92	14	85	13	177	27
11:30			83	6	87	13	170	19			87	10	79	12	166	22
11:45			87	14	71	7	158	21			96	11	71	7	167	18
Total			2507	4682	2899	3911	5406	8593			2474	4537	2872	3810	5346	8347
Day Total			7189		6810		13999				7011		6682		13693	
% Total			17.9%	33.4%	20.7%	27.9%					18.1%	33.1%	21.0%	27.8%		
Peak	-		06:45	03:15	06:30	05:30	06:45	05:00	-		06:45	02:00	06:30	05:15	06:45	05:00
Vol.	-		561	730	828	577	1366	1218	-		566	686	778	551	1329	1215
P.H.F.			0.948	0.922	0.802	0.859	0.841	0.888			0.868	0.742	0.754	0.931	0.818	0.958

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
CR 510 SB & NB
At South of Mako Way

Start Time	03-Dec-15		NB		SB		Combined		04-Dec	NB		SB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			11	75	3	92	14	167		*	*	*	*	*	*
12:15			6	90	8	76	14	166		*	*	*	*	*	*
12:30			6	80	12	64	18	144		*	*	*	*	*	*
12:45			4	92	8	62	12	154		*	*	*	*	*	*
01:00			3	96	1	98	4	194		*	*	*	*	*	*
01:15			2	128	4	85	6	213		*	*	*	*	*	*
01:30			6	116	3	98	9	214		*	*	*	*	*	*
01:45			2	102	4	117	6	219		*	*	*	*	*	*
02:00			1	169	8	129	9	298		*	*	*	*	*	*
02:15			6	217	4	95	10	312		*	*	*	*	*	*
02:30			2	139	3	124	5	263		*	*	*	*	*	*
02:45			2	128	3	108	5	236		*	*	*	*	*	*
03:00			2	125	0	139	2	264		*	*	*	*	*	*
03:15			8	164	1	117	9	281		*	*	*	*	*	*
03:30			2	181	2	117	4	298		*	*	*	*	*	*
03:45			3	173	2	107	5	280		*	*	*	*	*	*
04:00			3	146	5	122	8	268		*	*	*	*	*	*
04:15			6	179	5	110	11	289		*	*	*	*	*	*
04:30			9	188	7	117	16	305		*	*	*	*	*	*
04:45			6	168	6	126	12	294		*	*	*	*	*	*
05:00			14	169	11	142	25	311		*	*	*	*	*	*
05:15			19	165	24	136	43	301		*	*	*	*	*	*
05:30			15	153	44	130	59	283		*	*	*	*	*	*
05:45			35	175	31	131	66	306		*	*	*	*	*	*
06:00			33	135	42	131	75	266		*	*	*	*	*	*
06:15			40	116	81	116	121	232		*	*	*	*	*	*
06:30			64	88	160	127	224	215		*	*	*	*	*	*
06:45			146	92	258	114	404	206		*	*	*	*	*	*
07:00			177	78	252	95	429	173		*	*	*	*	*	*
07:15			122	86	141	75	263	161		*	*	*	*	*	*
07:30			110	66	129	68	239	134		*	*	*	*	*	*
07:45			121	54	138	51	259	105		*	*	*	*	*	*
08:00			102	50	164	64	266	114		*	*	*	*	*	*
08:15			126	53	128	53	254	106		*	*	*	*	*	*
08:30			150	84	136	55	286	139		*	*	*	*	*	*
08:45			128	102	94	43	222	145		*	*	*	*	*	*
09:00			92	37	89	42	181	79		*	*	*	*	*	*
09:15			95	31	80	21	175	52		*	*	*	*	*	*
09:30			89	31	81	24	170	55		*	*	*	*	*	*
09:45			66	21	70	24	136	45		*	*	*	*	*	*
10:00			81	20	68	19	149	39		*	*	*	*	*	*
10:15			83	15	72	28	155	43		*	*	*	*	*	*
10:30			74	13	72	27	146	40		*	*	*	*	*	*
10:45			76	17	74	14	150	31		*	*	*	*	*	*
11:00			82	14	82	12	164	26		*	*	*	*	*	*
11:15			83	7	65	13	148	20		*	*	*	*	*	*
11:30			86	7	75	12	161	19		*	*	*	*	*	*
11:45			112	10	68	3	180	13		*	*	*	*	*	*
Total			2511	4645	2818	3873	5329	8518		0	0	0	0	0	0
Day Total			7156		6691		13847			0	0	0	0	0	0
% Total			18.1%	33.5%	20.4%	28.0%				0.0%	0.0%	0.0%	0.0%		
Peak	-	06:45	04:15	06:30	05:00	06:45	04:30		-	-	-	-	-	-	-
Vol.	-	555	704	811	539	1335	1211		-	-	-	-	-	-	-
P.H.F.		0.784	0.936	0.786	0.949	0.778	0.973								
ADT	ADT 13,842	AADT 13,842													

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
CR 510 SB & NB
At South of Mako Way

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	19	26	23	26	27	31	*	*	*	*	*	*	23	28
01:00	*	*	9	15	15	18	13	12	*	*	*	*	*	*	12	15
02:00	*	*	14	14	9	12	11	18	*	*	*	*	*	*	11	15
03:00	*	*	11	9	15	15	15	5	*	*	*	*	*	*	14	10
04:00	*	*	25	29	25	22	24	23	*	*	*	*	*	*	25	25
05:00	*	*	103	128	72	117	83	110	*	*	*	*	*	*	86	118
06:00	*	*	273	537	273	529	283	541	*	*	*	*	*	*	276	536
07:00	*	*	537	688	556	647	530	660	*	*	*	*	*	*	541	665
08:00	*	*	521	522	482	534	506	522	*	*	*	*	*	*	503	526
09:00	*	*	344	352	352	311	342	320	*	*	*	*	*	*	346	328
10:00	*	*	332	285	300	314	314	286	*	*	*	*	*	*	315	295
11:00	*	*	319	294	352	327	363	290	*	*	*	*	*	*	345	304
12:00 PM	*	*	342	335	334	323	337	294	*	*	*	*	*	*	338	317
01:00	*	*	416	369	405	386	442	398	*	*	*	*	*	*	421	384
02:00	*	*	683	458	686	439	653	456	*	*	*	*	*	*	674	451
03:00	*	*	689	478	678	493	643	480	*	*	*	*	*	*	670	484
04:00	*	*	669	479	581	469	681	475	*	*	*	*	*	*	644	474
05:00	*	*	660	558	669	546	662	539	*	*	*	*	*	*	664	548
06:00	*	*	430	465	429	417	431	488	*	*	*	*	*	*	430	457
07:00	*	*	248	296	262	266	284	289	*	*	*	*	*	*	265	284
08:00	*	*	319	219	228	216	289	215	*	*	*	*	*	*	279	217
09:00	*	*	141	126	153	121	120	111	*	*	*	*	*	*	138	119
10:00	*	*	46	82	63	88	65	88	*	*	*	*	*	*	58	86
11:00	*	*	39	46	49	46	38	40	*	*	*	*	*	*	42	44
Lane	0	0	7189	6810	7011	6682	7156	6691	0	0	0	0	0	0	7120	6730
Day	0	0	13999	13999	13693	13693	13847	13847	0	0	0	0	0	0	13850	13850
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	537	688	556	647	530	660	-	-	-	-	-	-	541	665
PM Peak	-	-	15:00	17:00	14:00	17:00	16:00	17:00	-	-	-	-	-	-	14:00	17:00
Vol.	-	-	689	558	686	546	681	539	-	-	-	-	-	-	674	548

Comb. Total	0	13999	13693	13847	0	0	0	13850
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ADT	ADT 13,842	AADT 13,842
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CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
Mako Way EB & WB
At West of CR 510

Start Time	01-Dec-15		EB		WB		Combined		02-Dec		EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			0	1	0	1	0	2			1	1	2	1	3	2
12:15			0	1	0	6	0	7			0	0	0	2	0	2
12:30			0	2	0	0	0	2			0	2	0	1	0	3
12:45			0	0	0	0	0	0			0	5	4	4	4	9
01:00			0	4	0	1	0	5			5	1	0	0	5	1
01:15			0	2	0	12	0	14			0	3	0	15	0	18
01:30			0	5	0	24	0	29			0	4	0	22	0	26
01:45			0	7	0	17	0	24			0	2	0	8	0	10
02:00			0	23	0	7	0	30			0	19	0	8	0	27
02:15			0	44	0	1	0	45			0	54	0	6	0	60
02:30			0	4	0	5	0	9			0	4	0	5	0	9
02:45			0	3	0	5	0	8			1	10	1	16	2	26
03:00			0	8	0	5	0	13			0	12	0	11	0	23
03:15			0	5	0	5	0	10			0	5	0	5	0	10
03:30			0	4	0	2	0	6			0	7	0	8	0	15
03:45			0	5	0	13	0	18			0	9	0	13	0	22
04:00			0	12	0	7	0	19			0	7	0	12	0	19
04:15			0	10	2	26	2	36			0	13	0	29	0	42
04:30			2	15	2	8	4	23			0	17	0	13	0	30
04:45			0	10	0	16	0	26			0	13	3	19	3	32
05:00			2	14	2	11	4	25			2	7	2	10	4	17
05:15			0	8	6	11	6	19			1	12	7	16	8	28
05:30			7	10	23	11	30	21			3	9	23	9	26	18
05:45			13	8	21	8	34	16			14	13	33	17	47	30
06:00			20	7	3	9	23	16			24	9	6	14	30	23
06:15			27	4	15	4	42	8			27	6	5	18	32	24
06:30			2	1	33	5	35	6			5	7	33	5	38	12
06:45			62	3	35	7	97	10			53	6	47	10	100	16
07:00			19	2	17	1	36	3			20	0	16	2	36	2
07:15			7	2	3	6	10	8			8	2	7	4	15	6
07:30			0	4	3	2	3	6			2	4	5	1	7	5
07:45			4	2	3	3	7	5			3	3	0	3	3	6
08:00			6	0	8	1	14	1			1	14	2	5	3	19
08:15			5	5	10	1	15	6			4	9	18	0	22	9
08:30			10	0	29	0	39	0			9	10	31	3	40	13
08:45			18	1	19	1	37	2			15	0	15	0	30	0
09:00			16	2	7	0	23	2			13	1	6	1	19	2
09:15			2	0	1	0	3	0			5	0	13	0	18	0
09:30			7	1	7	4	14	5			8	1	1	0	9	1
09:45			3	1	0	0	3	1			2	1	2	1	4	2
10:00			0	0	0	0	0	0			3	0	5	0	8	0
10:15			1	6	1	0	2	6			1	7	2	3	3	10
10:30			1	2	1	0	2	2			2	0	3	0	5	0
10:45			0	0	2	0	2	0			4	0	4	0	8	0
11:00			0	0	0	0	0	0			3	0	2	0	5	0
11:15			6	0	4	0	10	0			3	0	0	0	3	0
11:30			2	0	2	0	4	0			1	0	2	0	3	0
11:45			2	0	8	0	10	0			3	0	7	0	10	0
Total			244	248	267	246	511	494			246	309	307	320	553	629
Day Total			492		513		1005				555		627		1182	
% Total			24.3%	24.7%	26.6%	24.5%					20.8%	26.1%	26.0%	27.1%		
Peak	-		06:00	01:30	06:15	04:15	06:15	01:30	-		06:00	02:00	06:30	04:00	06:15	01:30
Vol.	-		111	79	100	61	210	128	-		109	87	103	73	206	123
P.H.F.			0.448	0.449	0.714	0.587	0.541	0.711			0.514	0.403	0.548	0.629	0.515	0.513

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
Mako Way EB & WB
At West of CR 510

Start Time	03-Dec-15		EB		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00			0	2	0	1	0	3		*	*	*	*	*	*
12:15			0	4	0	3	0	7		*	*	*	*	*	*
12:30			0	4	0	1	0	5		*	*	*	*	*	*
12:45			0	1	0	2	0	3		*	*	*	*	*	*
01:00			0	0	0	1	0	1		*	*	*	*	*	*
01:15			0	5	0	19	0	24		*	*	*	*	*	*
01:30			0	5	0	24	0	29		*	*	*	*	*	*
01:45			0	4	0	15	0	19		*	*	*	*	*	*
02:00			0	19	0	5	0	24		*	*	*	*	*	*
02:15			0	46	0	2	0	48		*	*	*	*	*	*
02:30			0	1	0	3	0	4		*	*	*	*	*	*
02:45			0	6	0	4	0	10		*	*	*	*	*	*
03:00			0	8	0	8	0	16		*	*	*	*	*	*
03:15			0	4	0	5	0	9		*	*	*	*	*	*
03:30			0	5	0	6	0	11		*	*	*	*	*	*
03:45			0	4	0	14	0	18		*	*	*	*	*	*
04:00			0	4	0	13	0	17		*	*	*	*	*	*
04:15			0	18	0	29	0	47		*	*	*	*	*	*
04:30			0	12	0	9	0	21		*	*	*	*	*	*
04:45			0	10	1	10	1	20		*	*	*	*	*	*
05:00			0	14	1	17	1	31		*	*	*	*	*	*
05:15			2	5	9	6	11	11		*	*	*	*	*	*
05:30			1	3	15	11	16	14		*	*	*	*	*	*
05:45			11	14	24	16	35	30		*	*	*	*	*	*
06:00			20	9	4	12	24	21		*	*	*	*	*	*
06:15			29	10	9	9	38	19		*	*	*	*	*	*
06:30			2	0	30	3	32	3		*	*	*	*	*	*
06:45			57	11	39	14	96	25		*	*	*	*	*	*
07:00			30	5	27	7	57	12		*	*	*	*	*	*
07:15			7	8	3	7	10	15		*	*	*	*	*	*
07:30			0	5	2	3	2	8		*	*	*	*	*	*
07:45			3	6	4	1	7	7		*	*	*	*	*	*
08:00			6	2	4	2	10	4		*	*	*	*	*	*
08:15			4	2	15	3	19	5		*	*	*	*	*	*
08:30			13	8	26	1	39	9		*	*	*	*	*	*
08:45			10	9	16	3	26	12		*	*	*	*	*	*
09:00			17	1	8	0	25	1		*	*	*	*	*	*
09:15			3	0	1	0	4	0		*	*	*	*	*	*
09:30			2	0	3	2	5	2		*	*	*	*	*	*
09:45			6	0	1	0	7	0		*	*	*	*	*	*
10:00			1	2	2	0	3	2		*	*	*	*	*	*
10:15			0	5	0	3	0	8		*	*	*	*	*	*
10:30			1	1	1	0	2	1		*	*	*	*	*	*
10:45			3	2	3	1	6	3		*	*	*	*	*	*
11:00			3	0	4	0	7	0		*	*	*	*	*	*
11:15			8	0	2	0	10	0		*	*	*	*	*	*
11:30			6	0	5	0	11	0		*	*	*	*	*	*
11:45			6	0	5	0	11	0		*	*	*	*	*	*
Total			251	284	264	295	515	579		0	0	0	0	0	0
Day Total			535		559		1094			0	0	0	0	0	0
% Total			22.9%	26.0%	24.1%	27.0%				0.0%	0.0%	0.0%	0.0%		
Peak	-	06:15	01:30	06:15	03:45	06:15	01:30		-	-	-	-	-	-	-
Vol.	-	118	74	105	65	223	120		-	-	-	-	-	-	-
P.H.F.		0.518	0.402	0.673	0.560	0.581	0.625								
ADT	ADT	1,094	AADT 1,094												

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 2
Mako Way EB & WB
At West of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	0	0	1	6	0	0	*	*	*	*	*	*	0	2
01:00	*	*	0	0	5	0	0	0	*	*	*	*	*	*	2	0
02:00	*	*	0	0	1	1	0	0	*	*	*	*	*	*	0	0
03:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
04:00	*	*	2	4	0	3	0	1	*	*	*	*	*	*	1	3
05:00	*	*	22	52	20	65	14	49	*	*	*	*	*	*	19	55
06:00	*	*	111	86	109	91	108	82	*	*	*	*	*	*	109	86
07:00	*	*	30	26	33	28	40	36	*	*	*	*	*	*	34	30
08:00	*	*	39	66	29	66	33	61	*	*	*	*	*	*	34	64
09:00	*	*	28	15	28	22	28	13	*	*	*	*	*	*	28	17
10:00	*	*	2	4	10	14	5	6	*	*	*	*	*	*	6	8
11:00	*	*	10	14	10	11	23	16	*	*	*	*	*	*	14	14
12:00 PM	*	*	4	7	8	8	11	7	*	*	*	*	*	*	8	7
01:00	*	*	18	54	10	45	14	59	*	*	*	*	*	*	14	53
02:00	*	*	74	18	87	35	72	14	*	*	*	*	*	*	78	22
03:00	*	*	22	25	33	37	21	33	*	*	*	*	*	*	25	32
04:00	*	*	47	57	50	73	44	61	*	*	*	*	*	*	47	64
05:00	*	*	40	41	41	52	36	50	*	*	*	*	*	*	39	48
06:00	*	*	15	25	28	47	30	38	*	*	*	*	*	*	24	37
07:00	*	*	10	12	9	10	24	18	*	*	*	*	*	*	14	13
08:00	*	*	6	3	33	8	21	9	*	*	*	*	*	*	20	7
09:00	*	*	4	4	3	2	1	2	*	*	*	*	*	*	3	3
10:00	*	*	8	0	7	3	10	4	*	*	*	*	*	*	8	2
11:00	*	*	0	0	0	0	0	0	*	*	*	*	*	*	0	0
Lane	0	0	492	513	555	627	535	559	0	0	0	0	0	0	527	567
Day	0	0	1005	1005	1182	1182	1094	1094	0	0	0	0	0	0	1094	1094
AM Peak	-	-	06:00	06:00	06:00	06:00	06:00	06:00	-	-	-	-	-	-	06:00	06:00
Vol.	-	-	111	86	109	91	108	82	-	-	-	-	-	-	109	86
PM Peak	-	-	14:00	16:00	14:00	16:00	14:00	16:00	-	-	-	-	-	-	14:00	16:00
Vol.	-	-	74	57	87	73	72	61	-	-	-	-	-	-	78	64

Comb. Total 0 1005 1182 1094 0 0 0 1094

ADT ADT 1,094 AADT 1,094

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 510 NB & SB
At North of CR 512

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			0	6	0	5	0	11			0	5	0	6	0	11
12:15			0	3	0	18	0	21			0	9	0	13	0	22
12:30			0	4	0	9	0	13			1	4	1	12	2	16
12:45			2	3	1	2	3	5			0	6	0	5	0	11
01:00			0	7	0	9	0	16			0	1	0	9	0	10
01:15			0	6	0	9	0	15			0	0	0	5	0	5
01:30			0	7	1	13	1	20			0	3	0	7	0	10
01:45			0	5	0	6	0	11			0	2	0	7	0	9
02:00			0	8	0	7	0	15			0	10	0	7	0	17
02:15			0	8	0	15	0	23			0	7	2	16	2	23
02:30			0	3	0	8	0	11			0	4	0	7	0	11
02:45			0	6	0	8	0	14			1	5	0	4	1	9
03:00			0	6	0	8	0	14			1	4	1	12	2	16
03:15			1	6	0	11	1	17			0	6	0	8	0	14
03:30			0	12	0	15	0	27			0	6	0	14	0	20
03:45			0	8	0	8	0	16			0	4	1	4	1	8
04:00			0	6	0	7	0	13			1	6	0	7	1	13
04:15			0	4	2	10	2	14			1	6	0	6	1	12
04:30			0	2	0	13	0	15			0	3	0	9	0	12
04:45			0	6	1	4	1	10			1	4	0	7	1	11
05:00			0	7	0	7	0	14			0	2	2	6	2	8
05:15			0	7	0	7	0	14			0	3	2	8	2	11
05:30			0	4	0	13	0	17			0	5	0	8	0	13
05:45			1	5	1	9	2	14			0	5	0	6	0	11
06:00			0	1	2	2	2	3			1	0	2	2	3	2
06:15			2	5	11	5	13	10			2	4	7	3	9	7
06:30			2	1	6	5	8	6			2	1	9	4	11	5
06:45			0	2	4	5	4	7			1	3	4	7	5	10
07:00			3	2	5	2	8	4			1	5	5	4	6	9
07:15			4	3	15	2	19	5			3	1	8	0	11	1
07:30			6	2	5	2	11	4			1	2	2	1	3	3
07:45			0	1	6	4	6	5			4	3	7	2	11	5
08:00			4	1	3	5	7	6			2	2	5	1	7	3
08:15			3	1	7	2	10	3			7	3	11	3	18	6
08:30			1	2	13	1	14	3			4	1	9	0	13	1
08:45			3	4	5	1	8	5			5	1	8	1	13	2
09:00			4	2	2	1	6	3			7	1	11	0	18	1
09:15			5	0	6	2	11	2			6	1	14	4	20	5
09:30			7	1	14	1	21	2			7	0	4	0	11	0
09:45			5	0	12	0	17	0			7	1	10	0	17	1
10:00			7	1	5	0	12	1			3	1	14	0	17	1
10:15			5	1	11	1	16	2			6	0	10	0	16	0
10:30			3	1	8	3	11	4			6	0	12	0	18	0
10:45			4	0	9	0	13	0			3	0	2	0	5	0
11:00			4	0	2	0	6	0			4	0	7	0	11	0
11:15			9	1	12	0	21	1			1	2	9	1	10	3
11:30			6	0	11	0	17	0			4	0	4	0	8	0
11:45			1	0	9	0	10	0			0	1	9	0	9	1
Total			92	171	189	265	281	436			93	143	192	226	285	369
Day Total			263		454		717				236		418		654	
% Total			12.8%	23.8%	26.4%	37.0%					14.2%	21.9%	29.4%	34.6%		
Peak	-		09:15	03:00	09:30	02:45	09:30	03:00	-		09:00	02:00	09:45	00:15	09:45	12:00
Vol.	-		24	32	42	42	66	74	-		27	26	46	39	68	60
P.H.F.			0.857	0.667	0.750	0.700	0.786	0.685			0.964	0.650	0.821	0.750	0.850	0.682

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 510 NB & SB
At North of CR 512

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	2	1	1	1	0	1	*	*	*	*	*	*	1	1
01:00	*	*	0	1	0	0	1	0	*	*	*	*	*	*	0	0
02:00	*	*	0	0	1	2	0	0	*	*	*	*	*	*	0	1
03:00	*	*	1	0	1	2	0	0	*	*	*	*	*	*	1	1
04:00	*	*	0	3	3	0	0	1	*	*	*	*	*	*	1	1
05:00	*	*	1	1	0	4	3	5	*	*	*	*	*	*	1	3
06:00	*	*	4	23	6	22	3	22	*	*	*	*	*	*	4	22
07:00	*	*	13	31	9	22	13	40	*	*	*	*	*	*	12	31
08:00	*	*	11	28	18	33	20	37	*	*	*	*	*	*	16	33
09:00	*	*	21	34	27	39	9	25	*	*	*	*	*	*	19	33
10:00	*	*	19	33	18	38	7	30	*	*	*	*	*	*	15	34
11:00	*	*	20	34	9	29	13	33	*	*	*	*	*	*	14	32
12:00 PM	*	*	16	34	24	36	18	37	*	*	*	*	*	*	19	36
01:00	*	*	25	37	6	28	23	43	*	*	*	*	*	*	18	36
02:00	*	*	25	38	26	34	26	33	*	*	*	*	*	*	26	35
03:00	*	*	32	42	20	38	25	37	*	*	*	*	*	*	26	39
04:00	*	*	18	34	19	29	16	29	*	*	*	*	*	*	18	31
05:00	*	*	23	36	15	28	15	35	*	*	*	*	*	*	18	33
06:00	*	*	9	17	8	16	12	19	*	*	*	*	*	*	10	17
07:00	*	*	8	10	11	7	11	16	*	*	*	*	*	*	10	11
08:00	*	*	8	9	7	5	11	7	*	*	*	*	*	*	9	7
09:00	*	*	3	4	3	4	3	2	*	*	*	*	*	*	3	3
10:00	*	*	3	4	1	0	4	4	*	*	*	*	*	*	3	3
11:00	*	*	1	0	3	1	2	0	*	*	*	*	*	*	2	0
Lane	0	0	263	454	236	418	235	456	0	0	0	0	0	0	246	443
Day	0		717		654		691		0		0		0		689	
AM Peak	-	-	09:00	09:00	09:00	09:00	08:00	07:00	-	-	-	-	-	-	09:00	10:00
Vol.	-	-	21	34	27	39	20	40	-	-	-	-	-	-	19	34
PM Peak	-	-	15:00	15:00	14:00	15:00	14:00	13:00	-	-	-	-	-	-	14:00	15:00
Vol.	-	-	32	42	26	38	26	43	-	-	-	-	-	-	26	39

Comb. Total	0	717	654	691	0	0	0	689
ADT	ADT 687	AADT 687						

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 510 SB & NB
At South of CR 512

Start Time	01-Dec-15		NB		SB		Combined		02-Dec		NB		SB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	Wed	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00			1	91	7	84	8	175		5	77	4	77	9	154	
12:15			8	70	6	77	14	147		6	75	6	85	12	160	
12:30			6	101	5	82	11	183		4	95	8	72	12	167	
12:45			3	79	6	75	9	154		5	82	7	75	12	157	
01:00			3	100	6	68	9	168		6	80	6	98	12	178	
01:15			3	112	4	80	7	192		2	95	1	86	3	181	
01:30			2	94	4	100	6	194		1	101	4	100	5	201	
01:45			1	81	2	119	3	200		6	104	2	102	8	206	
02:00			3	167	5	87	8	254		2	174	1	101	3	275	
02:15			1	244	2	114	3	358		3	251	6	89	9	340	
02:30			12	132	2	102	14	234		3	124	1	91	4	215	
02:45			1	143	2	112	3	255		2	153	2	135	4	288	
03:00			2	152	3	135	5	287		2	146	4	154	6	300	
03:15			3	164	1	129	4	293		6	178	2	116	8	294	
03:30			3	192	3	97	6	289		1	180	5	98	6	278	
03:45			3	173	4	103	7	276		6	159	4	101	10	260	
04:00			3	184	5	109	8	293		2	148	3	132	5	280	
04:15			3	162	7	125	10	287		5	152	2	98	7	250	
04:30			6	148	13	104	19	252		3	145	9	107	12	252	
04:45			9	177	6	140	15	317		11	140	10	123	21	263	
05:00			11	165	20	106	31	271		6	171	10	127	16	298	
05:15			17	152	23	130	40	282		16	161	16	134	32	295	
05:30			20	175	57	144	77	319		16	163	62	116	78	279	
05:45			31	176	40	157	71	333		26	160	44	133	70	293	
06:00			43	133	37	123	80	256		36	149	51	127	87	276	
06:15			49	99	84	117	133	216		51	111	62	107	113	218	
06:30			59	98	174	91	233	189		54	100	176	93	230	193	
06:45			137	100	262	103	399	203		149	71	248	75	397	146	
07:00			151	78	237	67	388	145		163	78	237	55	400	133	
07:15			148	44	151	63	299	107		146	52	130	63	276	115	
07:30			141	59	134	62	275	121		119	59	129	67	248	126	
07:45			103	60	136	79	239	139		130	79	137	64	267	143	
08:00			91	94	137	65	228	159		88	93	140	70	228	163	
08:15			122	73	138	53	260	126		118	64	142	58	260	122	
08:30			151	58	137	41	288	99		133	46	138	44	271	90	
08:45			143	98	101	53	244	151		118	46	87	34	205	80	
09:00			116	52	76	29	192	81		109	66	69	38	178	104	
09:15			74	34	74	26	148	60		89	30	79	24	168	54	
09:30			74	34	99	34	173	68		87	28	92	37	179	65	
09:45			81	25	83	31	164	56		67	31	63	21	130	52	
10:00			74	10	59	22	133	32		67	13	63	15	130	28	
10:15			70	13	69	16	139	29		75	14	73	27	148	41	
10:30			90	9	74	14	164	23		81	17	80	14	161	31	
10:45			89	17	75	20	164	37		65	19	84	23	149	42	
11:00			75	8	51	20	126	28		79	14	87	14	166	28	
11:15			70	12	82	7	152	19		93	14	80	13	173	27	
11:30			84	6	83	13	167	19		88	9	71	12	159	21	
11:45			84	13	69	7	153	20		96	10	67	4	163	14	
Total			2474	4661	2855	3735	5329	8396		2446	4527	2804	3649	5250	8176	
Day Total			7135		6590		13725			6973		6453		13426		
% Total			18.0%	34.0%	20.8%	27.2%				18.2%	33.7%	20.9%	27.2%			
Peak	-		06:45	03:15	06:30	05:15	06:45	05:00	-	06:45	02:00	06:30	05:00	06:45	05:00	
Vol.	-		577	713	824	554	1361	1205	-	577	702	791	510	1321	1165	
P.H.F.			0.955	0.731	0.786	0.882	0.853	0.905		0.885	0.699	0.797	0.828	0.826	0.971	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 510 SB & NB
At South of CR 512

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	*	*	18	24	20	25	23	31	*	*	*	*	*	*	20	27
01:00	*	*	9	16	15	13	12	14	*	*	*	*	*	*	12	14
02:00	*	*	17	11	10	10	12	17	*	*	*	*	*	*	13	13
03:00	*	*	11	11	15	15	15	5	*	*	*	*	*	*	14	10
04:00	*	*	21	31	21	24	21	23	*	*	*	*	*	*	21	26
05:00	*	*	79	140	64	132	65	124	*	*	*	*	*	*	69	132
06:00	*	*	288	557	290	537	292	535	*	*	*	*	*	*	290	543
07:00	*	*	543	658	558	633	530	640	*	*	*	*	*	*	544	644
08:00	*	*	507	513	457	507	489	511	*	*	*	*	*	*	484	510
09:00	*	*	345	332	352	303	350	297	*	*	*	*	*	*	349	311
10:00	*	*	323	277	288	300	308	281	*	*	*	*	*	*	306	286
11:00	*	*	313	285	356	305	364	276	*	*	*	*	*	*	344	289
12:00 PM	*	*	341	318	329	309	331	291	*	*	*	*	*	*	334	306
01:00	*	*	387	367	380	386	417	411	*	*	*	*	*	*	395	388
02:00	*	*	686	415	702	416	665	420	*	*	*	*	*	*	684	417
03:00	*	*	681	464	663	469	632	445	*	*	*	*	*	*	659	459
04:00	*	*	671	478	585	460	682	468	*	*	*	*	*	*	646	469
05:00	*	*	668	537	655	510	634	497	*	*	*	*	*	*	652	515
06:00	*	*	430	434	431	402	435	462	*	*	*	*	*	*	432	433
07:00	*	*	241	271	268	249	293	276	*	*	*	*	*	*	267	265
08:00	*	*	323	212	249	206	295	209	*	*	*	*	*	*	289	209
09:00	*	*	145	120	155	120	119	110	*	*	*	*	*	*	140	117
10:00	*	*	49	72	63	79	66	79	*	*	*	*	*	*	59	77
11:00	*	*	39	47	47	43	37	40	*	*	*	*	*	*	41	43
Lane	0	0	7135	6590	6973	6453	7087	6462	0	0	0	0	0	0	7064	6503
Day	0	0	13725	13725	13426	13426	13549	13549	0	0	0	0	0	0	13567	13567
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	543	658	558	633	530	640	-	-	-	-	-	-	544	644
PM Peak	-	-	14:00	17:00	14:00	17:00	16:00	17:00	-	-	-	-	-	-	14:00	17:00
Vol.	-	-	686	537	702	510	682	497	-	-	-	-	-	-	684	515

Comb. Total 0 13725 13426 13549 0 0 0 13567

ADT ADT 13,564 AADT 13,564

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 512 EB & WB
At East of CR 510

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			10	116	8	126	18	242		8	142	8	118	16	260
12:15			6	122	11	130	17	252		11	116	5	122	16	238
12:30			9	128	6	122	15	250		11	156	8	135	19	291
12:45			9	130	3	123	12	253		13	106	10	125	23	231
01:00			10	138	9	136	19	274		6	126	4	116	10	242
01:15			6	130	5	121	11	251		5	112	2	137	7	249
01:30			6	144	5	116	11	260		6	138	5	123	11	261
01:45			8	114	5	161	13	275		8	123	4	136	12	259
02:00			4	156	4	142	8	298		3	177	6	132	9	309
02:15			5	236	4	136	9	372		2	250	5	120	7	370
02:30			3	156	6	144	9	300		5	174	1	165	6	339
02:45			4	184	5	132	9	316		3	154	4	153	7	307
03:00			4	187	5	142	9	329		3	178	9	135	12	313
03:15			6	143	2	180	8	323		6	151	4	122	10	273
03:30			6	190	5	145	11	335		2	177	4	172	6	349
03:45			8	156	10	166	18	322		10	162	6	146	16	308
04:00			6	194	7	188	13	382		3	170	8	164	11	334
04:15			8	148	4	148	12	296		8	158	9	166	17	324
04:30			8	196	18	156	26	352		8	168	14	174	22	342
04:45			15	219	16	170	31	389		14	166	16	154	30	320
05:00			11	204	29	160	40	364		11	186	22	196	33	382
05:15			18	223	29	200	47	423		26	198	30	176	56	374
05:30			22	232	50	180	72	412		16	204	58	152	74	356
05:45			26	196	62	182	88	378		28	168	70	166	98	334
06:00			39	188	58	162	97	350		43	190	68	170	111	360
06:15			50	156	88	144	138	300		67	130	80	128	147	258
06:30			70	137	122	111	192	248		65	112	121	104	186	216
06:45			145	117	238	96	383	213		144	140	224	91	368	231
07:00			160	105	200	82	360	187		174	87	218	62	392	149
07:15			169	84	172	73	341	157		158	80	155	80	313	160
07:30			196	72	170	72	366	144		216	78	192	71	408	149
07:45			212	74	214	76	426	150		214	86	196	75	410	161
08:00			174	86	126	66	300	152		179	95	145	77	324	172
08:15			143	96	157	59	300	155		171	86	140	62	311	148
08:30			182	64	106	50	288	114		160	56	112	66	272	122
08:45			182	95	118	66	300	161		172	71	102	58	274	129
09:00			152	59	114	54	266	113		138	74	120	47	258	121
09:15			120	57	107	45	227	102		146	54	104	46	250	100
09:30			117	32	94	54	211	86		145	44	117	60	262	104
09:45			138	38	106	28	244	66		137	44	86	31	223	75
10:00			117	39	98	35	215	74		109	36	90	27	199	63
10:15			112	36	96	33	208	69		90	33	107	29	197	62
10:30			150	26	86	26	236	52		140	40	100	21	240	61
10:45			124	28	113	17	237	45		104	22	113	24	217	46
11:00			113	17	100	21	213	38		110	24	132	14	242	38
11:15			124	15	114	13	238	28		122	20	105	19	227	39
11:30			132	12	126	16	258	28		150	9	110	12	260	21
11:45			126	19	129	12	255	31		117	7	102	9	219	16
Total			3465	5694	3360	5017	6825	10711		3487	5478	3351	4888	6838	10366
Day Total			9159		8377		17536			8965		8239		17204	
% Total			19.8%	32.5%	19.2%	28.6%				20.3%	31.8%	19.5%	28.4%		
Peak	-		07:15	04:45	06:45	05:15	07:00	04:45	-	07:30	05:15	06:45	04:30	07:00	05:00
Vol.	-		751	878	780	724	1493	1588	-	780	760	789	700	1523	1446
P.H.F.			0.886	0.946	0.819	0.905	0.876	0.939		0.903	0.931	0.881	0.893	0.929	0.946

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 512 EB & WB
At East of CR 510

Start Time	03-Dec-15		WB		Combined		04-Dec	EB		WB		Combined		
	Thu		A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			11	132	12	128	23	260	*	*	*	*	*	*
12:15			10	127	11	132	21	259	*	*	*	*	*	*
12:30			9	148	10	124	19	272	*	*	*	*	*	*
12:45			14	147	11	131	25	278	*	*	*	*	*	*
01:00			5	140	9	136	14	276	*	*	*	*	*	*
01:15			5	132	4	126	9	258	*	*	*	*	*	*
01:30			10	138	6	133	16	271	*	*	*	*	*	*
01:45			3	127	7	148	10	275	*	*	*	*	*	*
02:00			3	150	9	154	12	304	*	*	*	*	*	*
02:15			12	216	4	138	16	354	*	*	*	*	*	*
02:30			7	148	4	178	11	326	*	*	*	*	*	*
02:45			3	152	2	156	5	308	*	*	*	*	*	*
03:00			4	182	5	150	9	332	*	*	*	*	*	*
03:15			4	134	4	127	8	261	*	*	*	*	*	*
03:30			6	202	8	160	14	362	*	*	*	*	*	*
03:45			6	164	5	153	11	317	*	*	*	*	*	*
04:00			2	180	8	178	10	358	*	*	*	*	*	*
04:15			9	178	7	165	16	343	*	*	*	*	*	*
04:30			8	156	15	170	23	326	*	*	*	*	*	*
04:45			14	180	20	170	34	350	*	*	*	*	*	*
05:00			13	208	30	162	43	370	*	*	*	*	*	*
05:15			21	187	30	168	51	355	*	*	*	*	*	*
05:30			16	192	40	204	56	396	*	*	*	*	*	*
05:45			30	135	50	182	80	317	*	*	*	*	*	*
06:00			42	156	64	140	106	296	*	*	*	*	*	*
06:15			50	152	72	144	122	296	*	*	*	*	*	*
06:30			80	134	146	157	226	291	*	*	*	*	*	*
06:45			149	112	210	132	359	244	*	*	*	*	*	*
07:00			162	120	216	73	378	193	*	*	*	*	*	*
07:15			154	102	144	89	298	191	*	*	*	*	*	*
07:30			196	78	184	75	380	153	*	*	*	*	*	*
07:45			218	84	166	66	384	150	*	*	*	*	*	*
08:00			178	105	148	63	326	168	*	*	*	*	*	*
08:15			177	73	148	83	325	156	*	*	*	*	*	*
08:30			188	85	132	65	320	150	*	*	*	*	*	*
08:45			177	96	97	56	274	152	*	*	*	*	*	*
09:00			146	68	112	43	258	111	*	*	*	*	*	*
09:15			132	50	109	35	241	85	*	*	*	*	*	*
09:30			128	42	102	34	230	76	*	*	*	*	*	*
09:45			100	30	96	36	196	66	*	*	*	*	*	*
10:00			106	32	86	31	192	63	*	*	*	*	*	*
10:15			111	39	106	30	217	69	*	*	*	*	*	*
10:30			132	29	105	34	237	63	*	*	*	*	*	*
10:45			104	27	92	19	196	46	*	*	*	*	*	*
11:00			130	20	108	18	238	38	*	*	*	*	*	*
11:15			104	12	120	15	224	27	*	*	*	*	*	*
11:30			128	14	101	12	229	26	*	*	*	*	*	*
11:45			143	15	109	10	252	25	*	*	*	*	*	*
Total			3460	5530	3284	5133	6744	10663	0	0	0	0	0	0
Day Total			8990		8417		17407		0	0	0	0	0	0
% Total			19.9%	31.8%	18.9%	29.5%			0.0%	0.0%	0.0%	0.0%		
Peak	-	07:30	04:45	06:45	05:00	07:00	04:45	-	-	-	-	-	-	-
Vol.	-	769	767	754	716	1440	1471	-	-	-	-	-	-	-
P.H.F.		0.882	0.922	0.873	0.877	0.938	0.929							
ADT	ADT 17,382	AADT 17,382												

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 512 EB & WB
At East of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	34	28	43	31	44	44	*	*	*	*	*	*	40	34
01:00	*	*	30	24	25	15	23	26	*	*	*	*	*	*	26	22
02:00	*	*	16	19	13	16	25	19	*	*	*	*	*	*	18	18
03:00	*	*	24	22	21	23	20	22	*	*	*	*	*	*	22	22
04:00	*	*	37	45	33	47	33	50	*	*	*	*	*	*	34	47
05:00	*	*	77	170	81	180	80	150	*	*	*	*	*	*	79	167
06:00	*	*	304	506	319	493	321	492	*	*	*	*	*	*	315	497
07:00	*	*	737	756	762	761	730	710	*	*	*	*	*	*	743	742
08:00	*	*	681	507	682	499	720	525	*	*	*	*	*	*	694	510
09:00	*	*	527	421	566	427	506	419	*	*	*	*	*	*	533	422
10:00	*	*	503	393	443	410	453	389	*	*	*	*	*	*	466	397
11:00	*	*	495	469	499	449	505	438	*	*	*	*	*	*	500	452
12:00 PM	*	*	496	501	520	500	554	515	*	*	*	*	*	*	523	505
01:00	*	*	526	534	499	512	537	543	*	*	*	*	*	*	521	530
02:00	*	*	732	554	755	570	666	626	*	*	*	*	*	*	718	583
03:00	*	*	676	633	668	575	682	590	*	*	*	*	*	*	675	599
04:00	*	*	757	662	662	658	694	683	*	*	*	*	*	*	704	668
05:00	*	*	855	722	756	690	722	716	*	*	*	*	*	*	778	709
06:00	*	*	598	513	572	493	554	573	*	*	*	*	*	*	575	526
07:00	*	*	335	303	331	288	384	303	*	*	*	*	*	*	350	298
08:00	*	*	341	241	308	263	359	267	*	*	*	*	*	*	336	257
09:00	*	*	186	181	216	184	190	148	*	*	*	*	*	*	197	171
10:00	*	*	129	111	131	101	127	114	*	*	*	*	*	*	129	109
11:00	*	*	63	62	60	54	61	55	*	*	*	*	*	*	61	57
Lane	0	0	9159	8377	8965	8239	8990	8417	0	0	0	0	0	0	9037	8342
Day	0	0	17536	17536	17204	17204	17407	17407	0	0	0	0	0	0	17379	17379
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	737	756	762	761	730	710	-	-	-	-	-	-	743	742
PM Peak	-	-	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	855	722	756	690	722	716	-	-	-	-	-	-	778	709

Comb. Total 0 17536 17204 17407 0 0 0 17379

ADT ADT 17,382 AADT 17,382

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 512 EB & WB
At West of CR 510

Start Time	01-Dec-15		EB		WB		Combined		02-Dec Wed	EB		WB		Combined	
	Tue		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
12:00			11	134	15	117	26	251		22	130	15	87	37	217
12:15			15	144	6	119	21	263		24	122	19	85	43	207
12:30			6	137	14	111	20	248		13	141	11	89	24	230
12:45			5	135	12	127	17	262		17	141	9	117	26	258
01:00			9	143	7	121	16	264		15	132	9	118	24	250
01:15			7	133	5	117	12	250		14	130	13	112	27	242
01:30			2	130	9	141	11	271		13	129	6	139	19	268
01:45			5	138	10	139	15	277		14	140	8	129	22	269
02:00			7	137	4	132	11	269		18	129	5	122	23	251
02:15			1	144	9	136	10	280		19	136	5	132	24	268
02:30			11	152	4	130	15	282		12	132	3	121	15	253
02:45			7	131	5	142	12	273		14	139	5	128	19	267
03:00			4	130	8	152	12	282		9	122	5	148	14	270
03:15			5	138	6	132	11	270		6	130	4	121	10	251
03:30			6	135	5	137	11	272		5	139	6	121	11	260
03:45			6	145	3	136	9	281		8	136	13	126	21	262
04:00			8	160	8	182	16	342		9	167	2	174	11	341
04:15			5	166	10	145	15	311		9	162	10	159	19	321
04:30			19	158	17	170	36	328		14	159	17	155	31	314
04:45			16	201	17	182	33	383		14	163	16	155	30	318
05:00			24	201	19	175	43	376		21	165	15	161	36	326
05:15			28	197	24	225	52	422		28	210	24	183	52	393
05:30			43	196	35	175	78	371		37	194	33	182	70	376
05:45			41	200	28	185	69	385		29	167	35	181	64	348
06:00			50	161	68	173	118	334		44	152	41	166	85	318
06:15			59	160	78	148	137	308		57	148	57	128	114	276
06:30			148	154	118	108	266	262		144	143	72	112	216	255
06:45			141	144	273	98	414	242		152	132	215	102	367	234
07:00			157	134	215	113	372	247		157	123	238	101	395	224
07:15			148	128	170	104	318	232		156	116	169	90	325	206
07:30			212	121	160	108	372	229		215	81	156	74	371	155
07:45			196	125	218	107	414	232		217	99	210	64	427	163
08:00			190	129	130	101	320	230		150	105	101	80	251	185
08:15			158	122	145	101	303	223		153	102	124	82	277	184
08:30			147	127	103	98	250	225		150	114	115	74	265	188
08:45			160	119	115	92	275	211		158	106	106	81	264	187
09:00			158	128	108	87	266	215		138	102	132	83	270	185
09:15			132	116	98	79	230	195		137	112	112	66	249	178
09:30			133	124	89	72	222	196		132	116	128	64	260	180
09:45			124	103	83	82	207	185		116	88	116	79	232	167
10:00			138	110	95	76	233	186		117	78	118	73	235	151
10:15			127	107	105	76	232	183		126	90	117	73	243	163
10:30			128	83	112	74	240	157		126	73	88	72	214	145
10:45			130	60	119	54	249	114		140	45	95	47	235	92
11:00			131	61	108	48	239	109		138	48	94	38	232	86
11:15			127	48	112	36	239	84		132	40	97	27	229	67
11:30			131	43	124	37	255	80		132	37	94	35	226	72
11:45			130	20	124	13	254	33		135	18	90	10	225	28
Total			3646	6312	3350	5613	6996	11925		3706	5783	3173	5066	6879	10849
Day Total			9958		8963		18921			9489		8239		17728	
% Total			19.3%	33.4%	17.7%	29.7%				20.9%	32.6%	17.9%	28.6%		
Peak	-		07:30	04:45	06:45	05:00	06:45	05:00	-	07:00	05:00	06:45	05:15	07:00	05:00
Vol.	-		756	795	818	760	1476	1554	-	745	736	778	712	1518	1443
P.H.F.			0.892	0.989	0.749	0.844	0.891	0.921		0.858	0.876	0.817	0.973	0.889	0.918

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 1
CR 512 EB & WB
At West of CR 510

Start Time	03-Dec-15		WB		Combined		04-Dec	EB		WB		Combined	
	Thu		A.M.	P.M.	A.M.	P.M.		Fri	A.M.	P.M.	A.M.	P.M.	A.M.
12:00		14	128	11	119	25	247	*	*	*	*	*	*
12:15		21	133	6	112	27	245	*	*	*	*	*	*
12:30		19	145	13	107	32	252	*	*	*	*	*	*
12:45		19	158	12	112	31	270	*	*	*	*	*	*
01:00		19	128	5	109	24	237	*	*	*	*	*	*
01:15		13	143	7	105	20	248	*	*	*	*	*	*
01:30		17	125	7	126	24	251	*	*	*	*	*	*
01:45		15	125	5	129	20	254	*	*	*	*	*	*
02:00		16	148	4	125	20	273	*	*	*	*	*	*
02:15		13	159	7	118	20	277	*	*	*	*	*	*
02:30		13	141	10	116	23	257	*	*	*	*	*	*
02:45		14	125	4	129	18	254	*	*	*	*	*	*
03:00		17	118	3	149	20	267	*	*	*	*	*	*
03:15		15	122	2	117	17	239	*	*	*	*	*	*
03:30		10	121	3	115	13	236	*	*	*	*	*	*
03:45		13	160	5	119	18	279	*	*	*	*	*	*
04:00		10	173	8	178	18	351	*	*	*	*	*	*
04:15		8	181	11	132	19	313	*	*	*	*	*	*
04:30		17	165	13	159	30	324	*	*	*	*	*	*
04:45		18	185	15	168	33	353	*	*	*	*	*	*
05:00		29	188	15	187	44	375	*	*	*	*	*	*
05:15		26	203	22	215	48	418	*	*	*	*	*	*
05:30		32	210	38	187	70	397	*	*	*	*	*	*
05:45		39	188	28	162	67	350	*	*	*	*	*	*
06:00		42	156	35	153	77	309	*	*	*	*	*	*
06:15		57	159	47	138	104	297	*	*	*	*	*	*
06:30		146	145	108	114	254	259	*	*	*	*	*	*
06:45		147	129	259	123	406	252	*	*	*	*	*	*
07:00		159	126	195	95	354	221	*	*	*	*	*	*
07:15		150	118	163	98	313	216	*	*	*	*	*	*
07:30		214	106	168	92	382	198	*	*	*	*	*	*
07:45		205	103	225	87	430	190	*	*	*	*	*	*
08:00		170	110	142	87	312	197	*	*	*	*	*	*
08:15		155	111	155	82	310	193	*	*	*	*	*	*
08:30		155	115	108	95	263	210	*	*	*	*	*	*
08:45		165	98	122	95	287	193	*	*	*	*	*	*
09:00		147	108	118	75	265	183	*	*	*	*	*	*
09:15		135	82	96	67	231	149	*	*	*	*	*	*
09:30		120	98	85	64	205	162	*	*	*	*	*	*
09:45		117	98	85	82	202	180	*	*	*	*	*	*
10:00		127	88	99	82	226	170	*	*	*	*	*	*
10:15		117	80	114	81	231	161	*	*	*	*	*	*
10:30		118	83	116	68	234	151	*	*	*	*	*	*
10:45		135	59	128	53	263	112	*	*	*	*	*	*
11:00		125	58	110	49	235	107	*	*	*	*	*	*
11:15		135	42	125	45	260	87	*	*	*	*	*	*
11:30		118	38	135	9	253	47	*	*	*	*	*	*
11:45		129	18	135	13	264	31	*	*	*	*	*	*
Total		3715	6000	3327	5242	7042	11242	0	0	0	0	0	0
Day Total		9715		8569		18284		0		0		0	
% Total		20.3%	32.8%	18.2%	28.7%			0.0%	0.0%	0.0%	0.0%		
Peak	-	07:30	05:00	06:45	04:45	07:00	04:45	-	-	-	-	-	-
Vol.	-	744	789	785	757	1479	1543	-	-	-	-	-	-
P.H.F.		0.869	0.939	0.758	0.880	0.860	0.923						
ADT	ADT 18,311	AADT 18,311											

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 1
CR 512 EB & WB
At West of CR 510

Start Time	30-Nov-15		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	WB
12:00 AM	*	*	37	47	76	54	73	42	*	*	*	*	*	*	62	48
01:00	*	*	23	31	56	36	64	24	*	*	*	*	*	*	48	30
02:00	*	*	26	22	63	18	56	25	*	*	*	*	*	*	48	22
03:00	*	*	21	22	28	28	55	13	*	*	*	*	*	*	35	21
04:00	*	*	48	52	46	45	53	47	*	*	*	*	*	*	49	48
05:00	*	*	136	106	115	107	126	103	*	*	*	*	*	*	126	105
06:00	*	*	398	537	397	385	392	449	*	*	*	*	*	*	396	457
07:00	*	*	713	763	745	773	728	751	*	*	*	*	*	*	729	762
08:00	*	*	655	493	611	446	645	527	*	*	*	*	*	*	637	489
09:00	*	*	547	378	523	488	519	384	*	*	*	*	*	*	530	417
10:00	*	*	523	431	509	418	497	457	*	*	*	*	*	*	510	435
11:00	*	*	519	468	537	375	507	505	*	*	*	*	*	*	521	449
12:00 PM	*	*	550	474	534	378	564	450	*	*	*	*	*	*	549	434
01:00	*	*	544	518	531	498	521	469	*	*	*	*	*	*	532	495
02:00	*	*	564	540	536	503	573	488	*	*	*	*	*	*	558	510
03:00	*	*	548	557	527	516	521	500	*	*	*	*	*	*	532	524
04:00	*	*	685	679	651	643	704	637	*	*	*	*	*	*	680	653
05:00	*	*	794	760	736	707	789	751	*	*	*	*	*	*	773	739
06:00	*	*	619	527	575	508	589	528	*	*	*	*	*	*	594	521
07:00	*	*	508	432	419	329	453	372	*	*	*	*	*	*	460	378
08:00	*	*	497	392	427	317	434	359	*	*	*	*	*	*	453	356
09:00	*	*	471	320	418	292	386	288	*	*	*	*	*	*	425	300
10:00	*	*	360	280	286	265	310	284	*	*	*	*	*	*	319	276
11:00	*	*	172	134	143	110	156	116	*	*	*	*	*	*	157	120
Lane	0	0	9958	8963	9489	8239	9715	8569	0	0	0	0	0	0	9723	8589
Day	0	0	18921	18921	17728	17728	18284	18284	0	0	0	0	0	0	18312	18312
AM Peak	-	-	07:00	07:00	07:00	07:00	07:00	07:00	-	-	-	-	-	-	07:00	07:00
Vol.	-	-	713	763	745	773	728	751	-	-	-	-	-	-	729	762
PM Peak	-	-	17:00	17:00	17:00	17:00	17:00	17:00	-	-	-	-	-	-	17:00	17:00
Vol.	-	-	794	760	736	707	789	751	-	-	-	-	-	-	773	739

Comb. Total 0 18921 17728 18284 0 0 0 18312

ADT ADT 18,311 AADT 18,311

72-hour Bi-Directional Vehicle Classification Counts

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6

CR 510 EB & WB

At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	59	8	0	2	6	0	1	0	0	0	0	0	0	76
12:15	0	55	13	0	5	2	0	0	1	0	0	0	0	0	76
12:30	0	93	17	1	6	4	0	0	0	0	0	0	0	0	121
12:45	3	60	13	2	2	2	0	2	1	0	0	0	0	0	85
13:00	3	267	51	3	15	14	0	3	2	0	0	0	0	0	358
13:15	1	59	10	1	5	1	1	2	1	0	0	0	0	0	81
13:30	0	72	18	0	2	4	0	0	0	0	0	0	0	0	96
13:45	0	81	17	0	3	5	0	1	0	0	0	0	0	0	107
14:00	0	54	8	0	2	5	0	1	1	0	0	0	0	0	71
14:15	1	266	53	1	12	15	1	4	2	0	0	0	0	0	355
14:30	0	49	15	2	2	1	0	1	1	0	0	0	0	0	71
14:45	0	89	21	11	5	4	1	0	1	0	0	0	0	0	132
15:00	0	107	17	0	3	1	0	1	1	0	0	0	0	0	130
15:15	1	86	19	2	3	4	0	2	0	0	0	0	0	0	117
15:30	1	331	72	15	13	10	1	4	3	0	0	0	0	0	450
15:45	2	123	15	0	2	3	0	1	0	0	0	0	0	0	146
16:00	1	123	15	6	2	0	1	0	1	0	0	0	0	0	149
16:15	0	168	18	3	4	1	0	0	0	0	0	0	0	0	194
16:30	0	89	13	1	3	0	0	0	1	0	0	0	0	0	107
16:45	3	503	61	10	11	4	1	1	2	0	0	0	0	0	596
17:00	1	147	15	1	1	1	0	2	0	0	0	0	0	0	168
17:15	0	103	12	1	4	0	0	0	0	0	0	0	0	0	120
17:30	0	61	8	0	2	0	0	1	0	0	0	0	0	0	72
17:45	0	63	21	0	2	1	0	0	0	0	0	0	0	0	87
18:00	1	374	56	2	9	2	0	3	0	0	0	0	0	0	447
18:15	0	56	12	1	2	0	0	0	1	0	0	0	0	0	72
18:30	0	66	16	0	3	0	0	0	0	0	0	0	0	0	85
18:45	1	64	15	0	2	1	0	0	0	0	0	0	0	0	83
19:00	0	61	10	0	4	0	0	0	0	0	0	0	0	0	75
19:15	1	247	53	1	11	1	0	0	1	0	0	0	0	0	315
19:30	0	65	10	1	1	0	0	0	1	0	0	0	0	0	78
19:45	0	66	7	2	1	2	0	0	0	0	0	0	0	0	78
20:00	0	45	7	0	3	0	0	0	0	0	0	0	0	0	55
20:15	0	42	5	0	1	0	0	0	0	0	0	0	0	0	48
20:30	0	218	29	3	6	2	0	0	1	0	0	0	0	0	259
20:45	0	46	9	0	2	0	0	0	0	0	0	0	0	0	57
21:00	0	37	6	0	0	0	0	0	0	0	0	0	0	0	43
21:15	0	25	5	0	4	0	0	0	0	0	0	0	0	0	34
21:30	0	38	9	0	0	0	0	0	0	0	0	0	0	0	47
21:45	0	146	29	0	6	0	0	0	0	0	0	0	0	0	181
22:00	0	32	7	0	0	0	0	0	0	0	0	0	0	0	39
22:15	0	41	7	0	1	0	0	0	0	0	0	0	0	0	49
22:30	0	29	1	1	2	0	0	0	0	0	0	0	0	0	33
22:45	0	60	9	0	2	0	0	0	0	0	0	0	0	0	71
23:00	0	162	24	1	5	0	0	0	0	0	0	0	0	0	192
23:15	0	36	12	1	1	0	0	0	0	0	0	0	0	0	50
23:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
23:45	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
24:00	0	12	6	0	0	0	0	0	0	0	0	0	0	0	18
24:15	0	83	21	1	1	0	0	0	0	0	0	0	0	0	106
24:30	0	16	4	0	1	0	0	0	0	0	0	0	0	0	21
24:45	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
25:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
25:15	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
25:30	0	58	11	0	1	0	0	0	0	0	0	0	0	0	70
25:45	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
26:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
26:15	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
26:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
26:45	0	34	7	0	2	0	0	0	0	0	0	0	0	0	43
Total	10	2689	467	37	92	48	3	15	11	0	0	0	0	0	3372
Percent	0.3%	79.7%	13.8%	1.1%	2.7%	1.4%	0.1%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6

CR 510 EB & WB

At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/02/15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
00:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	15	3	0	0	1	0	0	0	0	0	0	0	0	19
01:15	0	9	0	0	0	1	0	0	0	0	0	0	0	0	10
01:30	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
01:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:15	0	15	1	0	0	2	0	0	0	0	0	0	0	0	18
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
03:15	0	3	1	1	0	0	0	0	0	0	0	0	0	0	5
03:30	0	11	1	2	0	0	0	0	0	0	0	0	0	0	14
03:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:15	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
04:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
05:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
05:30	1	19	7	0	2	0	0	0	0	0	0	0	0	0	29
05:45	0	9	8	0	0	0	0	0	0	0	0	0	0	0	17
06:00	1	35	18	0	2	0	0	0	0	0	0	0	0	0	56
06:15	0	16	8	0	0	0	0	0	0	0	0	0	0	0	24
06:30	0	21	6	0	1	0	0	0	0	0	0	0	0	0	28
06:45	0	47	17	0	1	0	0	1	1	0	0	0	0	0	67
07:00	1	54	15	1	2	0	0	1	0	0	0	0	0	0	74
07:15	1	138	46	1	4	0	0	2	1	0	0	0	0	0	193
07:30	0	46	17	3	3	0	0	0	1	0	0	0	0	0	70
07:45	0	51	21	5	7	1	0	0	0	0	0	0	0	0	85
08:00	0	134	43	0	12	0	0	1	0	0	0	0	0	0	190
08:15	0	119	55	2	7	0	0	1	0	0	0	0	0	0	184
08:30	0	350	136	10	29	1	0	2	1	0	0	0	0	0	529
08:45	0	168	69	1	6	0	0	4	0	0	0	0	0	0	248
09:00	0	171	47	1	6	0	0	3	1	0	0	0	0	0	229
09:15	1	161	22	1	4	0	0	3	1	0	0	0	0	0	193
09:30	0	141	23	1	3	0	0	0	1	0	0	0	0	0	169
09:45	1	641	161	4	19	0	0	10	3	0	0	0	0	0	839
10:00	0	151	35	0	6	0	0	4	1	0	0	0	0	0	197
10:15	1	167	40	3	6	2	1	3	1	0	0	0	0	0	224
10:30	0	196	36	1	5	5	0	1	2	0	0	0	0	0	246
10:45	2	147	31	4	4	4	0	0	0	0	0	0	0	0	192
11:00	3	661	142	8	21	11	1	8	4	0	0	0	0	0	859
11:15	0	117	27	1	4	0	0	1	0	0	0	0	0	0	150
11:30	1	84	16	0	4	0	1	0	1	0	0	0	0	0	107
11:45	0	91	27	1	9	1	0	0	0	0	0	0	0	0	129
12:00	0	79	19	0	4	2	2	1	1	0	0	0	0	0	108
12:15	1	371	89	2	21	3	3	2	2	0	0	0	0	0	494
12:30	0	56	16	0	2	2	0	2	0	0	0	0	0	0	78
12:45	0	83	22	2	7	1	2	0	1	0	0	0	0	0	120
13:00	0	83	15	1	5	2	0	0	1	0	0	0	0	0	107
13:15	0	79	19	0	3	9	0	1	0	0	0	0	0	0	111
13:30	0	301	72	3	17	14	2	5	1	1	0	0	0	0	416
13:45	0	58	19	1	3	3	1	1	2	0	0	0	0	0	88
14:00	0	74	11	0	4	2	1	1	1	0	0	0	0	0	94
14:15	4	83	9	0	3	1	0	0	0	0	0	0	0	1	101
14:30	0	84	11	0	5	0	1	0	1	0	0	0	0	1	103
14:45	4	299	50	1	15	6	3	2	4	0	0	0	0	2	386
Total	11	2850	725	31	128	38	9	31	16	1	0	0	0	2	3842
Percent	0.3%	74.2%	18.9%	0.8%	3.3%	1.0%	0.2%	0.8%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	51	7	2	3	1	0	0	0	0	0	0	0	0	64
12:15	1	58	6	0	4	1	0	0	0	0	0	0	0	0	70
12:30	2	76	14	1	2	1	0	1	0	0	0	0	0	0	97
12:45	2	56	14	1	2	6	0	0	0	0	0	0	0	0	81
	5	241	41	4	11	9	0	1	0	0	0	0	0	0	312
13:00	0	50	16	0	2	8	0	1	1	0	0	0	0	0	78
13:15	0	65	21	1	2	3	0	1	0	1	0	0	0	0	94
13:30	2	79	8	0	3	2	0	0	0	0	0	0	0	0	94
13:45	1	82	16	0	4	0	0	0	0	0	0	0	0	0	103
	3	276	61	1	11	13	0	2	1	1	0	0	0	0	369
14:00	0	92	15	0	3	5	0	0	0	0	0	0	0	0	115
14:15	0	97	14	9	2	0	0	1	1	0	0	0	0	0	124
14:30	1	92	12	1	6	3	0	1	1	0	0	0	0	0	117
14:45	1	78	12	4	3	2	0	0	0	0	0	0	0	0	100
	2	359	53	14	14	10	0	2	2	0	0	0	0	0	456
15:00	0	100	23	1	2	2	0	1	0	0	0	0	0	0	129
15:15	1	111	12	0	3	6	0	0	0	0	0	0	0	0	133
15:30	0	119	11	4	5	0	0	0	0	0	0	0	0	0	139
15:45	0	91	11	0	2	1	0	0	0	0	0	0	0	0	105
	1	421	57	5	12	9	0	1	0	0	0	0	0	0	506
16:00	1	109	5	0	1	3	0	0	0	0	0	0	0	0	119
16:15	0	95	10	1	4	2	0	0	0	0	0	0	0	0	112
16:30	0	71	12	0	4	1	0	0	1	0	0	0	0	0	89
16:45	0	58	17	0	3	0	0	2	1	0	0	0	0	0	81
	1	333	44	1	12	6	0	2	2	0	0	0	0	0	401
17:00	0	56	7	1	4	0	0	0	0	0	0	0	0	0	68
17:15	0	70	14	0	4	0	1	0	0	0	0	0	0	0	89
17:30	0	65	18	0	1	1	0	0	0	0	0	0	0	0	85
17:45	0	47	8	0	1	1	0	0	0	0	0	0	0	0	57
	0	238	47	1	10	2	1	0	0	0	0	0	0	0	299
18:00	0	61	20	0	1	0	0	0	0	0	0	0	0	0	82
18:15	0	53	7	1	1	0	0	0	0	0	0	0	0	0	62
18:30	0	51	8	0	0	0	0	0	0	0	0	0	0	0	59
18:45	0	45	12	0	4	0	0	0	0	0	0	0	0	0	61
	0	210	47	1	6	0	0	0	0	0	0	0	0	0	264
19:00	0	36	6	0	1	0	0	0	0	0	0	0	0	0	43
19:15	0	27	2	0	1	0	0	0	0	0	0	0	0	0	30
19:30	0	24	5	0	0	0	0	0	0	0	0	0	0	0	29
19:45	0	32	6	0	2	0	0	0	0	0	0	0	0	0	40
	0	119	19	0	4	0	0	0	0	0	0	0	0	0	142
20:00	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
20:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
20:30	0	24	2	0	1	0	0	0	0	0	0	0	0	0	27
20:45	0	26	3	0	0	0	0	0	0	0	0	0	0	0	29
	0	107	14	0	1	0	0	0	0	0	0	0	0	0	122
21:00	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
21:15	0	26	2	0	0	0	0	0	0	0	0	0	0	0	28
21:30	0	25	1	0	1	0	0	0	1	0	0	0	0	0	28
21:45	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
	0	94	3	0	1	0	0	0	1	0	0	0	0	0	99
22:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
22:15	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
22:30	0	12	1	0	2	0	0	0	0	0	0	0	0	0	15
22:45	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
	0	64	9	0	2	0	0	0	0	0	0	0	0	0	75
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
23:30	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
23:45	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
	0	36	7	0	0	0	0	0	0	0	0	0	0	0	43
Total	12	2498	402	27	84	49	1	8	6	1	0	0	0	0	3088
Percent	0.4%	80.9%	13.0%	0.9%	2.7%	1.6%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/03/15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
01:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
01:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	4	0	0	0	1	0	0	0	0	0	0	0	0	5
03:00	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
04:15	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
04:30	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
05:00	0	20	2	0	0	0	0	0	0	0	0	0	0	0	22
05:15	0	41	12	0	0	0	0	0	0	0	0	0	0	0	53
05:30	0	12	10	0	0	0	0	0	0	0	0	0	0	0	22
05:45	0	28	3	0	1	0	0	0	0	0	0	0	0	0	32
06:00	0	69	10	0	3	0	0	0	0	0	0	0	0	0	82
06:15	0	57	7	1	4	0	0	0	0	0	0	0	0	0	69
06:30	0	166	30	1	8	0	0	0	0	0	0	0	0	0	205
06:45	0	42	10	3	1	1	0	0	0	0	0	0	0	0	57
07:00	0	85	19	5	6	0	0	1	0	0	0	0	0	0	116
07:15	1	112	28	0	5	0	1	0	2	0	0	0	0	0	149
07:30	0	166	39	2	7	0	0	1	0	0	0	0	0	0	215
07:45	1	405	96	10	19	1	1	2	2	0	0	0	0	0	537
08:00	3	191	44	1	7	0	0	1	0	0	0	0	0	0	247
08:15	1	212	22	0	4	1	0	1	1	0	0	0	0	0	242
08:30	0	190	5	0	1	0	0	0	0	0	0	0	0	0	196
08:45	1	209	10	1	2	0	0	0	0	0	0	0	0	0	223
09:00	5	802	81	2	14	1	0	2	1	0	0	0	0	0	908
09:15	0	146	11	0	8	1	0	4	1	0	0	0	0	0	171
09:30	0	207	8	2	2	0	0	0	0	0	0	0	0	0	219
09:45	0	173	10	0	4	0	0	1	0	0	0	0	0	0	188
10:00	0	135	18	2	3	5	1	0	0	0	0	0	0	0	164
10:15	0	661	47	4	17	6	1	5	1	0	0	0	0	0	742
10:30	0	97	9	0	3	2	0	1	0	0	0	0	0	0	112
10:45	2	101	11	0	1	3	0	0	0	0	0	0	0	0	118
11:00	0	99	16	0	6	1	0	1	1	0	0	0	0	0	124
11:15	0	83	18	1	3	0	0	0	1	0	0	0	0	0	106
11:30	2	380	54	1	13	6	0	2	2	0	0	0	0	0	460
11:45	2	73	14	1	2	1	1	1	0	0	0	0	0	0	95
12:00	0	89	12	2	2	4	0	2	1	0	0	0	0	0	112
12:15	1	78	13	0	7	3	0	1	0	0	0	0	0	0	103
12:30	1	86	10	0	1	3	0	2	0	0	0	0	0	0	103
12:45	4	326	49	3	12	11	1	6	1	0	0	0	0	0	413
13:00	1	78	11	1	1	7	0	2	0	0	0	0	0	0	101
13:15	0	74	11	0	2	4	0	2	0	0	0	0	0	0	93
13:30	1	86	9	0	3	0	0	0	0	0	0	0	0	0	99
13:45	0	42	11	0	2	1	0	1	1	0	0	0	0	0	58
Total	2	280	42	1	8	12	0	5	1	0	0	0	0	0	351
Percent	14	3117	421	23	91	38	3	22	8	0	0	0	0	0	3737
	0.4%	83.4%	11.3%	0.6%	2.4%	1.0%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

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Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	65	11	0	0	1	0	0	0	0	0	0	0	0	78
12:15	1	77	9	1	1	0	0	0	1	0	0	0	0	0	90
12:30	3	70	12	2	1	5	0	1	1	0	0	0	0	1	96
12:45	0	66	6	0	3	3	0	0	0	0	0	0	0	0	78
13:00	5	278	38	3	5	9	0	1	2	0	0	0	0	1	342
13:15	0	85	11	0	1	4	0	0	0	1	0	0	0	0	102
13:30	1	99	7	0	3	2	0	0	2	0	0	0	0	0	114
13:30	2	93	7	1	0	1	0	0	0	0	0	0	0	0	104
13:45	0	67	8	0	0	0	0	3	1	0	0	0	0	0	79
14:00	3	344	33	1	4	7	0	3	3	1	0	0	0	0	399
14:15	1	73	2	2	2	0	0	0	0	0	0	0	0	0	80
14:15	1	130	12	6	0	2	0	0	0	0	0	0	0	0	151
14:30	1	101	22	0	6	2	0	0	1	0	0	0	0	0	133
14:45	0	100	13	2	3	1	0	1	0	0	0	0	0	0	120
15:00	3	404	49	10	11	5	0	1	1	0	0	0	0	0	484
15:15	1	108	13	0	1	1	0	0	1	0	0	0	0	1	126
15:15	2	146	15	1	2	1	0	0	1	0	0	0	0	0	168
15:30	1	157	9	4	2	0	0	0	1	0	0	0	0	0	174
15:45	0	142	5	1	1	0	0	0	0	0	0	0	0	0	149
16:00	4	553	42	6	6	2	0	0	3	0	0	0	0	1	617
16:15	0	135	12	1	1	1	0	0	0	0	0	0	0	0	150
16:15	0	145	4	0	0	0	0	0	0	0	0	0	0	0	149
16:30	0	65	12	0	0	0	0	0	1	0	0	0	0	0	78
16:45	0	64	12	0	2	0	0	0	0	0	0	0	0	0	78
17:00	0	409	40	1	3	1	0	0	1	0	0	0	0	0	455
17:15	0	63	5	0	3	0	0	1	0	0	0	0	0	0	72
17:15	0	61	13	0	1	0	0	1	1	0	0	0	0	0	77
17:30	0	61	7	1	1	0	0	0	0	0	0	0	0	0	70
17:45	0	49	11	0	1	1	0	0	0	0	0	0	0	0	62
18:00	0	234	36	1	6	1	0	2	1	0	0	0	0	0	281
18:15	0	45	12	0	1	0	0	0	0	0	0	0	0	0	58
18:15	0	57	9	1	3	0	0	2	0	0	0	0	0	0	72
18:30	0	49	8	0	1	0	0	0	0	0	0	0	0	0	58
18:45	0	42	3	0	2	3	0	0	0	0	0	0	0	0	50
19:00	0	193	32	1	7	3	0	2	0	0	0	0	0	0	238
19:15	0	46	3	0	0	0	0	1	0	0	0	0	0	0	50
19:15	0	44	0	0	3	1	0	0	0	0	0	0	0	0	48
19:30	0	27	4	0	0	0	0	0	1	0	0	0	0	0	32
19:45	0	35	1	0	1	0	0	0	0	0	0	0	0	0	37
20:00	0	152	8	0	4	1	0	1	1	0	0	0	0	0	167
20:15	0	33	8	0	0	0	0	0	0	0	0	0	0	0	41
20:15	0	26	3	0	2	0	0	0	0	0	0	0	0	0	31
20:30	0	30	4	0	0	0	0	0	0	0	0	0	0	0	34
20:45	0	33	9	0	1	0	0	0	0	0	0	0	0	0	43
21:00	0	122	24	0	3	0	0	0	0	0	0	0	0	0	149
21:15	0	25	4	0	0	0	0	0	0	0	0	0	0	0	29
21:30	0	30	3	0	0	0	0	0	0	0	0	0	0	0	33
21:30	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
21:45	0	16	1	0	0	0	0	0	1	0	0	0	0	0	18
22:00	0	84	11	0	0	0	0	0	1	0	0	0	0	0	96
22:00	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
22:15	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
22:30	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	41	0	0	0	0	0	0	0	0	0	0	0	0	41
23:00	0	101	1	0	0	0	0	0	0	0	0	0	0	0	102
23:15	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
23:15	0	26	0	0	0	0	0	0	0	0	0	0	0	0	26
23:30	0	31	0	0	1	0	0	0	0	0	0	0	0	0	32
23:45	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
Total	15	2977	314	23	50	29	0	10	13	1	0	0	0	2	3434
Percent	0.4%	86.7%	9.1%	0.7%	1.5%	0.8%	0.0%	0.3%	0.4%	0.0%	0.0%	0.0%	0.0%	0.1%	
Grand Total	76	16817	3048	173	583	250	19	117	63	3	0	0	0	4	21153
Percent	0.4%	79.5%	14.4%	0.8%	2.8%	1.2%	0.1%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/01/15	1	11	0	0	0	0	0	0	0	0	0	0	0	0	12
00:15	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
00:30	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
00:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
01:00	1	38	7	0	0	0	0	0	0	0	0	0	0	0	46
01:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
01:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
02:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
03:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
04:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
05:15	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
05:30	0	10	0	0	1	0	0	0	0	0	0	0	0	0	11
05:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
06:15	0	47	6	0	1	0	0	0	1	0	0	0	0	0	55
06:30	0	19	3	1	1	0	0	0	0	0	0	0	0	0	24
06:45	0	23	6	0	3	1	0	0	1	0	0	0	0	0	34
07:00	0	33	8	6	2	0	0	1	0	0	0	0	0	0	50
07:15	2	75	5	1	3	0	0	1	0	0	0	0	0	1	88
07:30	2	150	22	8	9	1	0	2	1	0	0	0	0	1	196
07:45	0	58	13	0	2	0	0	0	0	0	0	0	0	0	73
08:00	0	42	3	1	0	0	0	0	0	0	0	0	0	0	46
08:15	2	42	2	0	1	0	1	0	1	0	0	0	0	0	49
08:30	0	43	5	0	1	0	0	0	0	0	0	0	0	0	49
08:45	2	185	23	1	4	0	1	0	1	0	0	0	0	0	217
09:00	1	50	10	1	1	1	0	1	0	0	0	0	0	0	65
09:15	0	75	12	2	5	0	0	0	0	0	0	0	0	0	94
09:30	1	87	18	8	3	1	0	0	0	0	0	0	0	0	118
09:45	1	71	26	4	0	3	0	0	0	0	0	0	0	0	105
10:00	3	283	66	15	9	5	0	1	0	0	0	0	0	0	382
10:15	0	51	16	0	3	0	0	0	0	0	0	0	0	0	70
10:30	2	43	20	2	4	0	0	0	0	0	0	0	0	0	71
10:45	0	43	16	0	3	2	0	1	0	0	0	0	0	0	65
11:00	2	49	15	0	6	2	1	0	0	0	0	0	0	0	75
11:15	4	186	67	2	16	4	1	1	0	0	0	0	0	0	281
11:30	3	45	13	0	4	1	0	1	0	0	0	0	0	0	67
11:45	2	59	15	0	4	2	0	0	0	0	0	0	0	0	82
12:00	2	49	11	0	3	0	1	1	0	0	0	0	0	0	67
12:15	2	55	23	0	3	2	2	1	0	0	0	0	0	0	88
12:30	9	208	62	0	14	5	3	3	0	0	0	0	0	0	304
12:45	1	59	20	1	7	0	1	3	0	0	0	0	0	0	92
13:00	1	48	9	1	2	2	0	0	1	0	0	0	0	0	64
13:15	0	46	15	0	3	1	0	1	2	0	0	0	0	1	69
13:30	7	60	16	0	5	0	4	2	0	0	0	0	0	1	95
13:45	9	213	60	2	17	3	5	6	3	0	0	0	0	2	320
Total	30	1378	318	28	72	18	10	13	6	0	0	0	0	3	1876
Percent	1.6%	73.5%	17.0%	1.5%	3.8%	1.0%	0.5%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.2%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	60	18	1	7	2	3	1	0	1	0	0	0	0	93
12:15	0	54	11	2	4	1	1	1	1	0	0	0	0	0	75
12:30	5	75	13	0	2	0	1	1	0	0	0	0	0	0	97
12:45	1	67	13	0	1	1	1	0	0	0	0	0	0	0	84
	6	256	55	3	14	4	6	3	1	1	0	0	0	0	349
13:00	2	84	17	0	4	3	2	0	0	0	0	0	0	0	112
13:15	1	71	20	2	12	0	0	0	2	0	0	0	0	0	108
13:30	0	75	12	2	5	2	0	0	0	0	0	0	0	0	96
13:45	0	84	19	4	8	2	2	2	0	0	0	0	0	0	121
	3	314	68	8	29	7	4	2	2	0	0	0	0	0	437
14:00	2	76	26	0	3	1	1	1	0	0	0	0	0	0	110
14:15	3	103	24	2	7	1	1	2	1	0	0	0	0	0	144
14:30	0	104	18	3	5	0	0	0	0	0	0	0	0	0	130
14:45	2	107	23	1	5	3	1	0	0	0	0	0	0	0	142
	7	390	91	6	20	5	3	3	1	0	0	0	0	0	526
15:00	12	155	19	3	5	0	1	1	0	0	0	0	0	3	199
15:15	4	150	20	1	5	1	1	5	1	0	0	0	0	2	190
15:30	12	165	18	1	5	1	0	0	0	0	0	0	0	3	205
15:45	1	149	51	5	8	1	0	2	0	0	0	0	0	0	217
	29	619	108	10	23	3	2	8	1	0	0	0	0	8	811
16:00	5	146	27	0	6	0	0	2	0	1	0	0	0	4	191
16:15	7	179	44	0	9	0	0	2	0	0	0	0	0	0	241
16:30	1	153	46	2	13	2	0	1	0	0	0	0	0	1	219
16:45	2	167	49	2	11	0	0	2	0	0	0	0	0	0	233
	15	645	166	4	39	2	0	7	0	1	0	0	0	5	884
17:00	1	167	44	1	10	0	0	0	0	0	0	0	0	0	223
17:15	0	197	45	0	8	1	0	1	0	0	0	0	0	0	252
17:30	2	191	47	2	9	0	0	0	0	0	0	0	0	0	251
17:45	0	151	35	0	5	0	0	1	0	0	0	0	0	0	192
	3	706	171	3	32	1	0	2	0	0	0	0	0	0	918
18:00	0	122	36	2	5	0	0	1	1	0	0	0	0	0	167
18:15	2	106	25	0	7	0	0	1	0	0	0	0	0	0	141
18:30	0	79	16	0	5	0	0	0	0	0	0	0	0	0	100
18:45	2	73	19	0	4	0	0	1	0	0	0	0	0	0	99
	4	380	96	2	21	0	0	3	1	0	0	0	0	0	507
19:00	1	58	16	0	1	0	0	2	2	0	0	0	0	0	80
19:15	0	66	16	1	0	0	0	0	0	0	0	0	0	0	83
19:30	0	72	8	0	2	1	0	0	2	0	0	0	0	0	85
19:45	0	63	13	0	4	0	0	0	0	0	0	0	0	0	80
	1	259	53	1	7	1	0	2	4	0	0	0	0	0	328
20:00	0	58	14	1	1	0	0	0	0	0	0	0	0	0	74
20:15	0	53	14	0	1	0	0	0	0	0	0	0	0	0	68
20:30	0	43	14	0	1	0	0	0	0	0	0	0	0	0	58
20:45	1	35	5	0	3	0	0	0	1	0	0	0	0	0	45
	1	189	47	1	6	0	0	0	1	0	0	0	0	0	245
21:00	0	49	8	0	0	0	0	0	0	0	0	0	0	0	57
21:15	0	54	6	0	0	0	0	0	0	0	0	0	0	0	60
21:30	1	52	8	1	1	1	0	0	1	0	0	0	0	0	65
21:45	0	35	6	0	0	0	0	0	0	0	0	0	0	0	41
	1	190	28	1	1	1	0	0	1	0	0	0	0	0	223
22:00	0	20	1	0	2	0	0	0	0	0	0	0	0	0	23
22:15	0	21	5	0	0	0	0	0	0	0	0	0	0	0	26
22:30	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
22:45	1	16	1	0	0	0	0	0	0	0	0	0	0	0	18
	1	77	9	0	3	0	0	0	0	0	0	0	0	0	90
23:00	0	14	4	0	1	0	0	0	0	0	0	0	0	0	19
23:15	0	19	1	0	0	0	0	0	0	0	0	0	0	0	20
23:30	1	14	3	0	0	0	0	0	0	0	0	0	0	0	18
23:45	0	10	5	0	1	0	0	0	0	0	0	0	0	0	16
	1	57	13	0	2	0	0	0	0	0	0	0	0	0	73
Total	72	4082	905	39	197	24	15	30	12	2	0	0	0	13	5391
Percent	1.3%	75.7%	16.8%	0.7%	3.7%	0.4%	0.3%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/02/15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
00:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
01:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
01:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	5	0	0	1	0	0	0	0	0	0	0	0	0	6
	0	15	1	0	2	0	0	0	0	0	0	0	0	0	18
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:15	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:15	1	5	0	0	0	1	0	0	0	0	0	0	0	0	7
04:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
	1	16	2	0	1	1	0	0	0	0	0	0	0	0	21
05:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:15	0	9	2	0	0	1	0	0	0	0	0	0	0	0	12
05:30	0	9	2	0	1	0	0	1	0	0	0	0	0	0	13
05:45	0	14	3	0	0	1	0	0	0	0	0	0	0	0	18
	0	39	8	0	1	2	0	1	0	0	0	0	0	0	51
06:00	0	15	3	1	1	0	0	0	0	0	0	0	0	0	20
06:15	0	25	4	1	1	0	0	0	0	0	0	0	0	0	31
06:30	0	29	9	5	1	1	0	1	1	0	0	0	0	0	47
06:45	0	65	13	0	1	6	3	0	1	0	0	0	0	0	89
	0	134	29	7	4	7	3	1	2	0	0	0	0	0	187
07:00	1	67	14	2	1	4	4	2	1	0	0	0	0	0	96
07:15	1	54	7	3	2	1	1	0	0	0	0	0	0	0	69
07:30	0	45	4	1	1	1	0	0	0	0	0	0	0	0	52
07:45	0	53	8	0	0	0	0	1	0	0	0	0	0	0	62
	2	219	33	6	4	6	5	3	1	0	0	0	0	0	279
08:00	0	63	13	0	4	5	0	2	0	0	0	0	0	0	87
08:15	1	63	17	0	4	2	0	0	0	0	0	0	0	0	87
08:30	3	73	10	6	3	1	0	0	0	0	0	0	0	1	97
08:45	3	78	5	3	1	0	0	0	0	0	0	0	0	1	91
	7	277	45	9	12	8	0	2	0	0	0	0	0	2	362
09:00	0	57	9	0	1	0	1	1	0	0	0	0	0	2	71
09:15	1	44	13	0	1	1	3	1	0	0	0	0	0	0	64
09:30	1	51	14	0	3	1	2	0	0	0	0	0	0	0	72
09:45	0	50	11	1	3	0	0	1	0	0	0	0	0	0	66
	2	202	47	1	8	2	6	3	0	0	0	0	0	2	273
10:00	0	36	17	1	4	0	0	1	0	0	0	0	0	0	59
10:15	0	55	9	0	3	0	0	1	0	0	0	0	0	0	68
10:30	1	53	18	0	1	1	2	0	0	0	0	0	0	1	77
10:45	0	55	9	2	4	0	0	0	0	0	0	0	0	0	70
	1	199	53	3	12	1	2	2	0	0	0	0	0	1	274
11:00	0	58	14	0	8	1	0	0	0	0	0	0	0	0	81
11:15	1	55	16	0	7	2	5	0	0	0	0	0	0	0	86
11:30	4	68	15	0	4	3	3	0	0	0	0	0	0	0	97
11:45	3	71	12	1	2	2	0	0	0	0	0	0	0	2	93
	8	252	57	1	21	8	8	0	0	0	0	0	0	2	357
Total	21	1410	286	27	66	35	24	12	3	0	0	0	0	7	1891
Percent	1.1%	74.6%	15.1%	1.4%	3.5%	1.9%	1.3%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.4%	

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	2	58	15	0	7	0	0	0	0	0	0	0	0	1	83
12:15	0	64	25	0	4	0	0	0	0	0	0	0	0	0	93
12:30	5	60	11	2	4	1	0	2	0	0	0	0	0	0	85
12:45	2	64	15	0	12	0	0	0	0	0	0	0	0	0	93
13:00	9	246	66	2	27	1	0	2	0	0	0	0	0	1	354
13:15	1	55	20	1	3	2	2	0	0	0	0	0	0	0	84
13:30	0	73	14	1	6	2	3	1	1	0	0	0	0	0	101
13:30	4	97	26	0	3	1	0	1	0	0	0	0	0	0	132
13:45	9	88	23	2	3	0	0	3	0	0	0	0	0	0	128
14:00	14	313	83	4	15	5	5	5	1	0	0	0	0	0	445
14:15	3	102	17	1	2	0	0	0	0	0	0	0	0	1	126
14:30	0	87	19	0	6	3	1	0	0	0	0	0	0	0	116
14:30	1	96	17	2	5	0	0	1	0	0	0	0	0	0	122
14:45	1	125	21	3	8	0	0	1	0	0	0	0	0	0	159
15:00	5	410	74	6	21	3	1	2	0	0	0	0	0	1	523
15:15	3	140	27	3	4	0	0	0	0	0	0	0	0	0	177
15:15	4	139	41	3	6	3	0	0	0	0	0	0	0	0	196
15:30	5	167	24	1	3	3	0	0	1	0	0	0	0	2	206
15:45	5	144	34	3	10	0	2	2	0	0	0	0	0	3	203
16:00	17	590	126	10	23	6	2	2	1	0	0	0	0	5	782
16:15	0	161	27	1	7	1	2	1	0	0	0	0	0	3	203
16:15	8	177	53	0	8	2	0	1	0	0	0	0	0	1	250
16:30	1	122	38	2	9	1	0	2	0	0	0	0	0	1	176
16:45	1	126	45	0	9	1	0	4	1	0	0	0	0	0	187
17:00	10	586	163	3	33	5	2	8	1	0	0	0	0	5	816
17:15	1	155	44	1	10	1	0	1	1	0	0	0	0	0	214
17:15	3	175	45	0	7	0	0	0	1	0	0	0	0	0	231
17:30	1	153	35	0	10	1	0	4	0	0	0	0	0	0	204
17:45	1	157	37	0	5	0	0	3	0	0	0	0	0	0	203
18:00	6	640	161	1	32	2	0	8	2	0	0	0	0	0	852
18:15	1	104	20	1	8	1	0	0	0	0	0	0	0	0	135
18:15	1	115	28	0	3	0	0	0	0	0	0	0	0	0	147
18:30	1	105	23	0	4	0	0	1	0	0	0	0	0	0	134
18:45	0	69	10	1	1	0	0	0	0	0	0	0	0	0	81
19:00	3	393	81	2	16	1	0	1	0	0	0	0	0	0	497
19:00	0	67	13	0	2	0	0	0	0	0	0	0	0	0	82
19:15	2	65	14	1	0	0	0	0	0	0	0	0	0	0	82
19:30	0	49	11	0	1	0	0	0	0	0	0	0	0	0	61
19:45	0	63	12	0	0	0	0	0	0	0	0	0	0	0	75
20:00	2	244	50	1	3	0	0	0	0	0	0	0	0	0	300
20:15	0	57	10	0	4	0	0	0	0	0	0	0	0	0	71
20:15	0	60	12	0	2	0	0	0	0	0	0	0	0	0	74
20:30	0	55	18	0	0	0	0	0	0	0	0	0	0	0	73
20:45	1	34	12	0	0	0	0	0	0	0	0	0	0	0	47
21:00	1	206	52	0	6	0	0	0	0	0	0	0	0	0	265
21:00	0	48	12	0	0	0	0	0	0	0	0	0	0	0	60
21:15	0	49	5	0	1	0	0	0	0	0	0	0	0	0	55
21:30	0	48	7	0	1	0	0	0	0	0	0	0	0	0	56
21:45	2	49	6	0	2	0	0	0	0	0	0	0	0	0	59
22:00	2	194	30	0	4	0	0	0	0	0	0	0	0	0	230
22:00	0	29	1	0	1	0	0	0	0	0	0	0	0	0	31
22:15	1	26	8	0	1	0	0	0	0	0	0	0	0	0	36
22:30	0	25	4	0	2	0	0	0	0	0	0	0	0	0	31
22:45	0	21	3	0	0	0	0	0	0	0	0	0	0	0	24
23:00	1	101	16	0	4	0	0	0	0	0	0	0	0	0	122
23:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
23:15	0	16	5	0	0	0	0	0	0	0	0	0	0	0	21
23:30	2	18	3	0	0	0	0	0	0	0	0	0	0	0	23
23:45	0	19	2	0	0	0	0	0	0	0	0	0	0	0	21
Total	2	70	12	0	0	0	0	0	0	0	0	0	0	0	84
Percent	1.4%	75.8%	17.3%	0.6%	3.5%	0.4%	0.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	5270

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/03/15	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
00:15	0	17	1	0	1	0	0	0	0	0	0	0	0	0	19
00:30	0	9	4	0	0	0	0	0	0	0	0	0	0	0	13
00:45	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	50	10	0	1	0	0	0	0	0	0	0	0	0	61
01:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
02:15	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
02:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
03:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
04:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
04:45	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
05:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
05:30	1	7	1	0	0	1	0	0	0	0	0	0	0	0	10
05:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
06:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
06:15	0	17	3	0	0	0	0	0	0	0	0	0	0	0	20
06:30	1	43	8	0	0	1	0	0	0	0	0	0	0	0	53
06:45	0	26	4	1	1	0	0	0	0	0	0	0	0	0	32
07:00	0	23	2	0	3	0	0	1	0	0	0	0	0	1	30
07:15	0	24	8	7	3	0	0	0	0	0	0	0	0	0	42
07:30	0	70	11	1	3	1	2	0	0	0	0	0	0	1	89
07:45	0	143	25	9	10	1	2	1	0	0	0	0	0	2	193
08:00	4	70	11	0	4	1	0	0	0	0	0	0	0	0	90
08:15	1	50	6	2	2	0	0	1	0	0	0	0	0	1	63
08:30	1	33	3	2	2	0	0	0	0	0	0	0	0	1	42
08:45	0	88	9	2	2	1	0	0	0	0	0	0	0	0	102
09:00	6	241	29	6	10	2	0	1	0	0	0	0	0	2	297
09:15	0	78	5	2	2	0	0	0	0	0	0	0	0	0	87
09:30	3	50	17	1	3	0	0	1	0	0	0	0	0	1	76
09:45	1	85	13	5	0	0	0	1	0	0	0	0	0	0	105
10:00	1	74	14	8	3	2	0	0	0	0	0	0	0	0	102
10:15	5	287	49	16	8	2	0	2	0	0	0	0	0	1	370
10:30	0	55	1	1	4	1	0	0	0	0	0	0	0	0	62
10:45	0	46	11	1	7	2	0	0	0	0	0	0	0	2	69
11:00	2	56	8	0	3	0	0	0	0	0	0	0	0	1	70
11:15	1	52	9	0	2	0	0	1	0	0	0	0	0	0	65
11:30	3	209	29	2	16	3	0	1	0	0	0	0	0	3	266
11:45	1	45	12	0	3	0	0	1	0	0	0	0	0	0	62
12:00	1	58	8	0	3	0	0	1	0	0	0	0	0	0	71
12:15	3	51	7	0	4	0	0	0	0	0	0	0	0	0	65
12:30	4	48	7	1	4	1	0	1	0	0	0	0	0	0	66
12:45	9	202	34	1	14	1	0	3	0	0	0	0	0	0	264
13:00	4	67	16	0	2	0	0	1	0	0	0	0	0	1	91
13:15	2	68	10	2	4	1	0	0	0	0	0	0	0	1	88
13:30	3	82	11	1	4	2	1	0	0	0	0	0	0	1	105
13:45	1	66	16	0	5	2	3	0	1	0	0	0	0	0	94
Total	10	283	53	3	15	5	4	1	1	0	0	0	0	3	378
Percent	34	1531	254	37	76	15	6	9	1	0	0	0	0	11	1974
	1.7%	77.6%	12.9%	1.9%	3.9%	0.8%	0.3%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.6%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	72	12	0	4	2	1	2	0	0	0	0	0	1	95
12:15	3	92	8	0	4	0	0	0	0	0	0	0	0	4	111
12:30	3	65	12	0	3	1	0	1	0	0	0	0	0	1	86
12:45	0	65	12	0	2	0	0	0	0	0	0	0	0	0	79
7	294	44	0	13	3	1	3	0	0	0	0	0	0	6	371
13:00	2	82	13	0	0	1	0	0	0	0	0	0	0	0	98
13:15	2	95	11	1	4	2	0	0	0	0	0	0	0	1	116
13:30	1	95	18	0	2	2	0	2	0	0	0	0	0	0	120
13:45	2	88	18	5	7	4	1	3	0	0	0	0	0	0	128
7	360	60	6	13	9	1	5	0	0	0	0	0	0	1	462
14:00	2	90	29	1	6	2	0	1	0	0	0	0	0	0	131
14:15	2	109	27	1	4	1	0	0	0	0	0	0	0	0	144
14:30	6	104	20	2	7	0	0	0	0	0	0	0	0	0	139
14:45	7	109	28	1	2	1	0	0	0	0	0	0	0	2	150
17	412	104	5	19	4	0	1	0	0	0	0	0	0	2	564
15:00	5	110	30	4	5	0	0	0	0	0	0	0	0	4	158
15:15	6	146	19	0	1	2	0	1	0	0	0	0	0	1	176
15:30	3	141	20	4	2	1	0	0	1	0	0	0	0	2	174
15:45	4	163	32	2	6	0	0	2	0	0	0	0	0	1	210
18	560	101	10	14	3	0	3	1	0	0	0	0	0	8	718
16:00	6	142	26	1	4	1	0	3	0	0	0	0	0	2	185
16:15	11	190	28	2	5	0	0	1	0	0	0	0	0	9	246
16:30	0	161	54	1	8	0	0	3	0	0	0	0	0	0	227
16:45	2	155	54	0	9	0	0	1	1	0	0	0	0	0	222
19	648	162	4	26	1	0	8	1	0	0	0	0	0	11	880
17:00	1	153	49	1	4	0	0	0	0	0	0	0	0	0	208
17:15	1	159	42	1	8	1	0	0	0	0	0	0	0	0	212
17:30	0	170	53	1	8	1	0	0	0	0	0	0	0	0	233
17:45	2	137	38	2	10	0	0	2	0	0	0	0	0	0	191
4	619	182	5	30	2	0	2	0	0	0	0	0	0	0	844
18:00	1	96	36	0	4	0	0	0	2	0	0	0	0	0	139
18:15	1	99	28	0	4	0	0	0	0	0	0	0	0	0	132
18:30	0	80	22	0	5	0	0	1	0	0	0	0	0	0	108
18:45	0	82	13	1	3	1	0	0	1	0	0	0	0	0	101
2	357	99	1	16	1	0	1	3	0	0	0	0	0	0	480
19:00	1	61	17	0	3	0	0	0	0	0	0	0	0	0	82
19:15	0	80	25	1	1	0	0	0	0	0	0	0	0	0	107
19:30	0	45	14	0	4	0	0	0	0	0	0	0	0	0	63
19:45	1	47	12	2	2	0	0	0	1	0	0	0	0	0	65
2	233	68	3	10	0	0	0	1	0	0	0	0	0	0	317
20:00	0	54	18	0	0	0	0	0	0	0	0	0	0	0	72
20:15	0	46	6	0	2	0	0	0	0	0	0	0	0	0	54
20:30	0	39	12	0	2	0	0	0	0	0	0	0	0	0	53
20:45	0	36	8	0	2	0	0	0	0	0	0	0	0	0	46
0	175	44	0	6	0	0	0	0	0	0	0	0	0	0	225
21:00	0	38	11	0	0	0	0	1	0	0	0	0	0	0	50
21:15	0	40	8	0	2	0	0	0	0	0	0	0	0	0	50
21:30	0	44	7	0	0	0	0	0	0	0	0	0	0	0	51
21:45	0	26	7	0	0	0	0	0	0	0	0	0	0	0	33
0	148	33	0	2	0	0	1	0	0	0	0	0	0	0	184
22:00	0	19	14	0	1	0	0	0	0	0	0	0	0	0	34
22:15	0	14	31	0	3	0	0	0	0	0	0	0	0	0	48
22:30	0	8	11	0	5	0	0	0	0	0	0	0	0	0	24
22:45	0	25	4	0	4	0	0	0	0	0	0	0	0	0	33
0	66	60	0	13	0	0	0	0	0	0	0	0	0	0	139
23:00	0	21	2	0	0	0	0	0	0	0	0	0	0	0	23
23:15	0	20	3	0	2	0	0	0	0	0	0	0	0	0	25
23:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
23:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
0	70	6	0	2	0	0	0	0	0	0	0	0	0	0	78
Total	76	3942	963	34	164	23	2	24	6	0	0	0	0	28	5262
Percent	1.4%	74.9%	18.3%	0.6%	3.1%	0.4%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
Grand Total	305	16336	3640	194	759	138	67	116	33	2	0	0	0	74	21664
Percent	1.4%	75.4%	16.8%	0.9%	3.5%	0.6%	0.3%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/01/15	0	33	4	0	0	0	0	0	0	0	0	0	0	0	37
01:00	0	24	5	0	0	1	0	1	0	0	0	0	0	0	31
02:00	0	31	2	1	0	0	0	0	0	0	0	0	0	0	34
03:00	0	21	3	0	0	1	0	0	0	0	0	0	0	0	25
04:00	1	29	25	0	2	2	0	0	1	0	0	0	0	0	60
05:00	1	139	55	3	7	1	0	1	0	0	0	0	0	0	207
06:00	1	371	141	7	32	4	0	6	2	0	0	0	0	0	564
07:00	5	600	143	5	26	3	0	9	0	0	0	0	0	0	791
08:00	1	602	145	6	21	3	2	5	1	0	0	0	0	0	786
09:00	1	325	77	6	20	15	1	4	2	0	0	0	0	0	451
10:00	1	266	76	1	11	8	0	3	2	0	0	0	0	0	368
11:00	3	245	43	3	19	10	0	2	1	0	0	0	0	0	326
12 PM	3	267	51	3	15	14	0	3	2	0	0	0	0	0	358
13:00	1	266	53	1	12	15	1	4	2	0	0	0	0	0	355
14:00	1	331	72	15	13	10	1	4	3	0	0	0	0	0	450
15:00	3	503	61	10	11	4	1	1	2	0	0	0	0	0	596
16:00	1	374	56	2	9	2	0	3	0	0	0	0	0	0	447
17:00	1	247	53	1	11	1	0	0	1	0	0	0	0	0	315
18:00	0	218	29	3	6	2	0	0	1	0	0	0	0	0	259
19:00	0	146	29	0	6	0	0	0	0	0	0	0	0	0	181
20:00	0	162	24	1	5	0	0	0	0	0	0	0	0	0	192
21:00	0	83	21	1	1	0	0	0	0	0	0	0	0	0	106
22:00	0	58	11	0	1	0	0	0	0	0	0	0	0	0	70
23:00	0	34	7	0	2	0	0	0	0	0	0	0	0	0	43
Total	24	5375	1186	69	230	96	6	46	20	0	0	0	0	0	7052
Percent	0.3%	76.2%	16.8%	1.0%	3.3%	1.4%	0.1%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	06:00	06:00	09:00	08:00	07:00	06:00						
Vol.	5	602	145	7	32	15	2	9	2						
PM Peak	12:00	15:00	14:00	14:00	12:00	13:00	13:00	13:00	14:00						
Vol.	3	503	72	15	15	15	1	4	3						

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/02/15	0	15	3	0	0	1	0	0	0	0	0	0	0	0	19
01:00	0	15	1	0	0	2	0	0	0	0	0	0	0	0	18
02:00	0	11	1	2	0	0	0	0	0	0	0	0	0	0	14
03:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	19
04:00	1	35	18	0	2	0	0	0	0	0	0	0	0	0	56
05:00	1	138	46	1	4	0	0	2	1	0	0	0	0	0	193
06:00	0	350	136	10	29	1	0	2	1	0	0	0	0	0	529
07:00	1	641	161	4	19	0	0	10	3	0	0	0	0	0	839
08:00	3	661	142	8	21	11	1	8	4	0	0	0	0	0	859
09:00	1	371	89	2	21	3	3	2	2	0	0	0	0	0	494
10:00	0	301	72	3	17	14	2	5	1	1	0	0	0	0	416
11:00	4	299	50	1	15	6	3	2	4	0	0	0	0	2	386
12 PM	5	241	41	4	11	9	0	1	0	0	0	0	0	0	312
13:00	3	276	61	1	11	13	0	2	1	1	0	0	0	0	369
14:00	2	359	53	14	14	10	0	2	2	0	0	0	0	0	456
15:00	1	421	57	5	12	9	0	1	0	0	0	0	0	0	506
16:00	1	333	44	1	12	6	0	2	2	0	0	0	0	0	401
17:00	0	238	47	1	10	2	1	0	0	0	0	0	0	0	299
18:00	0	210	47	1	6	0	0	0	0	0	0	0	0	0	264
19:00	0	119	19	0	4	0	0	0	0	0	0	0	0	0	142
20:00	0	107	14	0	1	0	0	0	0	0	0	0	0	0	122
21:00	0	94	3	0	1	0	0	0	1	0	0	0	0	0	99
22:00	0	64	9	0	2	0	0	0	0	0	0	0	0	0	75
23:00	0	36	7	0	0	0	0	0	0	0	0	0	0	0	43
Total	23	5348	1127	58	212	87	10	39	22	2	0	0	0	2	6930
Percent	0.3%	77.2%	16.3%	0.8%	3.1%	1.3%	0.1%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	08:00	07:00	06:00	06:00	10:00	09:00	07:00	08:00	10:00				11:00	
Vol.	4	661	161	10	29	14	3	10	4	1				2	
PM Peak	12:00	15:00	13:00	14:00	14:00	13:00	17:00	13:00	14:00	13:00					
Vol.	5	421	61	14	14	13	1	2	2	1					

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/03/15	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
01:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
02:00	0	11	0	1	0	1	0	0	0	0	0	0	0	0	13
03:00	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	41	12	0	0	0	0	0	0	0	0	0	0	0	53
05:00	0	166	30	1	8	0	0	0	0	0	0	0	0	0	205
06:00	1	405	96	10	19	1	1	2	2	0	0	0	0	0	537
07:00	5	802	81	2	14	1	0	2	1	0	0	0	0	0	908
08:00	0	661	47	4	17	6	1	5	1	0	0	0	0	0	742
09:00	2	380	54	1	13	6	0	2	2	0	0	0	0	0	460
10:00	4	326	49	3	12	11	1	6	1	0	0	0	0	0	413
11:00	2	280	42	1	8	12	0	5	1	0	0	0	0	0	351
12 PM	5	278	38	3	5	9	0	1	2	0	0	0	0	1	342
13:00	3	344	33	1	4	7	0	3	3	1	0	0	0	0	399
14:00	3	404	49	10	11	5	0	1	1	0	0	0	0	0	484
15:00	4	553	42	6	6	2	0	0	3	0	0	0	0	1	617
16:00	0	409	40	1	3	1	0	0	1	0	0	0	0	0	455
17:00	0	234	36	1	6	1	0	2	1	0	0	0	0	0	281
18:00	0	193	32	1	7	3	0	2	0	0	0	0	0	0	238
19:00	0	152	8	0	4	1	0	1	1	0	0	0	0	0	167
20:00	0	122	24	0	3	0	0	0	0	0	0	0	0	0	149
21:00	0	84	11	0	0	0	0	0	1	0	0	0	0	0	96
22:00	0	101	1	0	0	0	0	0	0	0	0	0	0	0	102
23:00	0	103	0	0	1	0	0	0	0	0	0	0	0	0	104
Total	29	6094	735	46	141	67	3	32	21	1	0	0	0	2	7171
Percent	0.4%	85.0%	10.2%	0.6%	2.0%	0.9%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	07:00	07:00	06:00	06:00	06:00	11:00	06:00	10:00	06:00						
Vol.	5	802	96	10	19	12	1	6	2						
PM Peak	12:00	15:00	14:00	14:00	14:00	12:00		13:00	13:00	13:00				12:00	
Vol.	5	553	49	10	11	9		3	3	1				1	
Grand Total	76	16817	3048	173	583	250	19	117	63	3	0	0	0	4	21153
Percent	0.4%	79.5%	14.4%	0.8%	2.8%	1.2%	0.1%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

CH Perez and Associates Consulting Engineers Inc.

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Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/01/15	1	38	7	0	0	0	0	0	0	0	0	0	0	0	46
01:00	0	15	1	0	1	0	0	0	0	0	0	0	0	0	17
02:00	0	22	1	0	1	0	0	0	0	0	0	0	0	0	24
03:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
05:00	0	47	6	0	1	0	0	0	1	0	0	0	0	0	55
06:00	2	150	22	8	9	1	0	2	1	0	0	0	0	1	196
07:00	2	185	23	1	4	0	1	0	1	0	0	0	0	0	217
08:00	3	283	66	15	9	5	0	1	0	0	0	0	0	0	382
09:00	4	186	67	2	16	4	1	1	0	0	0	0	0	0	281
10:00	9	208	62	0	14	5	3	3	0	0	0	0	0	0	304
11:00	9	213	60	2	17	3	5	6	3	0	0	0	0	2	320
12 PM	6	256	55	3	14	4	6	3	1	1	0	0	0	0	349
13:00	3	314	68	8	29	7	4	2	2	0	0	0	0	0	437
14:00	7	390	91	6	20	5	3	3	1	0	0	0	0	0	526
15:00	29	619	108	10	23	3	2	8	1	0	0	0	0	8	811
16:00	15	645	166	4	39	2	0	7	0	1	0	0	0	5	884
17:00	3	706	171	3	32	1	0	2	0	0	0	0	0	0	918
18:00	4	380	96	2	21	0	0	3	1	0	0	0	0	0	507
19:00	1	259	53	1	7	1	0	2	4	0	0	0	0	0	328
20:00	1	189	47	1	6	0	0	0	1	0	0	0	0	0	245
21:00	1	190	28	1	1	1	0	0	1	0	0	0	0	0	223
22:00	1	77	9	0	3	0	0	0	0	0	0	0	0	0	90
23:00	1	57	13	0	2	0	0	0	0	0	0	0	0	0	73
Total	102	5460	1223	67	269	42	25	43	18	2	0	0	0	16	7267
Percent	1.4%	75.1%	16.8%	0.9%	3.7%	0.6%	0.3%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	
AM Peak	10:00	08:00	09:00	08:00	11:00	08:00	11:00	11:00	11:00						11:00
Vol.	9	283	67	15	17	5	5	6	3						2
PM Peak	15:00	17:00	17:00	15:00	16:00	13:00	12:00	15:00	19:00	12:00					15:00
Vol.	29	706	171	10	39	7	6	8	4	1					8

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/02/15	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
01:00	0	15	1	0	2	0	0	0	0	0	0	0	0	0	18
02:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
03:00	0	8	2	0	1	0	0	0	0	0	0	0	0	0	11
04:00	1	16	2	0	1	1	0	0	0	0	0	0	0	0	21
05:00	0	39	8	0	1	2	0	1	0	0	0	0	0	0	51
06:00	0	134	29	7	4	7	3	1	2	0	0	0	0	0	187
07:00	2	219	33	6	4	6	5	3	1	0	0	0	0	0	279
08:00	7	277	45	9	12	8	0	2	0	0	0	0	0	2	362
09:00	2	202	47	1	8	2	6	3	0	0	0	0	0	2	273
10:00	1	199	53	3	12	1	2	2	0	0	0	0	0	1	274
11:00	8	252	57	1	21	8	8	0	0	0	0	0	0	2	357
12 PM	9	246	66	2	27	1	0	2	0	0	0	0	0	1	354
13:00	14	313	83	4	15	5	5	5	1	0	0	0	0	0	445
14:00	5	410	74	6	21	3	1	2	0	0	0	0	0	1	523
15:00	17	590	126	10	23	6	2	2	1	0	0	0	0	5	782
16:00	10	586	163	3	33	5	2	8	1	0	0	0	0	5	816
17:00	6	640	161	1	32	2	0	8	2	0	0	0	0	0	852
18:00	3	393	81	2	16	1	0	1	0	0	0	0	0	0	497
19:00	2	244	50	1	3	0	0	0	0	0	0	0	0	0	300
20:00	1	206	52	0	6	0	0	0	0	0	0	0	0	0	265
21:00	2	194	30	0	4	0	0	0	0	0	0	0	0	0	230
22:00	1	101	16	0	4	0	0	0	0	0	0	0	0	0	122
23:00	2	70	12	0	0	0	0	0	0	0	0	0	0	0	84
Total	93	5403	1200	56	250	58	34	40	8	0	0	0	0	19	7161
Percent	1.3%	75.5%	16.8%	0.8%	3.5%	0.8%	0.5%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	
AM Peak	11:00	08:00	11:00	08:00	11:00	08:00	11:00	07:00	06:00					08:00	
Vol.	8	277	57	9	21	8	8	3	2					2	
PM Peak	15:00	17:00	16:00	15:00	16:00	15:00	13:00	16:00	17:00					15:00	
Vol.	17	640	163	10	33	6	5	8	2					5	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 6
CR 510 EB & WB
At East of Powerline Road(70 Avenue)

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/03/15	0	50	10	0	1	0	0	0	0	0	0	0	0	0	61
01:00	0	26	4	0	0	0	0	0	0	0	0	0	0	0	30
02:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
03:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	20	5	0	1	0	0	0	0	0	0	0	0	0	26
05:00	1	43	8	0	0	1	0	0	0	0	0	0	0	0	53
06:00	0	143	25	9	10	1	2	1	0	0	0	0	0	2	193
07:00	6	241	29	6	10	2	0	1	0	0	0	0	0	2	297
08:00	5	287	49	16	8	2	0	2	0	0	0	0	0	1	370
09:00	3	209	29	2	16	3	0	1	0	0	0	0	0	3	266
10:00	9	202	34	1	14	1	0	3	0	0	0	0	0	0	264
11:00	10	283	53	3	15	5	4	1	1	0	0	0	0	3	378
12 PM	7	294	44	0	13	3	1	3	0	0	0	0	0	6	371
13:00	7	360	60	6	13	9	1	5	0	0	0	0	0	1	462
14:00	17	412	104	5	19	4	0	1	0	0	0	0	0	2	564
15:00	18	560	101	10	14	3	0	3	1	0	0	0	0	8	718
16:00	19	648	162	4	26	1	0	8	1	0	0	0	0	11	880
17:00	4	619	182	5	30	2	0	2	0	0	0	0	0	0	844
18:00	2	357	99	1	16	1	0	1	3	0	0	0	0	0	480
19:00	2	233	68	3	10	0	0	0	1	0	0	0	0	0	317
20:00	0	175	44	0	6	0	0	0	0	0	0	0	0	0	225
21:00	0	148	33	0	2	0	0	1	0	0	0	0	0	0	184
22:00	0	66	60	0	13	0	0	0	0	0	0	0	0	0	139
23:00	0	70	6	0	2	0	0	0	0	0	0	0	0	0	78
Total	110	5473	1217	71	240	38	8	33	7	0	0	0	0	39	7236
Percent	1.5%	75.6%	16.8%	1.0%	3.3%	0.5%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.5%	
AM Peak	11:00	08:00	11:00	08:00	09:00	11:00	11:00	10:00	11:00					09:00	
Vol.	10	287	53	16	16	5	4	3	1					3	
PM Peak	16:00	16:00	17:00	15:00	17:00	13:00	12:00	16:00	18:00					16:00	
Vol.	19	648	182	10	30	9	1	8	3					11	
Grand Total	305	16336	3640	194	759	138	67	116	33	2	0	0	0	74	21664
Percent	1.4%	75.4%	16.8%	0.9%	3.5%	0.6%	0.3%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.3%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At W of Treasure Coast Elementary School

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/01/15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	2	3	0	0	0	0	0	1	0	0	0	0	0	6
01:00	0	16	7	0	0	0	0	0	1	0	0	0	0	0	24
01:15	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
01:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	14	5	0	0	1	0	0	0	0	0	0	0	0	20
02:30	0	4	0	1	0	0	0	0	0	0	0	0	0	0	5
02:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	4	1	0	0	1	0	0	0	0	0	0	0	0	6
03:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
04:00	0	11	1	0	0	1	0	0	1	0	0	0	0	0	14
04:15	0	1	3	0	0	1	0	0	1	0	0	0	0	0	6
04:30	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
04:45	0	7	7	0	1	0	0	0	0	0	0	0	0	0	15
05:00	0	9	7	0	0	1	0	0	0	0	0	0	0	0	17
05:15	0	25	21	0	1	2	0	0	1	0	0	0	0	0	50
05:30	0	22	6	0	2	0	0	1	0	0	0	0	0	0	31
05:45	0	28	5	0	1	0	0	0	0	0	0	0	0	0	34
06:00	1	36	26	0	1	1	0	1	0	0	0	0	0	0	65
06:15	1	27	17	4	4	0	0	0	0	0	0	0	0	0	53
06:30	1	113	54	4	8	1	0	2	0	0	0	0	0	0	183
06:45	0	35	19	2	4	0	0	1	1	0	0	0	0	0	62
07:00	0	56	29	4	7	2	0	1	0	0	0	0	0	0	99
07:15	0	104	66	0	11	2	0	2	1	0	0	0	0	0	186
07:30	1	138	55	4	14	0	0	1	0	0	0	0	0	0	213
07:45	1	333	169	10	36	4	0	5	2	0	0	0	0	0	560
08:00	0	177	68	1	13	1	0	3	0	0	0	0	0	1	264
08:15	2	153	68	1	9	0	0	7	1	0	0	0	0	0	241
08:30	0	154	54	1	5	3	0	4	1	0	0	0	0	0	222
08:45	1	112	48	2	10	0	0	0	0	0	0	0	0	0	173
09:00	3	596	238	5	37	4	0	14	2	0	0	0	0	1	900
09:15	1	161	53	1	4	1	0	1	0	0	0	0	0	0	222
09:30	0	183	55	7	8	0	0	2	0	0	0	0	0	0	255
09:45	2	161	40	1	6	2	0	3	0	0	0	0	0	0	215
10:00	0	78	33	0	5	2	0	0	0	0	0	0	0	0	118
10:15	3	583	181	9	23	5	0	6	0	0	0	0	0	0	810
10:30	1	72	34	1	7	0	0	3	1	0	0	0	0	0	119
10:45	0	49	14	1	2	4	0	2	1	0	0	0	0	0	73
11:00	0	75	17	1	4	5	0	1	0	0	0	0	0	0	103
11:15	0	66	28	2	5	4	0	0	0	0	0	0	0	0	105
11:30	1	262	93	5	18	13	0	6	2	0	0	0	0	0	400
11:45	0	38	14	2	4	7	0	0	0	0	0	0	0	0	65
12:00	0	36	16	0	2	3	0	3	1	0	0	0	0	0	61
12:15	1	58	21	0	4	1	0	1	0	0	0	0	0	0	86
12:30	1	57	15	0	2	0	0	0	0	0	0	0	0	0	75
12:45	2	189	66	2	12	11	0	4	1	0	0	0	0	0	287
13:00	0	50	11	0	1	0	0	0	1	0	0	0	0	0	63
13:15	1	44	9	1	3	6	0	1	1	0	0	0	0	0	66
13:30	1	42	21	0	3	2	0	1	0	0	0	0	0	0	70
13:45	2	40	14	1	2	3	0	0	2	0	0	0	0	0	64
Total	4	176	55	2	9	11	0	2	4	0	0	0	0	0	263
Percent	0.4%	66.0%	25.3%	1.1%	4.1%	1.5%	0.0%	1.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3528

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5

CR 510 EB & WB

At W of Treasure Coast Elementary School

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	32	13	1	1	4	0	0	1	0	0	0	0	0	53
12:15	0	33	14	0	4	4	0	1	0	0	0	0	0	0	56
12:30	1	45	11	2	4	2	0	1	1	0	0	0	0	0	67
12:45	0	35	13	0	3	0	0	2	2	0	0	0	0	1	56
	2	145	51	3	12	10	0	4	4	0	0	0	0	1	232
13:00	1	45	15	1	2	0	0	1	2	0	0	0	0	0	67
13:15	0	54	20	0	2	5	0	0	0	0	0	0	0	0	81
13:30	0	56	19	0	1	4	0	2	0	0	0	0	0	0	82
13:45	0	50	14	0	1	5	0	2	1	0	0	0	0	0	73
	1	205	68	1	6	14	0	5	3	0	0	0	0	0	303
14:00	0	58	20	2	3	2	0	2	0	0	0	0	0	0	87
14:15	0	81	25	10	4	2	0	2	2	0	0	0	0	0	126
14:30	0	86	24	1	2	2	0	1	0	0	0	0	0	0	116
14:45	1	71	18	2	4	2	0	1	0	0	0	0	0	0	99
	1	296	87	15	13	8	0	6	2	0	0	0	0	0	428
15:00	1	109	26	2	4	1	0	0	1	0	0	0	0	0	144
15:15	0	87	29	8	3	0	0	0	2	0	0	0	0	0	129
15:30	0	79	20	3	4	1	0	1	0	0	0	0	0	0	108
15:45	0	58	22	0	2	0	0	0	0	0	0	0	0	0	82
	1	333	97	13	13	2	0	1	3	0	0	0	0	0	463
16:00	1	63	27	2	1	0	0	1	0	0	0	0	0	0	95
16:15	0	71	12	2	6	1	0	0	0	0	0	0	0	0	92
16:30	4	53	15	0	1	0	0	0	0	0	0	0	0	0	73
16:45	0	59	30	1	6	0	0	2	0	0	0	0	0	0	98
	5	246	84	5	14	1	0	3	0	0	0	0	0	0	358
17:00	0	66	24	0	2	0	0	0	2	0	0	0	0	0	94
17:15	0	54	14	1	3	0	0	0	0	0	0	0	0	0	72
17:30	0	70	12	2	0	1	0	2	0	0	0	0	0	0	87
17:45	0	54	17	1	4	0	0	0	0	0	0	0	0	0	76
	0	244	67	4	9	1	0	2	2	0	0	0	0	0	329
18:00	0	45	12	0	1	1	0	0	1	0	0	0	0	0	60
18:15	1	49	13	2	2	0	0	0	0	0	0	0	0	0	67
18:30	0	30	5	0	2	0	0	0	0	0	0	0	0	0	37
18:45	0	34	4	0	3	0	0	0	0	0	0	0	0	0	41
	1	158	34	2	8	1	0	0	1	0	0	0	0	0	205
19:00	0	42	11	0	0	0	0	0	0	0	0	0	0	0	53
19:15	0	29	8	0	1	0	0	0	0	0	0	0	0	0	38
19:30	0	24	3	0	4	0	0	0	0	0	0	0	0	0	31
19:45	0	33	12	0	0	0	0	0	0	0	0	0	0	0	45
	0	128	34	0	5	0	0	0	0	0	0	0	0	0	167
20:00	0	32	11	0	1	0	0	0	0	0	0	0	0	0	44
20:15	0	38	9	0	0	0	0	0	0	0	0	0	0	0	47
20:30	0	24	1	1	2	0	0	0	0	0	0	0	0	0	28
20:45	0	61	16	1	1	0	0	1	0	0	0	0	0	0	80
	0	155	37	2	4	0	0	1	0	0	0	0	0	0	199
21:00	0	25	9	0	3	0	0	0	0	0	0	0	0	0	37
21:15	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
21:30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
21:45	0	11	8	0	1	0	0	0	0	0	0	0	0	0	20
	0	62	21	0	4	0	0	0	0	0	0	0	0	0	87
22:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
22:15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
22:30	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
	0	47	15	0	0	0	0	0	0	0	0	0	0	0	62
23:00	0	6	2	0	1	0	0	1	0	0	0	0	0	0	10
23:15	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
23:30	0	6	4	0	1	0	0	0	0	0	0	0	0	0	11
23:45	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
	0	24	10	0	3	0	0	1	0	0	0	0	0	0	38
Total	11	2043	605	45	91	37	0	23	15	0	0	0	0	1	2871
Percent	0.4%	71.2%	21.1%	1.6%	3.2%	1.3%	0.0%	0.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178

Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5

CR 510 EB & WB

At W of Treasure Coast Elementary School

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/02/15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
00:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
00:30	0	3	0	0	1	1	0	0	0	0	0	0	0	0	5
00:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	10	4	0	1	1	0	0	0	0	0	0	0	0	16
01:15	0	7	2	0	0	2	0	0	0	0	0	0	0	0	11
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	12	4	0	0	2	0	0	0	0	0	0	0	0	18
02:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30	0	5	2	2	0	0	0	0	0	0	0	0	0	0	9
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
04:15	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
04:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
05:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
05:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
05:30	1	9	11	0	1	0	0	0	0	0	0	0	0	0	22
05:45	0	6	8	0	0	0	0	0	0	0	0	0	0	0	14
06:00	1	23	22	0	1	0	0	0	0	0	0	0	0	0	47
06:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
06:30	0	19	7	0	1	0	0	0	0	0	0	0	0	0	27
06:45	0	41	22	0	2	0	0	1	1	0	0	0	0	0	67
07:00	1	33	13	3	4	0	0	1	1	0	0	0	0	0	56
07:15	1	107	45	3	7	0	0	2	2	0	0	0	0	0	167
07:30	0	38	33	2	4	2	0	0	0	0	0	0	0	0	79
07:45	0	40	27	5	10	0	0	1	0	0	0	0	0	0	83
08:00	1	124	54	0	6	0	0	1	0	0	0	0	0	0	186
08:15	1	133	68	4	8	0	0	2	0	0	0	0	0	0	216
08:30	2	335	182	11	28	2	0	4	0	0	0	0	0	0	564
08:45	0	165	64	2	11	0	0	6	0	1	0	0	0	0	249
09:00	2	135	64	2	15	1	0	3	2	0	0	0	0	1	225
09:15	1	144	66	1	7	0	0	5	0	0	0	0	0	0	224
09:30	0	115	49	1	8	0	0	1	1	0	0	0	0	0	175
09:45	3	559	243	6	41	1	0	15	3	1	0	0	0	1	873
10:00	0	152	50	1	6	0	0	3	3	0	0	0	0	0	215
10:15	0	167	70	8	6	3	0	4	0	1	0	0	0	0	259
10:30	0	165	57	5	5	4	0	1	0	0	0	0	0	0	237
10:45	0	72	33	1	8	6	0	1	0	0	0	0	0	1	122
11:00	0	556	210	15	25	13	0	9	3	1	0	0	0	1	833
11:15	0	64	21	0	2	0	0	1	0	0	0	0	0	0	88
11:30	0	45	22	1	8	0	0	0	1	0	0	0	0	0	77
11:45	1	60	25	1	12	3	0	2	1	0	0	0	0	0	105
12:00	1	39	23	1	4	2	1	2	0	0	0	0	0	0	73
12:15	2	208	91	3	26	5	1	5	2	0	0	0	0	0	343
12:30	0	39	21	1	5	1	0	0	1	0	0	0	0	0	68
12:45	1	54	19	1	8	2	0	2	1	1	0	0	0	0	89
13:00	0	62	18	1	7	2	0	0	0	0	0	0	0	0	90
13:15	0	37	22	0	11	9	0	1	1	0	0	0	0	0	81
13:30	1	192	80	3	31	14	0	3	3	1	0	0	0	0	328
13:45	0	45	17	3	3	2	0	1	1	0	0	0	0	0	72
14:00	0	58	15	0	3	0	0	1	2	0	0	0	0	0	79
14:15	8	70	14	1	2	0	0	0	0	0	0	0	0	0	95
14:30	0	42	15	0	4	1	0	1	1	0	0	0	0	0	64
14:45	8	215	61	4	12	3	0	3	4	0	0	0	0	0	310
Total	18	2231	949	47	172	41	1	41	17	3	0	0	0	2	3522
Percent	0.5%	63.3%	26.9%	1.3%	4.9%	1.2%	0.0%	1.2%	0.5%	0.1%	0.0%	0.0%	0.0%	0.1%	

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At W of Treasure Coast Elementary School

EB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	1	37	15	2	4	0	0	1	0	0	0	0	0	0	60
12:15	4	44	11	0	3	1	0	0	1	0	0	0	0	0	64
12:30	0	53	19	1	2	1	0	0	0	0	0	0	0	0	76
12:45	1	29	9	0	3	8	0	2	1	0	0	0	0	0	53
	6	163	54	3	12	10	0	3	2	0	0	0	0	0	253
13:00	0	44	21	0	3	6	0	0	1	0	0	0	0	0	75
13:15	0	61	20	2	5	1	0	0	0	1	0	0	0	0	90
13:30	0	50	14	0	4	2	0	1	0	0	0	0	0	0	71
13:45	1	40	22	0	1	1	0	2	0	0	0	0	0	0	67
	1	195	77	2	13	10	0	3	1	1	0	0	0	0	303
14:00	0	70	17	3	5	4	0	1	1	0	0	0	0	0	101
14:15	0	73	19	9	6	0	0	0	1	0	0	1	0	0	109
14:30	1	63	23	3	7	2	0	1	0	0	0	0	0	0	100
14:45	1	65	27	1	4	3	0	0	0	0	0	0	0	0	101
	2	271	86	16	22	9	0	2	2	0	0	1	0	0	411
15:00	0	119	40	2	2	3	0	2	0	0	0	0	0	0	168
15:15	2	95	27	7	3	6	0	0	0	0	0	0	0	0	140
15:30	1	73	21	2	2	2	0	0	0	0	0	0	0	0	101
15:45	0	64	16	2	2	3	0	1	1	0	0	0	0	0	89
	3	351	104	13	9	14	0	3	1	0	0	0	0	0	498
16:00	0	49	17	0	1	2	0	0	0	0	0	0	0	0	69
16:15	0	52	15	1	2	0	0	0	0	0	0	0	0	0	70
16:30	0	66	16	0	2	2	0	0	1	0	0	0	0	0	87
16:45	0	65	20	0	4	1	0	0	1	0	0	0	0	0	91
	0	232	68	1	9	5	0	0	2	0	0	0	0	0	317
17:00	1	54	21	0	4	0	0	1	0	0	0	0	0	0	81
17:15	0	56	19	0	4	1	0	0	0	0	0	0	0	0	80
17:30	0	68	20	0	2	0	0	0	0	0	0	0	0	0	90
17:45	0	51	26	2	1	1	0	1	0	0	0	0	0	0	82
	1	229	86	2	11	2	0	2	0	0	0	0	0	0	333
18:00	0	42	28	0	0	0	0	0	0	0	0	0	0	0	70
18:15	0	48	9	0	1	0	0	1	0	0	0	0	0	0	59
18:30	0	41	18	0	1	0	0	0	0	0	0	0	0	0	60
18:45	0	30	17	0	3	0	0	0	0	0	0	0	0	0	50
	0	161	72	0	5	0	0	1	0	0	0	0	0	0	239
19:00	0	28	4	0	1	0	0	1	0	0	0	0	0	0	34
19:15	1	16	4	0	3	0	0	0	0	0	0	0	0	0	24
19:30	0	21	5	0	3	0	0	0	0	0	0	0	0	0	29
19:45	0	25	5	0	1	0	0	1	0	0	0	0	0	0	32
	1	90	18	0	8	0	0	2	0	0	0	0	0	0	119
20:00	0	30	8	0	2	0	0	0	0	0	0	0	0	0	40
20:15	0	26	4	0	1	0	0	0	0	0	0	0	0	0	31
20:30	0	13	6	0	1	0	0	0	0	0	0	0	0	0	20
20:45	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
	0	91	21	0	4	0	0	0	0	0	0	0	0	0	116
21:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
21:15	1	17	2	0	1	0	0	0	0	0	0	0	0	0	21
21:30	0	18	2	0	0	0	0	0	1	0	0	0	0	0	21
21:45	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
	1	72	8	0	1	0	0	0	1	0	0	0	0	0	83
22:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
22:15	0	18	9	0	2	0	0	0	0	0	0	0	0	0	29
22:30	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
22:45	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14
	0	53	12	0	2	0	0	0	0	0	0	0	0	0	67
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
23:15	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
23:30	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
23:45	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
	0	21	9	0	0	0	0	0	0	0	0	0	0	0	30
Total	15	1929	615	37	96	50	0	16	9	1	0	1	0	0	2769
Percent	0.5%	69.7%	22.2%	1.3%	3.5%	1.8%	0.0%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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12/03/15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
00:30	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
00:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	12	10	0	1	0	0	0	0	0	0	0	0	0	23
01:15	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
01:30	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
02:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	1	1	1	0	1	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
04:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
04:45	0	6	6	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
05:15	0	31	16	0	0	0	0	0	0	0	0	0	0	0	47
05:30	0	13	9	0	1	0	0	0	0	0	0	0	0	0	23
05:45	0	19	8	0	3	0	0	0	0	0	0	0	0	0	30
06:00	1	45	23	0	3	0	0	0	0	0	0	0	0	0	72
06:15	1	33	15	3	4	0	0	0	0	0	0	0	0	0	56
06:30	2	110	55	3	11	0	0	0	0	0	0	0	0	0	181
06:45	0	37	18	4	4	1	0	1	0	0	0	0	0	0	65
07:00	1	45	34	4	6	1	0	2	0	0	0	0	0	0	93
07:15	1	107	50	0	7	2	0	0	2	0	0	0	0	0	169
07:30	1	140	59	3	11	0	0	2	0	0	0	0	0	0	216
07:45	3	329	161	11	28	4	0	5	2	0	0	0	0	0	543
08:00	0	160	78	2	13	0	0	0	0	0	0	1	0	1	255
08:15	1	149	64	2	10	0	0	5	1	0	0	0	0	0	232
08:30	0	146	47	2	7	0	0	6	0	0	0	0	0	0	208
08:45	1	113	52	1	11	0	0	0	0	0	0	0	0	0	178
09:00	2	568	241	7	41	0	0	11	1	0	0	1	0	1	873
09:15	3	145	45	1	7	1	0	2	0	0	0	0	0	0	204
09:30	0	162	62	6	4	1	0	1	0	0	1	0	0	1	238
09:45	5	146	45	1	6	3	0	0	1	0	0	0	0	0	207
10:00	0	76	41	1	7	6	1	0	0	0	0	0	0	0	132
10:15	8	529	193	9	24	11	1	3	1	0	1	0	0	1	781
10:30	0	60	24	0	5	3	0	3	0	0	0	0	0	0	95
10:45	1	53	36	1	6	3	0	0	0	0	0	0	0	0	100
11:00	0	55	26	1	5	1	0	0	2	0	0	0	0	0	90
11:15	0	54	24	2	4	0	0	0	1	0	0	0	0	0	85
11:30	1	222	110	4	20	7	0	3	3	0	0	0	0	0	370
11:45	0	47	21	1	3	3	0	3	1	0	0	0	0	0	79
12:00	0	45	23	1	3	2	0	1	0	0	0	0	0	0	75
12:15	0	49	10	0	10	5	0	1	0	0	0	0	0	0	75
12:30	0	42	16	0	3	4	0	3	0	0	0	0	0	0	68
12:45	0	183	70	2	19	14	0	8	1	0	0	0	0	0	297
13:00	0	41	16	3	3	6	0	4	0	0	0	0	0	0	73
13:15	0	43	14	0	2	1	0	0	0	0	0	0	0	0	60
13:30	0	40	16	1	5	0	0	2	1	0	0	0	0	0	65
13:45	0	39	13	0	2	0	0	0	0	0	0	0	0	0	54
Total	16	2170	925	41	156	44	1	36	9	0	1	1	0	2	252
Percent	0.5%	63.8%	27.2%	1.2%	4.6%	1.3%	0.0%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.1%	3402

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12 PM	1	45	19	0	2	1	0	0	1	1	0	0	0	0	70
12:15	1	37	18	0	1	2	0	1	2	0	0	0	0	0	62
12:30	0	34	18	2	4	5	0	0	1	0	0	0	0	0	64
12:45	0	35	14	0	2	2	0	0	1	1	0	0	0	0	55
	2	151	69	2	9	10	0	1	5	2	0	0	0	0	251
13:00	1	48	23	0	0	5	0	0	0	0	0	0	0	0	77
13:15	0	53	18	1	2	6	0	0	1	0	0	0	0	0	81
13:30	0	57	15	1	3	0	0	1	3	0	0	0	0	0	80
13:45	0	45	18	0	1	0	0	2	0	0	0	0	0	0	66
	1	203	74	2	6	11	0	3	4	0	0	0	0	0	304
14:00	0	73	20	3	3	0	0	1	0	0	0	0	0	0	100
14:15	0	75	33	8	3	0	0	0	0	0	0	0	0	0	119
14:30	0	64	26	0	5	5	0	1	0	0	0	0	0	0	101
14:45	0	79	19	2	3	0	0	1	1	0	0	0	0	0	105
	0	291	98	13	14	5	0	3	1	0	0	0	0	0	425
15:00	0	101	29	3	0	3	0	0	1	0	0	0	0	0	137
15:15	1	93	31	3	3	1	0	0	1	0	0	0	0	0	133
15:30	1	66	23	3	5	0	0	2	1	0	0	0	0	0	101
15:45	0	61	14	0	4	3	0	0	0	0	0	0	0	0	82
	2	321	97	9	12	7	0	2	3	0	0	0	0	0	453
16:00	2	59	16	0	2	1	0	0	0	0	0	0	0	0	80
16:15	0	58	13	0	1	0	0	1	0	0	0	0	0	0	73
16:30	0	65	25	0	5	0	0	0	1	0	0	0	0	0	96
16:45	0	72	20	0	1	0	0	0	0	0	0	0	0	0	93
	2	254	74	0	9	1	0	1	1	0	0	0	0	0	342
17:00	1	64	20	0	4	0	0	1	0	0	0	0	0	0	90
17:15	0	66	11	1	0	1	0	2	0	0	0	0	0	0	81
17:30	0	64	8	0	3	1	0	0	0	0	0	0	0	0	76
17:45	0	44	9	0	3	0	0	0	0	0	0	0	0	0	56
	1	238	48	1	10	2	0	3	0	0	0	0	0	0	303
18:00	0	43	18	0	5	0	0	0	0	0	0	0	0	0	66
18:15	0	48	15	0	2	0	0	1	0	0	0	0	0	0	66
18:30	0	40	9	0	5	3	0	0	0	0	0	0	0	0	57
18:45	0	26	10	0	2	0	0	2	0	0	0	0	0	0	40
	0	157	52	0	14	3	0	3	0	0	0	0	0	0	229
19:00	0	39	6	0	1	1	0	1	0	0	0	0	0	0	48
19:15	1	30	8	0	2	1	0	0	1	0	0	0	0	0	43
19:30	0	21	8	0	1	0	0	0	0	0	0	0	0	0	30
19:45	0	21	12	0	2	0	0	0	0	0	0	0	0	0	35
	1	111	34	0	6	2	0	1	1	0	0	0	0	0	156
20:00	0	26	9	0	0	0	0	0	0	0	0	0	0	0	35
20:15	0	22	3	0	2	0	0	0	0	0	0	0	0	0	27
20:30	0	27	10	0	0	0	0	0	0	0	0	0	0	0	37
20:45	0	31	10	0	1	0	0	0	0	0	0	0	0	0	42
	0	106	32	0	3	0	0	0	0	0	0	0	0	0	141
21:00	0	28	6	0	0	0	0	0	0	0	0	0	0	0	34
21:15	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
21:30	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
21:45	0	11	1	0	0	0	0	0	1	0	0	0	0	0	13
	0	66	12	0	1	0	0	0	1	0	0	0	0	0	80
22:00	0	12	6	0	0	0	0	0	0	0	0	0	0	0	18
22:15	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
22:30	0	15	4	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
	0	52	14	0	0	0	0	0	0	0	0	0	0	0	66
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
23:15	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
23:30	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	26	6	1	0	0	0	0	0	0	0	0	0	0	33
Total	9	1976	610	28	84	41	0	17	16	2	0	0	0	0	2783
Percent	0.3%	71.0%	21.9%	1.0%	3.0%	1.5%	0.0%	0.6%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	
Grand Total	84	12678	4598	237	743	266	2	172	80	6	1	2	0	6	18875
Percent	0.4%	67.2%	24.4%	1.3%	3.9%	1.4%	0.0%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

CH Perez and Associates Consulting Engineers Inc.

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Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5

CR 510 EB & WB

At W of Treasure Coast Elementary School

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/01/15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
00:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
00:30	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
00:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
01:00	0	24	7	0	0	0	0	0	0	0	0	0	0	0	31
01:15	0	6	0	0	1	0	0	0	0	0	0	0	0	0	7
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
02:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
03:00	0	3	3	0	0	0	0	1	0	0	0	0	0	0	7
03:15	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
05:15	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
05:30	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
05:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13
06:15	0	18	1	0	1	0	0	0	0	0	0	0	0	0	20
06:30	0	42	8	0	2	0	0	0	0	0	0	0	0	0	52
06:45	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
07:00	0	28	2	1	1	0	0	0	1	0	0	0	0	0	33
07:15	0	36	4	5	1	0	0	0	0	0	0	0	0	0	46
07:30	0	68	11	3	1	0	0	0	1	1	0	0	0	0	85
07:45	0	152	20	9	3	0	0	0	2	1	0	0	0	0	187
08:00	0	51	8	1	0	0	0	0	0	0	0	0	0	0	60
08:15	0	47	6	3	3	3	0	2	0	0	0	0	0	0	64
08:30	0	59	10	2	5	2	4	3	0	0	0	0	0	0	85
08:45	0	53	11	2	3	1	2	3	0	0	0	0	0	0	75
09:00	0	210	35	8	11	6	6	8	0	0	0	0	0	0	284
09:15	0	55	10	1	3	1	0	0	0	0	0	0	0	0	70
09:30	0	83	19	5	2	1	0	1	0	0	0	0	0	0	111
09:45	0	79	17	4	3	0	0	1	0	0	0	0	0	0	104
10:00	0	76	21	6	0	0	0	0	1	0	0	0	0	0	104
10:15	0	293	67	16	8	2	0	2	1	0	0	0	0	0	389
10:30	0	52	13	1	2	0	0	0	0	0	0	0	0	0	68
10:45	1	35	10	1	3	0	1	0	0	0	0	0	0	0	51
11:00	0	33	16	1	4	1	0	0	0	0	0	0	0	0	55
11:15	0	36	7	0	5	1	1	0	0	0	0	0	0	0	50
11:30	1	156	46	3	14	2	2	0	0	0	0	0	0	0	224
11:45	3	31	12	0	4	0	1	2	0	0	0	0	0	0	53
12:00	0	39	11	0	4	1	3	0	0	0	0	0	0	0	58
12:15	0	38	14	0	1	3	0	1	0	0	0	0	0	0	57
12:30	0	36	18	0	3	1	2	1	0	0	0	0	0	0	61
12:45	0	144	55	0	12	5	6	4	0	0	0	0	0	0	229
13:00	0	38	17	1	3	1	0	3	1	0	0	0	0	0	64
13:15	0	46	10	2	2	0	0	0	1	0	0	0	0	0	61
13:30	0	41	7	0	2	0	0	0	0	0	0	0	0	0	50
13:45	2	45	12	0	5	0	2	2	1	0	0	0	0	1	70
Total	2	170	46	3	12	1	2	5	3	0	0	0	0	1	245
Percent	0.4%	72.8%	17.3%	2.3%	3.8%	0.9%	0.9%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.1%	1702

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At W of Treasure Coast Elementary School

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	47	11	0	5	1	4	1	0	1	0	0	0	0	70
12:15	0	44	15	0	2	0	0	1	1	0	0	0	0	0	63
12:30	3	46	19	0	3	1	2	2	1	0	0	1	0	0	78
12:45	0	52	12	0	3	0	2	1	0	0	0	0	0	0	70
	3	189	57	0	13	2	8	5	2	1	0	1	0	0	281
13:00	0	63	7	0	2	0	1	0	0	0	0	0	0	0	73
13:15	0	51	22	1	9	1	0	2	0	0	0	0	0	0	86
13:30	0	69	9	2	4	1	0	0	1	0	0	0	0	0	86
13:45	0	70	15	5	2	2	1	2	2	0	0	0	0	0	99
	0	253	53	8	17	4	2	4	3	0	0	0	0	0	344
14:00	1	54	29	1	3	0	1	0	2	0	1	0	0	0	92
14:15	0	73	22	1	4	1	0	1	1	0	0	0	0	0	103
14:30	0	70	13	2	2	0	3	1	0	0	0	0	0	0	91
14:45	0	73	17	1	2	0	3	1	0	0	0	0	0	0	97
	1	270	81	5	11	1	7	3	3	0	1	0	0	0	383
15:00	0	79	28	2	10	1	1	1	0	0	0	0	0	0	122
15:15	0	148	33	3	7	0	1	5	0	0	0	0	0	0	197
15:30	0	151	37	5	5	1	1	1	1	1	0	0	0	0	203
15:45	1	107	56	5	11	0	0	5	0	0	0	0	0	0	185
	1	485	154	15	33	2	3	12	1	1	0	0	0	0	707
16:00	0	113	42	2	9	0	0	2	0	0	0	0	0	0	168
16:15	0	127	42	0	7	0	0	3	0	0	0	0	0	0	179
16:30	2	124	48	3	8	1	0	0	0	0	0	0	0	0	186
16:45	0	127	37	3	7	0	1	3	1	0	0	0	0	0	179
	2	491	169	8	31	1	1	8	1	0	0	0	0	0	712
17:00	0	133	50	2	5	0	0	2	0	0	0	0	0	0	192
17:15	0	168	48	0	10	0	0	0	0	0	0	0	0	0	226
17:30	0	153	35	1	5	0	0	4	0	0	0	0	0	0	198
17:45	0	134	43	1	4	0	0	1	0	0	0	0	0	0	183
	0	588	176	4	24	0	0	7	0	0	0	0	0	0	799
18:00	0	108	35	1	2	0	0	0	0	0	0	0	0	0	146
18:15	1	82	19	1	3	0	0	0	1	0	0	0	0	0	107
18:30	0	80	17	0	3	0	0	0	0	0	0	0	0	0	100
18:45	0	70	18	1	3	0	0	2	0	0	0	0	0	0	94
	1	340	89	3	11	0	0	2	1	0	0	0	0	0	447
19:00	0	54	8	0	1	0	0	0	2	0	0	0	0	0	65
19:15	0	50	6	1	0	0	0	0	0	0	0	0	0	0	57
19:30	0	59	7	0	1	0	0	0	0	0	0	0	0	0	67
19:45	0	50	9	0	3	0	0	0	0	0	0	0	0	0	62
	0	213	30	1	5	0	0	0	2	0	0	0	0	0	251
20:00	0	50	7	1	1	0	0	0	0	0	0	0	0	0	59
20:15	0	39	8	0	1	0	0	0	0	0	0	0	0	0	48
20:30	0	33	11	0	2	0	0	0	0	0	0	0	0	0	46
20:45	0	23	5	0	3	1	0	0	0	0	0	0	0	0	32
	0	145	31	1	7	1	0	0	0	0	0	0	0	0	185
21:00	0	34	6	0	0	0	0	0	0	0	0	0	0	0	40
21:15	0	43	6	0	0	0	0	0	0	0	0	0	0	0	49
21:30	0	38	4	1	1	0	0	0	1	0	0	0	0	0	45
21:45	0	28	7	0	0	0	0	0	0	0	0	0	0	0	35
	0	143	23	1	1	0	0	0	1	0	0	0	0	0	169
22:00	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
22:15	0	13	4	0	0	0	0	0	0	0	0	0	0	0	17
22:30	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
22:45	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
	0	57	9	0	1	0	0	0	0	0	0	0	0	0	67
23:00	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
23:15	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
23:45	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13
	0	43	12	0	2	0	0	0	0	0	0	0	0	0	57
Total	8	3217	884	46	156	11	21	41	14	2	1	1	0	0	4402
Percent	0.2%	73.1%	20.1%	1.0%	3.5%	0.2%	0.5%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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12/02/15	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
01:00	0	26	6	0	0	0	0	0	0	0	0	0	0	0	32
01:15	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
01:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	5
02:15	0	12	0	0	2	0	0	1	0	0	0	0	0	0	15
02:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:30	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:45	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
05:00	0	13	0	0	2	0	0	0	0	0	0	0	0	0	15
05:15	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
05:30	0	7	4	0	0	0	0	0	0	0	0	0	0	0	11
05:45	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
06:00	0	13	1	0	1	0	0	1	0	0	0	0	0	0	16
06:15	0	31	6	0	2	0	0	1	0	0	0	0	0	0	40
06:30	0	20	3	0	0	0	0	0	0	0	0	0	0	0	23
06:45	0	23	2	0	1	0	0	0	0	0	0	0	0	0	26
07:00	0	24	13	3	2	0	0	1	0	0	0	0	0	0	43
07:15	0	60	12	2	2	5	1	2	1	0	0	0	0	0	85
07:30	0	127	30	5	5	5	1	2	2	0	0	0	0	0	177
07:45	0	56	10	2	1	2	4	1	0	0	0	0	0	0	76
08:00	0	43	4	2	2	1	1	1	0	0	0	0	0	0	54
08:15	0	44	9	1	3	1	2	0	0	0	0	0	0	0	60
08:30	0	56	6	2	4	0	0	0	0	0	0	0	0	0	68
08:45	0	199	29	7	10	4	7	2	0	0	0	0	0	0	258
09:00	0	48	7	0	3	1	0	2	0	0	0	0	0	0	61
09:15	1	61	13	4	3	1	0	1	0	0	0	0	0	0	84
09:30	0	91	26	5	5	2	0	1	0	0	0	0	0	0	130
09:45	0	79	19	4	2	2	1	2	0	0	0	0	0	0	109
10:00	1	279	65	13	13	6	1	6	0	0	0	0	0	0	384
10:15	0	46	14	1	3	1	2	0	1	0	0	0	0	0	68
10:30	0	37	16	0	4	1	1	2	0	0	0	0	0	0	61
10:45	0	31	15	0	0	2	2	0	1	0	0	0	0	0	51
11:00	0	41	9	2	1	1	0	0	1	0	0	0	0	0	55
11:15	0	155	54	3	8	5	5	2	3	0	0	0	0	0	235
11:30	0	28	20	3	3	2	0	1	2	0	0	0	0	0	59
11:45	0	33	10	0	5	0	1	0	0	0	0	0	0	0	49
12:00	0	41	9	0	2	3	1	0	0	0	0	0	0	0	56
12:15	0	43	12	2	3	0	0	0	2	0	0	0	0	0	62
12:30	0	145	51	5	13	5	2	1	4	0	0	0	0	0	226
12:45	0	43	12	1	8	0	2	0	0	0	0	0	0	0	66
13:00	0	41	13	0	9	1	4	0	0	0	0	0	0	0	68
13:15	0	46	19	0	6	2	3	0	0	0	0	0	0	0	76
13:30	1	46	17	1	2	0	1	0	0	0	0	0	0	0	68
Total	1	176	61	2	25	3	10	0	0	0	0	0	0	0	278
Percent	0.1%	70.4%	18.1%	2.1%	4.8%	1.7%	1.5%	0.9%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1683

CH Perez and Associates Consulting Engineers Inc.

9594 NW 41st Street, Suite 201, Miami, Florida 33178
Phone: (305) 592-1070 & Fax: (305) 592-1078

Station ID: 5
CR 510 EB & WB
At W of Treasure Coast Elementary School

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	35	17	0	4	1	1	0	0	0	0	0	0	0	58
12:15	0	50	19	1	4	1	0	0	0	0	0	0	0	0	75
12:30	0	49	6	2	2	0	0	0	0	0	0	0	0	0	59
12:45	0	42	15	0	10	1	0	0	1	0	0	0	0	0	69
	0	176	57	3	20	3	1	0	1	0	0	0	0	0	261
13:00	1	46	11	0	4	0	2	0	0	0	0	0	0	0	64
13:15	0	62	13	2	7	1	2	0	1	0	0	0	0	0	88
13:30	1	63	18	0	4	1	5	2	0	0	0	0	0	0	94
13:45	0	75	19	4	4	1	5	2	0	0	0	0	0	0	110
	2	246	61	6	19	3	14	4	1	0	0	0	0	0	356
14:00	0	66	24	1	5	1	0	2	0	0	0	0	0	0	99
14:15	0	68	15	0	4	0	2	0	0	0	0	0	0	0	89
14:30	0	64	11	2	2	3	1	0	0	0	0	0	0	0	83
14:45	0	76	37	1	4	0	1	1	1	0	0	0	0	0	121
	0	274	87	4	15	4	4	3	1	0	0	0	0	0	392
15:00	0	91	23	4	3	2	0	0	0	0	0	0	0	0	123
15:15	0	134	44	3	4	0	1	2	0	0	0	1	0	0	189
15:30	1	151	54	6	9	1	3	3	0	0	0	0	0	0	228
15:45	1	89	52	4	10	0	1	2	1	0	0	0	0	0	160
	2	465	173	17	26	3	5	7	1	0	0	1	0	0	700
16:00	0	121	41	3	12	1	1	1	1	0	0	0	0	0	181
16:15	0	138	54	0	10	0	0	4	0	1	1	0	0	0	208
16:30	0	100	44	3	12	0	0	2	0	0	0	0	0	0	161
16:45	0	87	35	1	6	0	0	5	0	0	0	0	0	0	134
	0	446	174	7	40	1	1	12	1	1	1	0	0	0	684
17:00	0	143	54	1	13	0	0	2	1	0	0	0	1	0	215
17:15	0	143	42	0	7	0	0	1	1	0	0	0	0	0	194
17:30	0	129	31	1	8	1	0	2	0	0	0	0	0	0	172
17:45	0	142	40	3	4	0	0	2	0	0	1	0	0	0	192
	0	557	167	5	32	1	0	7	2	0	1	0	1	0	773
18:00	0	94	27	1	10	0	0	2	0	0	0	0	0	0	134
18:15	0	101	28	0	5	0	0	0	0	0	0	0	0	0	134
18:30	0	72	15	0	8	0	0	0	0	0	0	0	0	0	95
18:45	0	48	7	1	0	0	0	0	0	0	0	0	0	0	56
	0	315	77	2	23	0	0	2	0	0	0	0	0	0	419
19:00	0	47	2	0	1	0	0	0	0	0	0	0	0	0	50
19:15	0	59	10	1	0	0	0	0	0	0	0	0	0	0	70
19:30	0	36	6	0	1	0	0	0	0	0	0	0	0	0	43
19:45	0	48	11	0	3	0	0	0	0	0	0	0	0	0	62
	0	190	29	1	5	0	0	0	0	0	0	0	0	0	225
20:00	0	41	12	0	3	0	0	0	0	0	0	0	0	0	56
20:15	0	43	9	0	3	0	0	0	0	0	0	0	0	0	55
20:30	0	40	15	0	0	0	0	0	0	0	0	0	0	0	55
20:45	0	25	10	0	0	0	0	0	0	0	0	0	0	0	35
	0	149	46	0	6	0	0	0	0	0	0	0	0	0	201
21:00	0	29	9	0	0	0	0	0	0	0	0	0	0	0	38
21:15	0	25	9	0	0	0	0	0	0	0	0	0	0	0	34
21:30	0	37	8	0	2	0	0	0	0	0	0	0	0	0	47
21:45	0	29	4	0	1	0	0	0	0	0	0	0	0	0	34
	0	120	30	0	3	0	0	0	0	0	0	0	0	0	153
22:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	26
22:15	0	11	4	0	2	0	0	0	0	0	0	0	0	0	17
22:30	0	21	3	0	1	0	0	1	0	0	0	0	0	0	26
22:45	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
	0	66	15	0	3	0	0	1	0	0	0	0	0	0	85
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
23:15	0	12	5	0	0	0	0	0	0	0	0	0	0	0	17
23:30	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
23:45	0	9	3	0	0	0	0	0	0	0	0	0	0	0	12
	0	49	12	0	0	0	0	0	0	0	0	0	0	0	61
Total	4	3053	928	45	192	15	25	36	7	1	2	1	1	0	4310
Percent	0.1%	70.8%	21.5%	1.0%	4.5%	0.3%	0.6%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

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At W of Treasure Coast Elementary School

WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12/03/15	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
00:15	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
00:30	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	36	7	0	1	0	0	0	0	0	0	0	0	0	44
01:15	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
01:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
02:15	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
02:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
03:15	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
03:30	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
03:45	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
04:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
06:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
06:30	0	9	1	0	0	0	0	0	1	0	0	0	0	0	11
06:45	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
07:00	0	9	0	0	1	0	0	0	0	0	0	0	0	0	10
07:15	0	12	3	0	1	0	0	0	0	0	0	0	0	0	16
07:30	0	40	7	0	2	0	0	0	1	0	0	0	0	0	50
07:45	0	21	6	1	0	0	0	0	0	0	0	0	0	0	28
08:00	0	13	5	0	2	0	0	0	0	0	0	0	0	0	20
08:15	0	29	2	5	3	0	0	0	0	0	0	0	0	0	39
08:30	1	65	12	2	5	6	0	1	1	0	0	0	0	0	93
08:45	1	128	25	8	10	6	0	1	1	0	0	0	0	0	180
09:00	0	56	19	1	1	4	1	0	0	0	0	0	0	0	82
09:15	0	39	2	1	1	2	4	0	0	0	0	0	0	0	49
09:30	0	48	6	1	1	0	0	1	1	0	0	0	0	0	58
09:45	0	58	14	3	3	0	0	0	1	0	0	0	0	0	79
10:00	0	201	41	6	6	6	5	1	2	0	0	0	0	0	268
10:15	0	52	13	1	0	0	0	0	0	0	0	0	0	0	66
10:30	0	76	20	6	2	0	1	1	1	0	0	0	0	0	107
10:45	2	75	27	5	1	1	1	1	0	0	0	0	0	0	113
11:00	0	76	18	7	2	2	0	0	0	0	0	0	0	0	105
11:15	2	279	78	19	5	3	2	2	1	0	0	0	0	0	391
11:30	0	49	11	1	1	1	3	0	0	0	0	0	0	0	66
11:45	0	34	14	1	6	3	5	0	0	0	0	0	0	0	63
12:00	0	44	11	0	3	2	4	0	0	0	0	0	0	1	65
12:15	0	32	11	0	2	2	0	0	0	1	0	0	0	0	48
12:30	0	159	47	2	12	8	12	0	0	1	0	0	0	1	242
12:45	0	28	12	0	2	1	0	1	0	0	0	0	0	0	44
13:00	0	32	12	0	4	0	0	1	1	0	0	0	0	0	50
13:15	0	36	13	0	3	0	0	1	1	0	0	0	0	0	54
13:30	1	40	19	1	3	0	0	1	1	0	0	0	0	0	66
13:45	1	136	56	1	12	1	0	4	3	0	0	0	0	0	214
14:00	0	38	17	1	6	0	0	1	1	0	0	0	0	0	64
14:15	0	49	10	2	8	0	2	1	0	0	0	0	0	0	72
14:30	0	48	21	2	3	6	2	1	0	0	0	0	0	0	83
14:45	0	61	19	1	5	2	1	0	0	0	0	0	0	0	89
Total	4	196	67	6	22	8	5	3	1	0	0	0	0	0	308
Percent	0.2%	69.3%	19.4%	2.4%	4.2%	1.8%	1.4%	0.6%	0.5%	0.1%	0.0%	0.0%	0.0%	0.1%	1761

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WB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	45	19	0	4	0	1	2	0	0	0	0	0	0	71
12:15	0	56	11	0	7	1	1	0	0	0	0	0	0	0	76
12:30	0	47	18	0	4	2	0	1	0	0	1	0	0	0	73
12:45	1	52	17	0	4	2	0	0	0	0	0	0	0	0	76
13:00	1	200	65	0	19	5	2	3	0	0	1	0	0	0	296
13:15	1	48	18	2	1	2	1	0	0	0	0	0	0	0	73
13:30	1	64	23	2	2	5	1	0	0	0	0	0	0	0	98
13:30	0	73	27	0	5	1	1	1	0	0	0	0	0	0	108
13:45	0	63	18	5	6	1	3	3	0	0	0	0	0	0	99
14:00	2	248	86	9	14	9	6	4	0	0	0	0	0	0	378
14:00	0	62	28	1	4	1	2	1	3	0	0	0	0	0	102
14:15	0	71	24	1	7	0	0	0	0	0	0	0	0	0	103
14:30	0	79	12	3	9	0	0	3	0	0	0	0	0	0	106
14:45	0	64	20	0	3	1	0	2	0	0	0	0	0	0	90
15:00	0	276	84	5	23	2	2	6	3	0	0	0	0	0	401
15:00	0	75	37	5	3	2	0	0	0	0	0	0	0	0	122
15:15	1	132	44	2	5	0	0	0	0	0	0	0	0	0	184
15:30	0	132	48	3	5	1	1	0	0	0	0	0	0	0	190
15:45	0	113	52	3	11	1	2	1	1	0	0	0	0	0	184
16:00	1	452	181	13	24	4	3	1	1	0	0	0	0	0	680
16:00	0	101	53	1	5	1	0	3	1	0	0	0	0	0	165
16:15	0	118	52	3	10	0	0	4	0	0	0	0	0	0	187
16:30	0	144	54	1	9	0	0	1	0	0	0	0	0	0	209
16:45	0	122	47	0	7	0	0	0	1	0	0	0	0	0	177
17:00	0	485	206	5	31	1	0	8	2	0	0	0	0	0	738
17:00	0	137	38	2	4	0	0	0	0	0	0	0	0	0	181
17:15	0	130	48	1	10	0	0	0	0	0	0	0	0	0	189
17:30	0	148	46	2	6	0	0	1	0	0	0	0	0	0	203
17:45	1	140	29	4	13	0	0	2	0	0	0	0	0	0	189
18:00	1	555	161	9	33	0	0	3	0	0	0	0	0	0	762
18:00	1	90	38	0	4	0	0	0	2	0	0	0	0	0	135
18:15	0	80	13	1	3	0	0	0	0	0	0	0	0	0	97
18:30	0	58	17	0	4	0	0	1	0	0	0	0	0	0	80
18:45	0	71	12	1	5	0	0	0	1	0	0	0	0	0	90
19:00	1	299	80	2	16	0	0	1	3	0	0	0	0	0	402
19:00	0	62	18	0	1	0	0	0	0	0	0	0	0	0	81
19:15	0	54	11	1	0	0	0	0	0	0	0	0	0	0	66
19:30	0	56	8	0	2	0	0	0	0	0	0	0	0	0	66
19:45	0	39	8	1	0	0	0	0	1	0	0	0	0	0	49
20:00	0	211	45	2	3	0	0	0	1	0	0	0	0	0	262
20:00	0	44	6	1	1	0	0	0	0	0	0	0	0	0	52
20:15	0	41	6	0	1	0	0	0	0	0	0	0	0	0	48
20:30	0	34	9	0	2	0	0	0	0	0	0	0	0	0	45
20:45	0	23	3	0	1	0	0	0	0	0	0	0	0	0	27
21:00	0	142	24	1	5	0	0	0	0	0	0	0	0	0	172
21:00	0	29	6	0	1	0	0	0	0	0	0	0	0	0	36
21:15	0	33	7	0	2	0	0	0	0	0	0	0	0	0	42
21:30	0	32	3	0	0	0	0	0	0	0	0	0	0	0	35
21:45	0	25	3	0	0	0	0	0	0	0	0	0	0	0	28
22:00	0	119	19	0	3	0	0	0	0	0	0	0	0	0	141
22:00	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
22:15	0	29	1	0	0	0	0	0	0	0	0	0	0	0	30
22:30	0	19	3	0	0	0	0	0	0	0	0	0	0	0	22
22:45	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
23:00	0	86	6	0	0	0	0	0	0	0	0	0	0	0	92
23:00	0	23	0	0	0	0	0	0	0	0	0	0	0	0	23
23:15	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
23:45	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
Total	6	3135	960	46	171	21	13	26	10	0	1	0	0	0	4389
Percent	0.1%	71.4%	21.9%	1.0%	3.9%	0.5%	0.3%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	30	13049	3712	253	737	123	125	149	55	5	4	2	1	2	18247
Percent	0.2%	71.5%	20.3%	1.4%	4.0%	0.7%	0.7%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

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EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/01/15	0	16	7	0	0	0	0	0	1	0	0	0	0	0	24
01:00	0	14	5	0	0	1	0	0	0	0	0	0	0	0	20
02:00	0	11	4	2	0	0	0	0	0	0	0	0	0	0	17
03:00	0	11	1	0	0	1	0	0	1	0	0	0	0	0	14
04:00	0	25	21	0	1	2	0	0	1	0	0	0	0	0	50
05:00	1	113	54	4	8	1	0	2	0	0	0	0	0	0	183
06:00	1	333	169	10	36	4	0	5	2	0	0	0	0	0	560
07:00	3	596	238	5	37	4	0	14	2	0	0	0	0	1	900
08:00	3	583	181	9	23	5	0	6	0	0	0	0	0	0	810
09:00	1	262	93	5	18	13	0	6	2	0	0	0	0	0	400
10:00	2	189	66	2	12	11	0	4	1	0	0	0	0	0	287
11:00	4	176	55	2	9	11	0	2	4	0	0	0	0	0	263
12 PM	2	145	51	3	12	10	0	4	4	0	0	0	0	1	232
13:00	1	205	68	1	6	14	0	5	3	0	0	0	0	0	303
14:00	1	296	87	15	13	8	0	6	2	0	0	0	0	0	428
15:00	1	333	97	13	13	2	0	1	3	0	0	0	0	0	463
16:00	5	246	84	5	14	1	0	3	0	0	0	0	0	0	358
17:00	0	244	67	4	9	1	0	2	2	0	0	0	0	0	329
18:00	1	158	34	2	8	1	0	0	1	0	0	0	0	0	205
19:00	0	128	34	0	5	0	0	0	0	0	0	0	0	0	167
20:00	0	155	37	2	4	0	0	1	0	0	0	0	0	0	199
21:00	0	62	21	0	4	0	0	0	0	0	0	0	0	0	87
22:00	0	47	15	0	0	0	0	0	0	0	0	0	0	0	62
23:00	0	24	10	0	3	0	0	1	0	0	0	0	0	0	38
Total	26	4372	1499	84	235	90	0	62	29	0	0	0	0	2	6399
Percent	0.4%	68.3%	23.4%	1.3%	3.7%	1.4%	0.0%	1.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	06:00	07:00	09:00		07:00	11:00					07:00	
Vol.	4	596	238	10	37	13		14	4					1	
PM Peak	16:00	15:00	15:00	14:00	16:00	13:00		14:00	12:00					12:00	
Vol.	5	333	97	15	14	14		6	4					1	

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Station ID: 5
CR 510 EB & WB
At W of Treasure Coast Elementary School

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/02/15	0	10	4	0	1	1	0	0	0	0	0	0	0	0	16
01:00	0	12	4	0	0	2	0	0	0	0	0	0	0	0	18
02:00	0	5	2	2	0	0	0	0	0	0	0	0	0	0	9
03:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	14
04:00	1	23	22	0	1	0	0	0	0	0	0	0	0	0	47
05:00	1	107	45	3	7	0	0	2	2	0	0	0	0	0	167
06:00	2	335	182	11	28	2	0	4	0	0	0	0	0	0	564
07:00	3	559	243	6	41	1	0	15	3	1	0	0	0	1	873
08:00	0	556	210	15	25	13	0	9	3	1	0	0	0	1	833
09:00	2	208	91	3	26	5	1	5	2	0	0	0	0	0	343
10:00	1	192	80	3	31	14	0	3	3	1	0	0	0	0	328
11:00	8	215	61	4	12	3	0	3	4	0	0	0	0	0	310
12 PM	6	163	54	3	12	10	0	3	2	0	0	0	0	0	253
13:00	1	195	77	2	13	10	0	3	1	1	0	0	0	0	303
14:00	2	271	86	16	22	9	0	2	2	0	0	1	0	0	411
15:00	3	351	104	13	9	14	0	3	1	0	0	0	0	0	498
16:00	0	232	68	1	9	5	0	0	2	0	0	0	0	0	317
17:00	1	229	86	2	11	2	0	2	0	0	0	0	0	0	333
18:00	0	161	72	0	5	0	0	1	0	0	0	0	0	0	239
19:00	1	90	18	0	8	0	0	2	0	0	0	0	0	0	119
20:00	0	91	21	0	4	0	0	0	0	0	0	0	0	0	116
21:00	1	72	8	0	1	0	0	0	1	0	0	0	0	0	83
22:00	0	53	12	0	2	0	0	0	0	0	0	0	0	0	67
23:00	0	21	9	0	0	0	0	0	0	0	0	0	0	0	30
Total	33	4160	1564	84	268	91	1	57	26	4	0	1	0	2	6291
Percent	0.5%	66.1%	24.9%	1.3%	4.3%	1.4%	0.0%	0.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	07:00	08:00	07:00	10:00	09:00	07:00	11:00	07:00				07:00	
Vol.	8	559	243	15	41	14	1	15	4	1				1	
PM Peak	12:00	15:00	15:00	14:00	14:00	15:00		12:00	12:00	13:00		14:00			
Vol.	6	351	104	16	22	14		3	2	1		1			

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At W of Treasure Coast Elementary School

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/01/15	0	24	7	0	0	0	0	0	0	0	0	0	0	0	31
01:00	0	12	1	0	1	0	0	0	0	0	0	0	0	0	14
02:00	0	13	5	0	1	0	0	1	0	0	0	0	0	0	20
03:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
05:00	0	42	8	0	2	0	0	0	0	0	0	0	0	0	52
06:00	0	152	20	9	3	0	0	0	2	1	0	0	0	0	187
07:00	0	210	35	8	11	6	6	8	0	0	0	0	0	0	284
08:00	0	293	67	16	8	2	0	2	1	0	0	0	0	0	389
09:00	1	156	46	3	14	2	2	0	0	0	0	0	0	0	224
10:00	3	144	55	0	12	5	6	4	0	0	0	0	0	0	229
11:00	2	170	46	3	12	1	2	5	3	0	0	0	0	1	245
12 PM	3	189	57	0	13	2	8	5	2	1	0	1	0	0	281
13:00	0	253	53	8	17	4	2	4	3	0	0	0	0	0	344
14:00	1	270	81	5	11	1	7	3	3	0	1	0	0	0	383
15:00	1	485	154	15	33	2	3	12	1	1	0	0	0	0	707
16:00	2	491	169	8	31	1	1	8	1	0	0	0	0	0	712
17:00	0	588	176	4	24	0	0	7	0	0	0	0	0	0	799
18:00	1	340	89	3	11	0	0	2	1	0	0	0	0	0	447
19:00	0	213	30	1	5	0	0	0	2	0	0	0	0	0	251
20:00	0	145	31	1	7	1	0	0	0	0	0	0	0	0	185
21:00	0	143	23	1	1	0	0	0	1	0	0	0	0	0	169
22:00	0	57	9	0	1	0	0	0	0	0	0	0	0	0	67
23:00	0	43	12	0	2	0	0	0	0	0	0	0	0	0	57
Total	14	4456	1178	85	220	27	37	61	20	3	1	1	0	1	6104
Percent	0.2%	73.0%	19.3%	1.4%	3.6%	0.4%	0.6%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	10:00	08:00	08:00	08:00	09:00	07:00	07:00	07:00	11:00	06:00				11:00	
Vol.	3	293	67	16	14	6	6	8	3	1				1	
PM Peak	12:00	17:00	17:00	15:00	15:00	13:00	12:00	15:00	13:00	12:00	14:00	12:00			
Vol.	3	588	176	15	33	4	8	12	3	1	1	1			

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/02/15	0	26	6	0	0	0	0	0	0	0	0	0	0	0	32
01:00	0	12	0	0	2	0	0	1	0	0	0	0	0	0	15
02:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13
03:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
04:00	0	13	0	0	2	0	0	0	0	0	0	0	0	0	15
05:00	0	31	6	0	2	0	0	1	0	0	0	0	0	0	40
06:00	0	127	30	5	5	5	1	2	2	0	0	0	0	0	177
07:00	0	199	29	7	10	4	7	2	0	0	0	0	0	0	258
08:00	1	279	65	13	13	6	1	6	0	0	0	0	0	0	384
09:00	0	155	54	3	8	5	5	2	3	0	0	0	0	0	235
10:00	0	145	51	5	13	5	2	1	4	0	0	0	0	0	226
11:00	1	176	61	2	25	3	10	0	0	0	0	0	0	0	278
12 PM	0	176	57	3	20	3	1	0	1	0	0	0	0	0	261
13:00	2	246	61	6	19	3	14	4	1	0	0	0	0	0	356
14:00	0	274	87	4	15	4	4	3	1	0	0	0	0	0	392
15:00	2	465	173	17	26	3	5	7	1	0	0	1	0	0	700
16:00	0	446	174	7	40	1	1	12	1	1	1	0	0	0	684
17:00	0	557	167	5	32	1	0	7	2	0	1	0	1	0	773
18:00	0	315	77	2	23	0	0	2	0	0	0	0	0	0	419
19:00	0	190	29	1	5	0	0	0	0	0	0	0	0	0	225
20:00	0	149	46	0	6	0	0	0	0	0	0	0	0	0	201
21:00	0	120	30	0	3	0	0	0	0	0	0	0	0	0	153
22:00	0	66	15	0	3	0	0	1	0	0	0	0	0	0	85
23:00	0	49	12	0	0	0	0	0	0	0	0	0	0	0	61
Total	6	4237	1232	80	272	43	51	51	16	1	2	1	1	0	5993
Percent	0.1%	70.7%	20.6%	1.3%	4.5%	0.7%	0.9%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	11:00	08:00	11:00	08:00	10:00						
Vol.	1	279	65	13	25	6	10	6	4						
PM Peak	13:00	17:00	16:00	15:00	16:00	14:00	13:00	16:00	17:00	16:00	16:00	15:00	17:00		
Vol.	2	557	174	17	40	4	14	12	2	1	1	1	1		

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WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
12/03/15	0	36	7	0	1	0	0	0	0	0	0	0	0	0	44
01:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
02:00	0	7	4	0	1	0	0	0	0	0	0	0	0	0	12
03:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
04:00	0	16	1	0	1	0	0	0	0	0	0	0	0	0	18
05:00	0	40	7	0	2	0	0	0	1	0	0	0	0	0	50
06:00	1	128	25	8	10	6	0	1	1	0	0	0	0	0	180
07:00	0	201	41	6	6	6	5	1	2	0	0	0	0	0	268
08:00	2	279	78	19	5	3	2	2	1	0	0	0	0	0	391
09:00	0	159	47	2	12	8	12	0	0	1	0	0	0	1	242
10:00	1	136	56	1	12	1	0	4	3	0	0	0	0	0	214
11:00	0	196	67	6	22	8	5	3	1	0	0	0	0	0	308
12 PM	1	200	65	0	19	5	2	3	0	0	1	0	0	0	296
13:00	2	248	86	9	14	9	6	4	0	0	0	0	0	0	378
14:00	0	276	84	5	23	2	2	6	3	0	0	0	0	0	401
15:00	1	452	181	13	24	4	3	1	1	0	0	0	0	0	680
16:00	0	485	206	5	31	1	0	8	2	0	0	0	0	0	738
17:00	1	555	161	9	33	0	0	3	0	0	0	0	0	0	762
18:00	1	299	80	2	16	0	0	1	3	0	0	0	0	0	402
19:00	0	211	45	2	3	0	0	0	1	0	0	0	0	0	262
20:00	0	142	24	1	5	0	0	0	0	0	0	0	0	0	172
21:00	0	119	19	0	3	0	0	0	0	0	0	0	0	0	141
22:00	0	86	6	0	0	0	0	0	0	0	0	0	0	0	92
23:00	0	62	3	0	0	0	0	0	0	0	0	0	0	0	65
Total	10	4356	1302	88	245	53	37	37	19	1	1	0	0	1	6150
Percent	0.2%	70.8%	21.2%	1.4%	4.0%	0.9%	0.6%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	08:00	08:00	11:00	09:00	09:00	10:00	10:00	09:00				09:00	
Vol.	2	279	78	19	22	8	12	4	3	1				1	
PM Peak	13:00	17:00	16:00	15:00	17:00	13:00	13:00	16:00	14:00		12:00				
Vol.	2	555	206	13	33	9	6	8	3		1				
Grand Total	30	13049	3712	253	737	123	125	149	55	5	4	2	1	2	18247
Percent	0.2%	71.5%	20.3%	1.4%	4.0%	0.7%	0.7%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Appendix B

Seasonal and Axle Adjustment Factors

2014 Peak Season Factor Category Report - Report Type: ALL
 Category: 8801 CEN.-w OF US1 TO I95

MOCF: 0.95
 PSCF

Week	Dates	SF	PSCF
1	01/01/2014 - 01/04/2014	0.99	1.04
2	01/05/2014 - 01/11/2014	1.00	1.05
3	01/12/2014 - 01/18/2014	1.02	1.07
4	01/19/2014 - 01/25/2014	1.00	1.05
5	01/26/2014 - 02/01/2014	0.99	1.04
* 6	02/02/2014 - 02/08/2014	0.97	1.02
* 7	02/09/2014 - 02/15/2014	0.95	1.00
* 8	02/16/2014 - 02/22/2014	0.94	0.99
* 9	02/23/2014 - 03/01/2014	0.93	0.98
*10	03/02/2014 - 03/08/2014	0.93	0.98
*11	03/09/2014 - 03/15/2014	0.93	0.98
*12	03/16/2014 - 03/22/2014	0.93	0.98
*13	03/23/2014 - 03/29/2014	0.94	0.99
*14	03/30/2014 - 04/05/2014	0.95	1.00
*15	04/06/2014 - 04/12/2014	0.96	1.01
*16	04/13/2014 - 04/19/2014	0.97	1.02
*17	04/20/2014 - 04/26/2014	0.97	1.02
*18	04/27/2014 - 05/03/2014	0.98	1.03
19	05/04/2014 - 05/10/2014	0.99	1.04
20	05/11/2014 - 05/17/2014	1.00	1.05
21	05/18/2014 - 05/24/2014	1.01	1.06
22	05/25/2014 - 05/31/2014	1.01	1.06
23	06/01/2014 - 06/07/2014	1.02	1.07
24	06/08/2014 - 06/14/2014	1.02	1.07
25	06/15/2014 - 06/21/2014	1.03	1.08
26	06/22/2014 - 06/28/2014	1.04	1.09
27	06/29/2014 - 07/05/2014	1.05	1.11
28	07/06/2014 - 07/12/2014	1.05	1.11
29	07/13/2014 - 07/19/2014	1.06	1.12
30	07/20/2014 - 07/26/2014	1.05	1.11
31	07/27/2014 - 08/02/2014	1.05	1.11
32	08/03/2014 - 08/09/2014	1.04	1.09
33	08/10/2014 - 08/16/2014	1.04	1.09
34	08/17/2014 - 08/23/2014	1.03	1.08
35	08/24/2014 - 08/30/2014	1.04	1.09
36	08/31/2014 - 09/06/2014	1.05	1.11
37	09/07/2014 - 09/13/2014	1.06	1.12
38	09/14/2014 - 09/20/2014	1.07	1.13
39	09/21/2014 - 09/27/2014	1.05	1.11
40	09/28/2014 - 10/04/2014	1.04	1.09
41	10/05/2014 - 10/11/2014	1.02	1.07
42	10/12/2014 - 10/18/2014	1.01	1.06
43	10/19/2014 - 10/25/2014	1.01	1.06
44	10/26/2014 - 11/01/2014	1.01	1.06
45	11/02/2014 - 11/08/2014	1.02	1.07
46	11/09/2014 - 11/15/2014	1.02	1.07
47	11/16/2014 - 11/22/2014	1.02	1.07
48	11/23/2014 - 11/29/2014	1.01	1.06
49	11/30/2014 - 12/06/2014	1.00	1.05
50	12/07/2014 - 12/13/2014	0.99	1.04
51	12/14/2014 - 12/20/2014	0.99	1.04
52	12/21/2014 - 12/27/2014	1.00	1.05
53	12/28/2014 - 12/31/2014	1.02	1.07

* Peak Season

2014 weekly Axle Factor Category Report - Report Type: ALL

County: 88 - INDIAN RIVER

Week	Dates	8810 COUNTY ROADS-RURAL	SR 656	8811	8812 27 AVENUE/EMERSON	8813 SR5,ST.LUCIE-65 ST
1	01/01/2014 - 01/04/2014	0.98		0.99	0.99	0.99
2	01/05/2014 - 01/11/2014	0.98		0.99	0.99	0.97
3	01/12/2014 - 01/18/2014	0.98		0.99	0.99	0.95
4	01/19/2014 - 01/25/2014	0.98		0.99	0.99	0.96
5	01/26/2014 - 02/01/2014	0.98		0.99	0.99	0.97
6	02/02/2014 - 02/08/2014	0.98		0.99	0.99	0.98
7	02/09/2014 - 02/15/2014	0.98		0.99	0.99	0.99
8	02/16/2014 - 02/22/2014	0.98		0.99	0.99	0.99
9	02/23/2014 - 03/01/2014	0.98		0.99	0.99	0.99
10	03/02/2014 - 03/08/2014	0.98		0.99	0.99	0.99
11	03/09/2014 - 03/15/2014	0.98		0.99	0.99	0.99
12	03/16/2014 - 03/22/2014	0.98		0.99	0.99	0.99
13	03/23/2014 - 03/29/2014	0.98		0.99	0.99	0.99
14	03/30/2014 - 04/05/2014	0.98		0.99	0.99	0.99
15	04/06/2014 - 04/12/2014	0.98		0.99	0.99	0.99
16	04/13/2014 - 04/19/2014	0.98		0.99	0.99	0.99
17	04/20/2014 - 04/26/2014	0.98		0.99	0.99	0.99
18	04/27/2014 - 05/03/2014	0.98		0.99	0.99	0.99
19	05/04/2014 - 05/10/2014	0.98		0.99	0.99	0.99
20	05/11/2014 - 05/17/2014	0.98		0.99	0.99	0.99
21	05/18/2014 - 05/24/2014	0.98		0.99	0.99	0.99
22	05/25/2014 - 05/31/2014	0.98		0.99	0.99	0.99
23	06/01/2014 - 06/07/2014	0.98		0.99	0.99	0.99
24	06/08/2014 - 06/14/2014	0.98		0.99	0.99	0.99
25	06/15/2014 - 06/21/2014	0.98		0.99	0.99	0.99
26	06/22/2014 - 06/28/2014	0.98		0.99	0.99	0.99
27	06/29/2014 - 07/05/2014	0.98		0.99	0.99	0.99
28	07/06/2014 - 07/12/2014	0.98		0.99	0.99	0.99
29	07/13/2014 - 07/19/2014	0.98		0.99	0.99	0.99
30	07/20/2014 - 07/26/2014	0.98		0.99	0.99	0.99
31	07/27/2014 - 08/02/2014	0.98		0.99	0.99	0.99
32	08/03/2014 - 08/09/2014	0.98		0.99	0.99	0.99
33	08/10/2014 - 08/16/2014	0.98		0.99	0.99	0.99
34	08/17/2014 - 08/23/2014	0.98		0.99	0.99	0.99
35	08/24/2014 - 08/30/2014	0.98		0.99	0.99	0.99
36	08/31/2014 - 09/06/2014	0.98		0.99	0.99	0.99
37	09/07/2014 - 09/13/2014	0.98		0.99	0.99	0.99
38	09/14/2014 - 09/20/2014	0.98		0.99	0.99	0.99
39	09/21/2014 - 09/27/2014	0.98		0.99	0.99	0.99
40	09/28/2014 - 10/04/2014	0.98		0.99	0.99	0.99
41	10/05/2014 - 10/11/2014	0.98		0.99	0.99	0.99
42	10/12/2014 - 10/18/2014	0.98		0.99	0.99	0.99
43	10/19/2014 - 10/25/2014	0.98		0.99	0.99	0.99
44	10/26/2014 - 11/01/2014	0.98		0.99	0.99	0.99
45	11/02/2014 - 11/08/2014	0.98		0.99	0.99	0.99
46	11/09/2014 - 11/15/2014	0.98		0.99	0.99	0.99
47	11/16/2014 - 11/22/2014	0.98		0.99	0.99	0.99
48	11/23/2014 - 11/29/2014	0.98		0.99	0.99	0.99
49	11/30/2014 - 12/06/2014	0.98		0.99	0.99	0.99
50	12/07/2014 - 12/13/2014	0.98		0.99	0.99	0.99
51	12/14/2014 - 12/20/2014	0.98		0.99	0.99	0.99
52	12/21/2014 - 12/27/2014	0.98		0.99	0.99	0.97
53	12/28/2014 - 12/31/2014	0.98		0.99	0.99	0.95

Appendix C

Historical Traffic Counts

Florida Department of Transportation
 Transportation Statistics Office
 2014 Historical AADT Report

County: 88 - INDIAN RIVER

Site: 7034 - CR 510/85 ST E OF 66TH AVE (COUNTY LINK: 1820)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
2014	11400 C	E	5700	W	5700	9.00	51.70	5.30
2013	10200 C	E	5200	W	5000	9.00	50.80	3.00
2012	10000 C	E	5000	W	5000	9.00	55.20	4.00
2011	14000 C	E	5300	W	8700	9.00	55.70	6.40
2010	11200 C	E	5600	W	5600	10.00	54.79	4.00
2009	10400 C	E	5300	W	5100	9.97	55.49	6.40
2008	9900 C	E	5000	W	4900	10.08	55.82	4.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2014 Historical AADT Report

County: 88 - INDIAN RIVER

Site: 7033 - CR 510/85 ST E SR 609/82 AVE (COUNTY LINK: 1810)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
2014	9800 C	E	4900	W	4900	9.00	51.70	5.30
2013	11300 C	E	5300	W	6000	9.00	50.80	3.00
2012	9800 C	E	4900	W	4900	9.00	55.20	4.00
2011	9900 C	E	5000	W	4900	9.00	55.70	6.40
2010	11400 C	E	5700	W	5700	10.00	54.79	4.00
2009	10500 C	E	5100	W	5400	9.97	55.49	6.40
2008	9100 C	E	4500	W	4600	10.08	55.82	4.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown

*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
 Transportation Statistics Office
 2014 Historical AADT Report

County: 88 - INDIAN RIVER

Site: 9075 - ON CR. 510 FROM CR. 512 TO 87TH STREET (COUNTY LINK : 9075)

Year	AADT	Direction 1		Direction 2		*K Factor	D Factor	T Factor
2014	10300 C	N	5200	S	5100	9.00	51.70	5.30
2013	10100 F	N	5100	S	5000	9.00	50.80	3.00
2012	10100 C	N	5100	S	5000	9.00	55.20	4.00
2011	10700 C	N	5400	S	5300	9.00	55.70	6.40
2010	10100 F	N	5200	S	4900	10.00	54.79	4.00
2009	10300 C	N	5300	S	5000	9.97	55.49	6.40
2008	9500 C	N	4900	S	4600	10.08	55.82	4.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
 *K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Appendix D

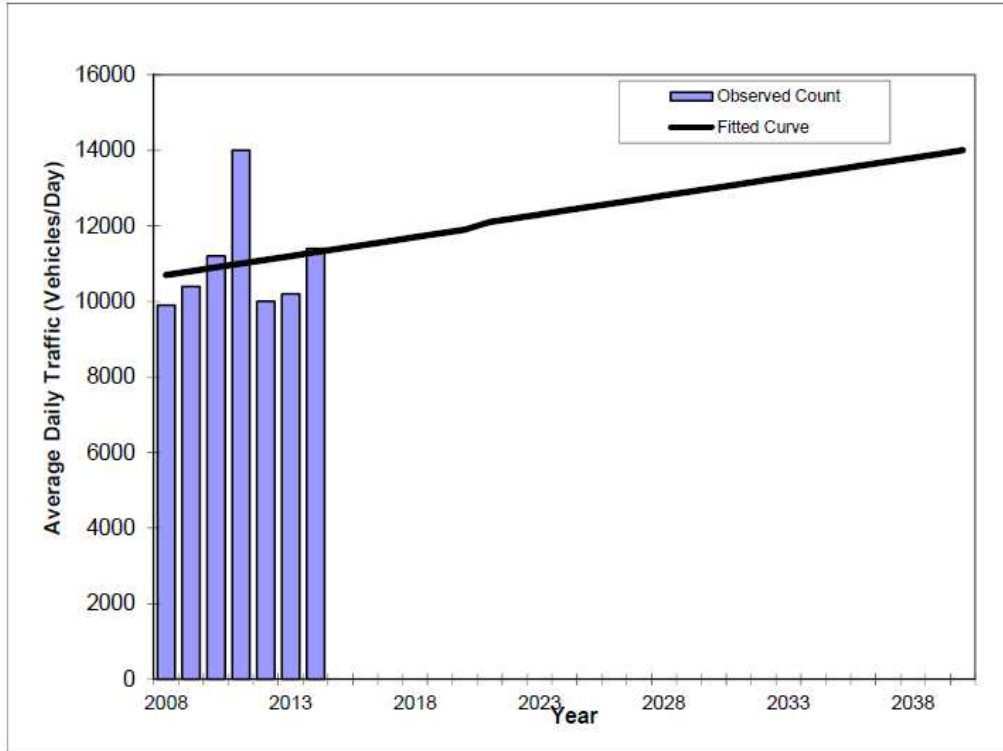
Trend Analysis

Traffic Trends - V3.0

CR-510/85TH STREET -- E OF 66TH AVE (Historical)

FIN#	405606-2-22-01
Location	1

County:	Indian River (88)
Station #:	7034
Highway:	CR-510/85TH STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	9900	10700
2009	10400	10800
2010	11200	10900
2011	14000	11000
2012	10000	11100
2013	10200	11200
2014	11400	11300
2020 Opening Year Trend		
2020	N/A	11900
2030 Mid-Year Trend		
2030	N/A	13000
2040 Design Year Trend		
2040	N/A	14000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	104
Trend R-squared:	2.42%
Trend Annual Historic Growth Rate:	0.93%
Trend Growth Rate (2014 to Design Year):	0.92%
Printed:	16-Feb-16

Straight Line Growth Option

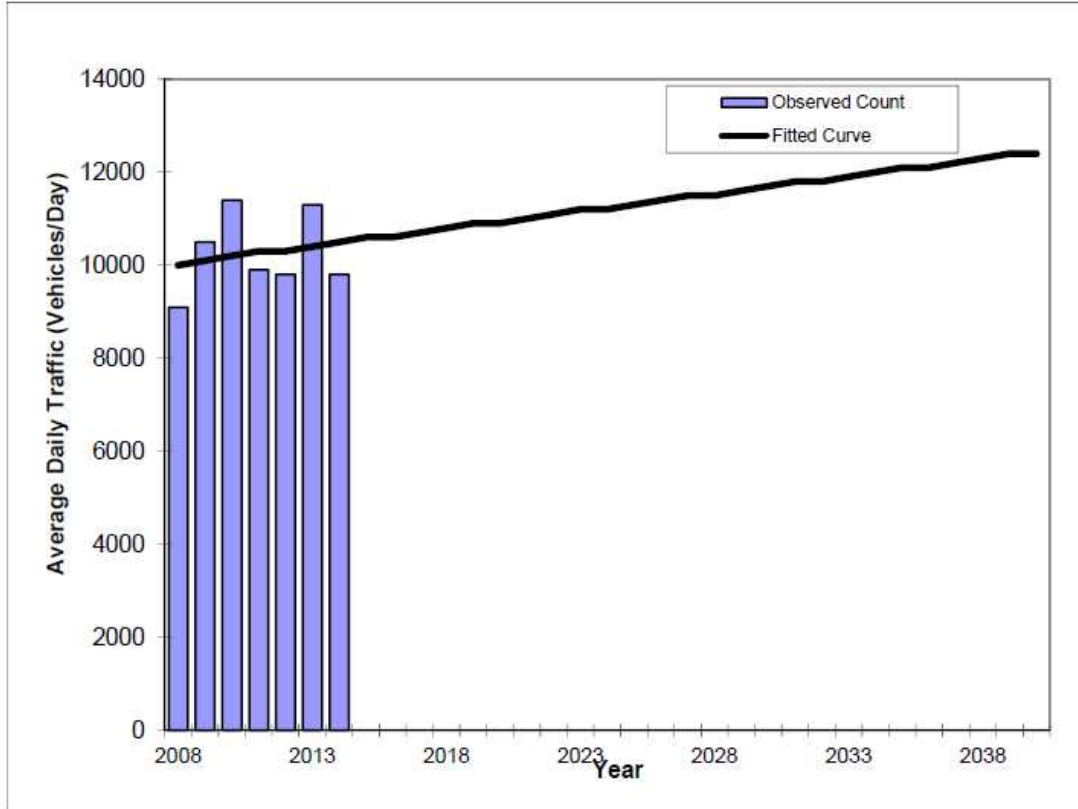
*Axle-Adjusted

Traffic Trends - V3.0

CR-510/85TH STREET -- E OF 82ND AVE (Historical)

FIN#	405606-2-22-01
Location	1

County:	Indian River (88)
Station #:	7033
Highway:	CR-510/85TH STREET



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	9100	10000
2009	10500	10100
2010	11400	10200
2011	9900	10300
2012	9800	10300
2013	11300	10400
2014	9800	10500
2020 Opening Year Trend		
2020	N/A	10900
2030 Mid-Year Trend		
2030	N/A	11700
2040 Design Year Trend		
2040	N/A	12400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	75
Trend R-squared:	3.63%
Trend Annual Historic Growth Rate:	0.83%
Trend Growth Rate (2014 to Design Year):	0.70%
Printed:	16-Feb-16
Straight Line Growth Option	

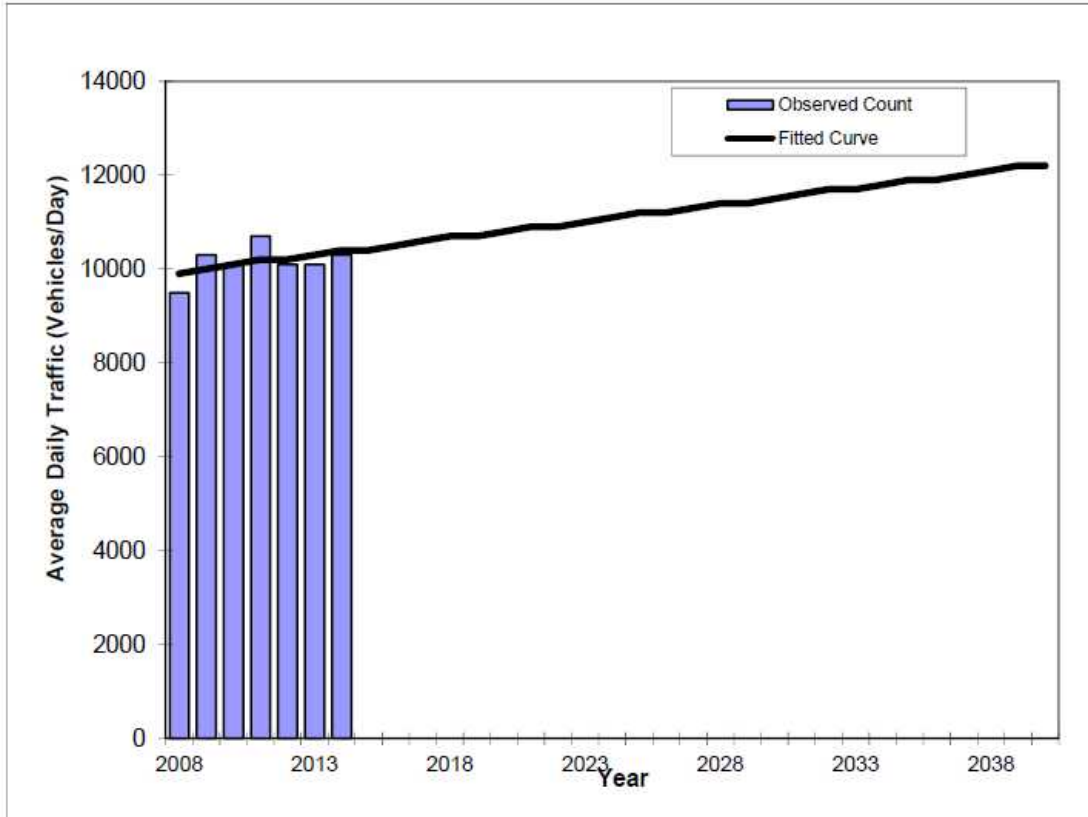
*Axle-Adjusted

Traffic Trends - V3.0

CR-510/85TH STREET -- S OF CR-512 (Historical)

FIN#	405606-2-22-01
Location	1

County:	Indian River (88)
Station #:	9075
Highway:	CR-510/85TH STREET



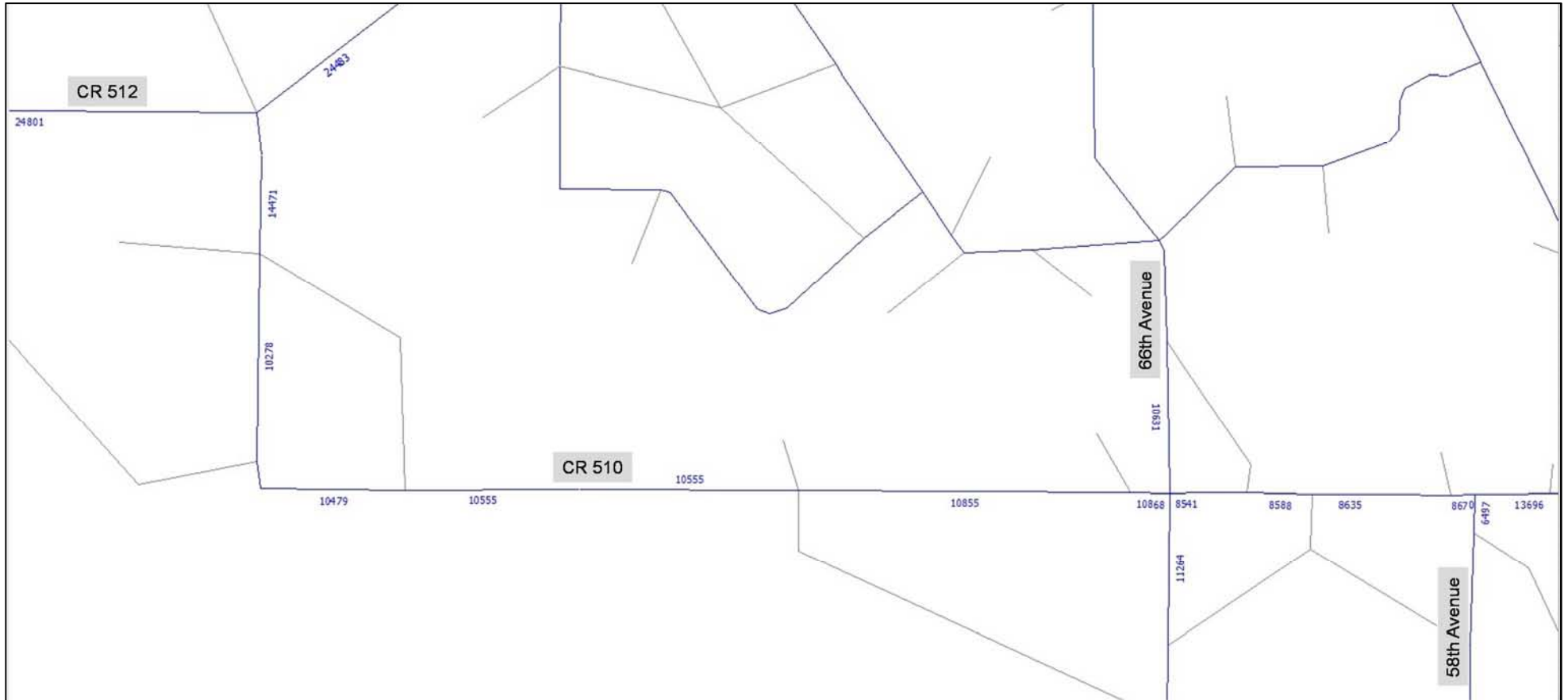
Year	Traffic (ADT/AADT)	
	Count*	Trend**
2008	9500	9900
2009	10300	10000
2010	10100	10100
2011	10700	10200
2012	10100	10200
2013	10100	10300
2014	10300	10400
2020 Opening Year Trend		
2020	N/A	10800
2030 Mid-Year Trend		
2030	N/A	11500
2040 Design Year Trend		
2040	N/A	12200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	71
Trend R-squared:	18.38%
Trend Annual Historic Growth Rate:	0.84%
Trend Growth Rate (2014 to Design Year):	0.67%
Printed:	16-Feb-16
Straight Line Growth Option	

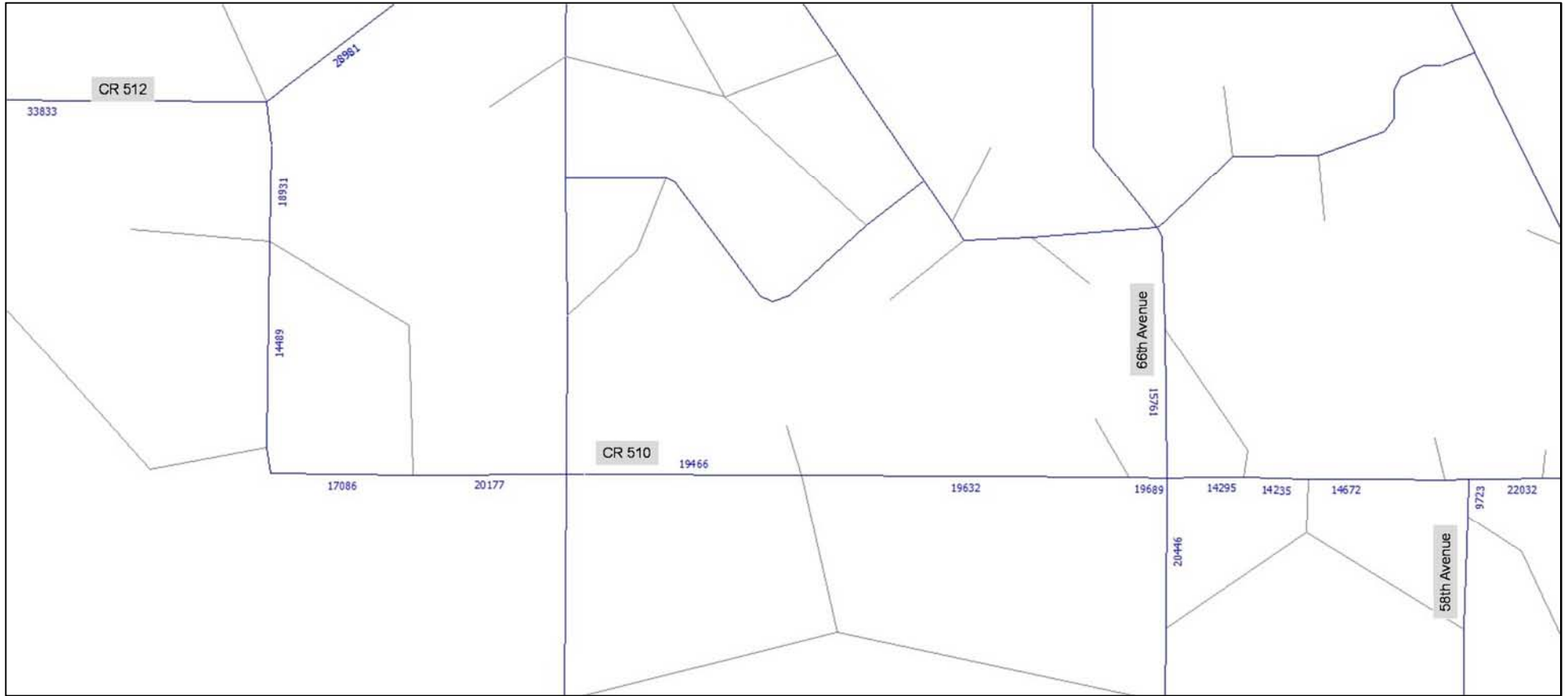
*Axle-Adjusted

Appendix E
TCRPM 4.0 Model Volumes

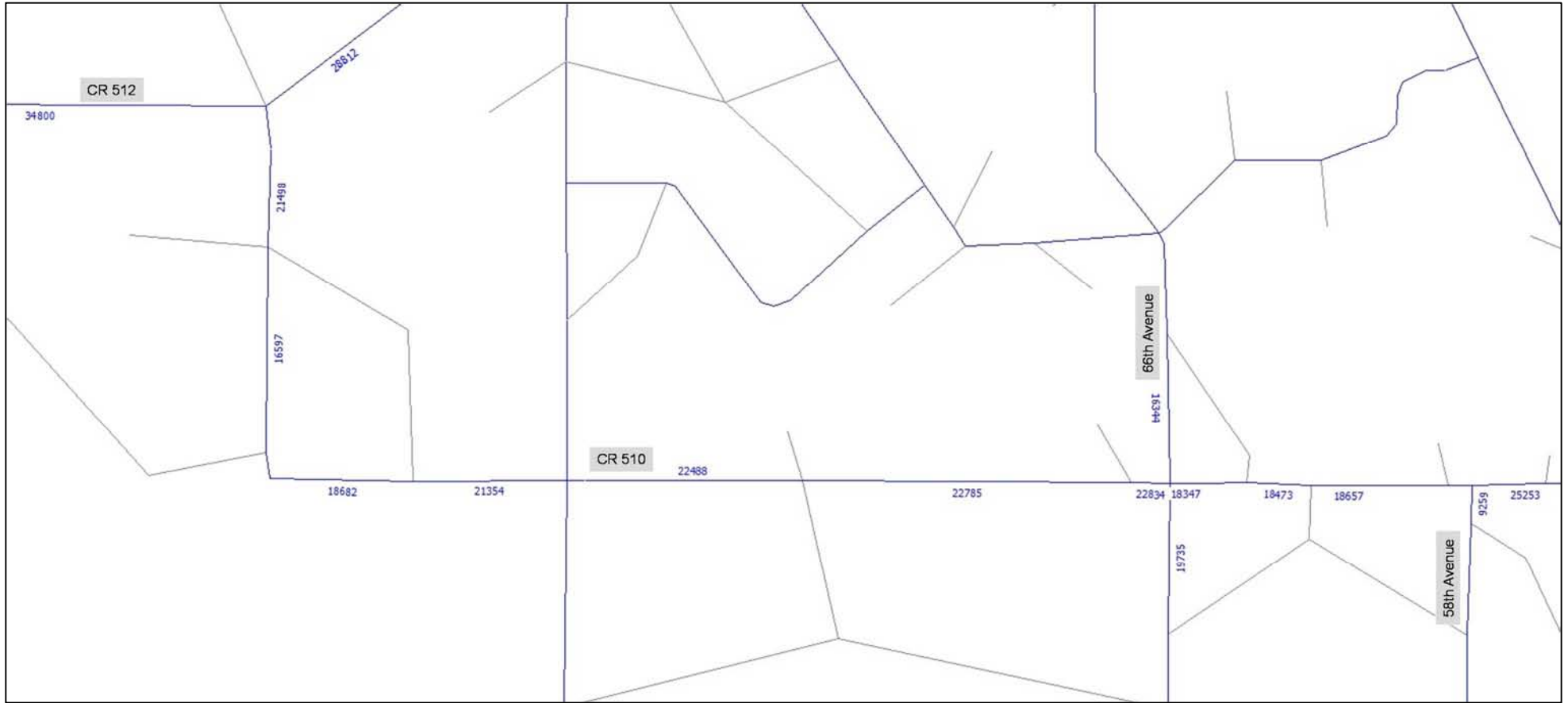
TCRPM 4.0 – 2010 Base Year Volumes in the Corridor



TCRPM 4.0 – 2040 No-Build (2-lane) Volumes in the Corridor

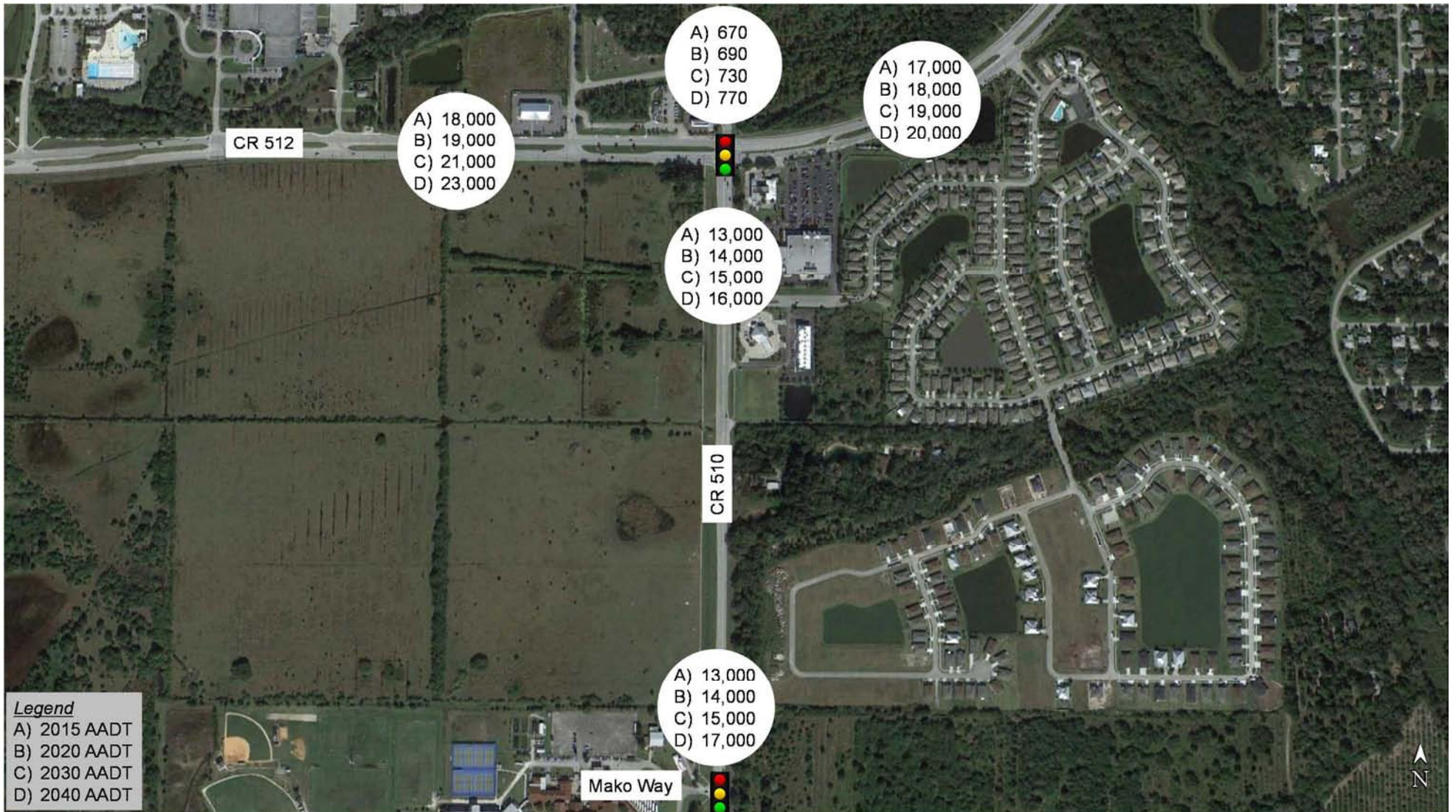


TCRPM 4.0 – 2040 Build (4-lane) Volumes in the Corridor

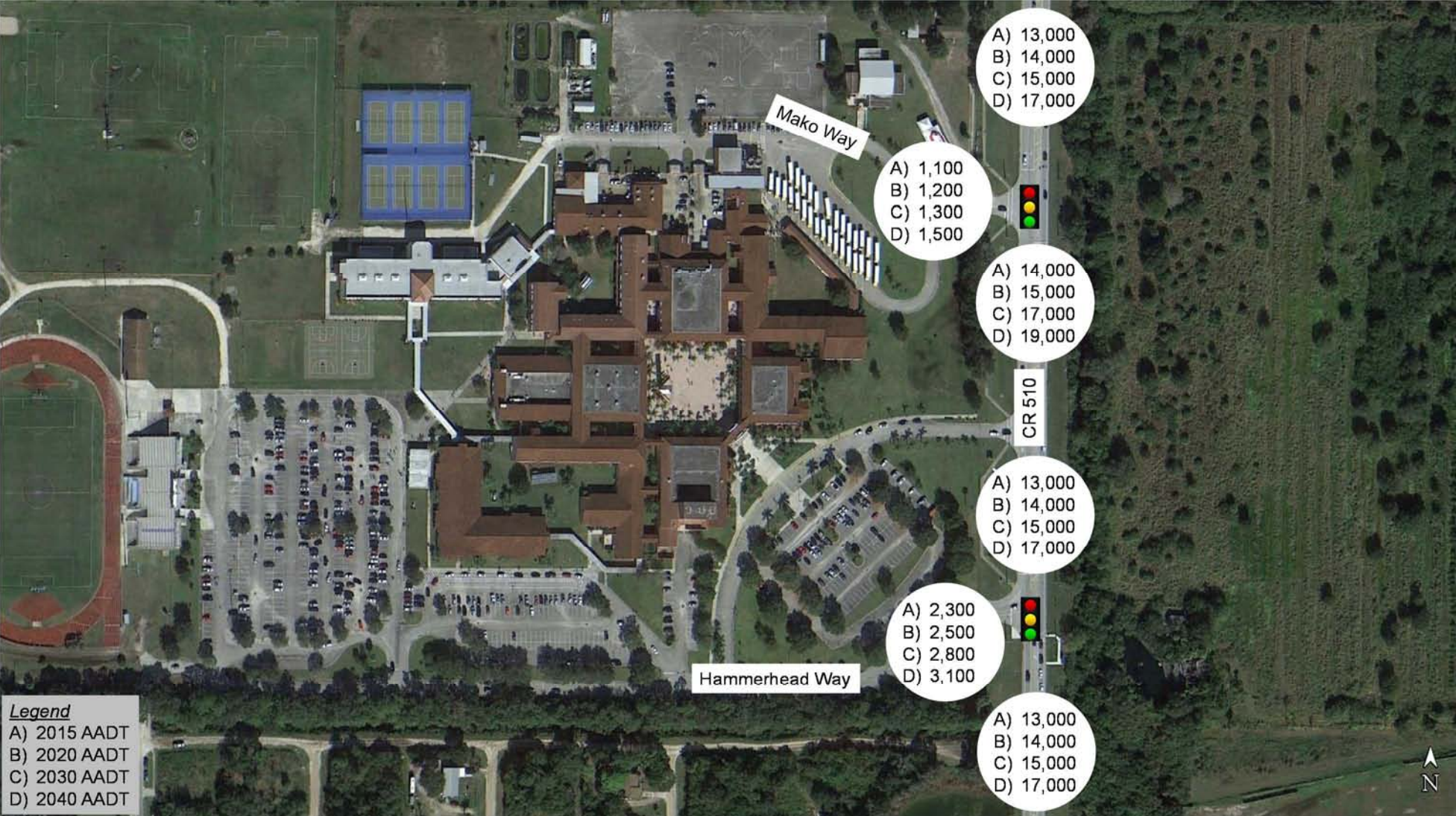


Appendix F
Depiction of AADT Projections

Forecasted Future “No-Build (2-lane)” AADT at CR-512 Intersection



Forecasted Future “No-Build (2-lane)” AADT at Mako Way and Hammerhead Way Intersections



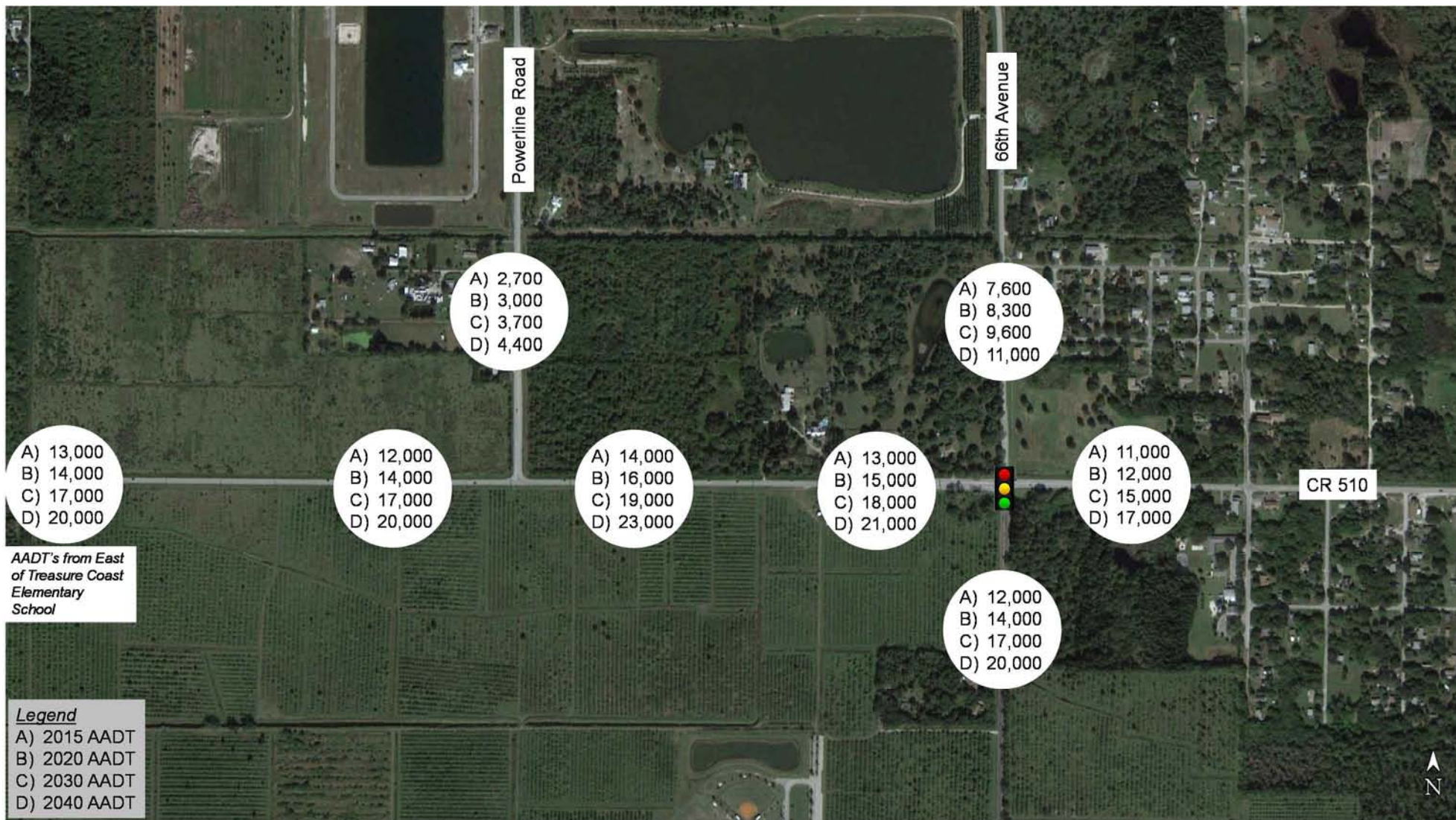
Forecasted Future "No-Build (2-lane)" AADT at 87th Street Intersection



Forecasted Future “No-Build (2-lane)” AADT at Treasure Coast Elementary School



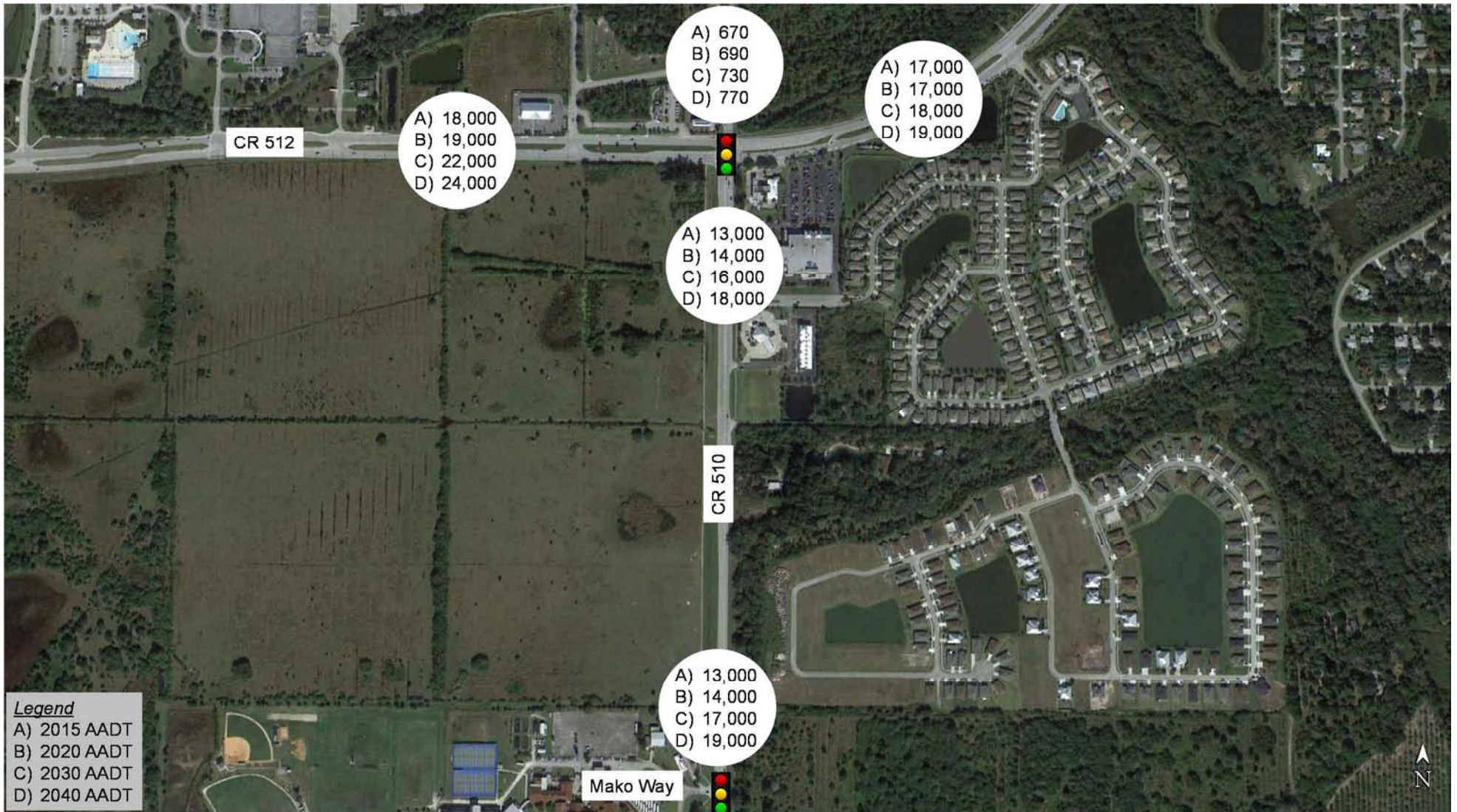
Forecasted Future “No-Build (2-lane)” AADT at Powerline Road and 66th Avenue Intersections



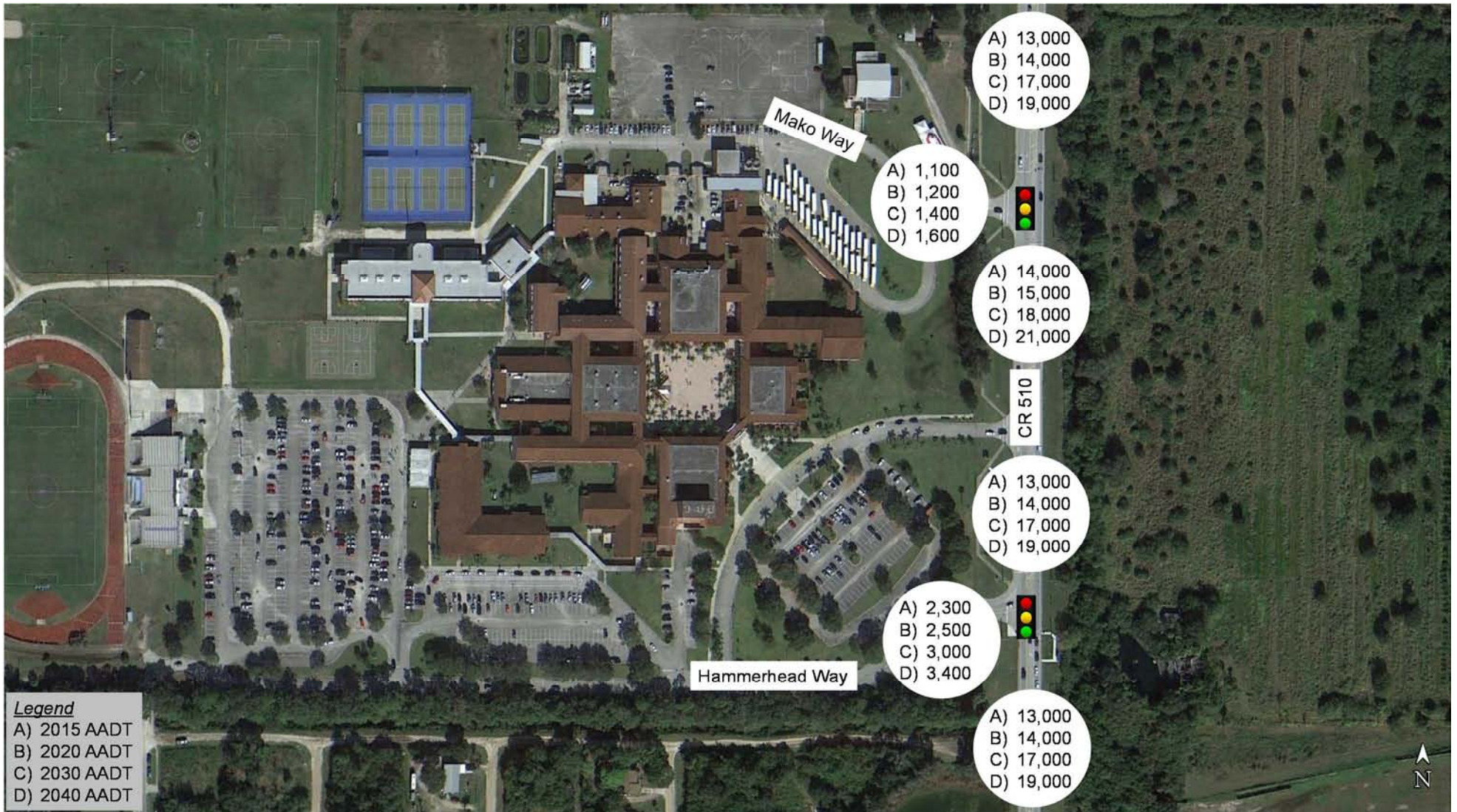
Forecasted Future “No-Build (2-lane)” AADT at 58th Avenue Intersection



Forecasted Future "Build (4-lane)" AADT at CR-512 Intersection



Forecasted Future “Build (4-lane)” AADT at Mako Way and Hammerhead Way Intersections



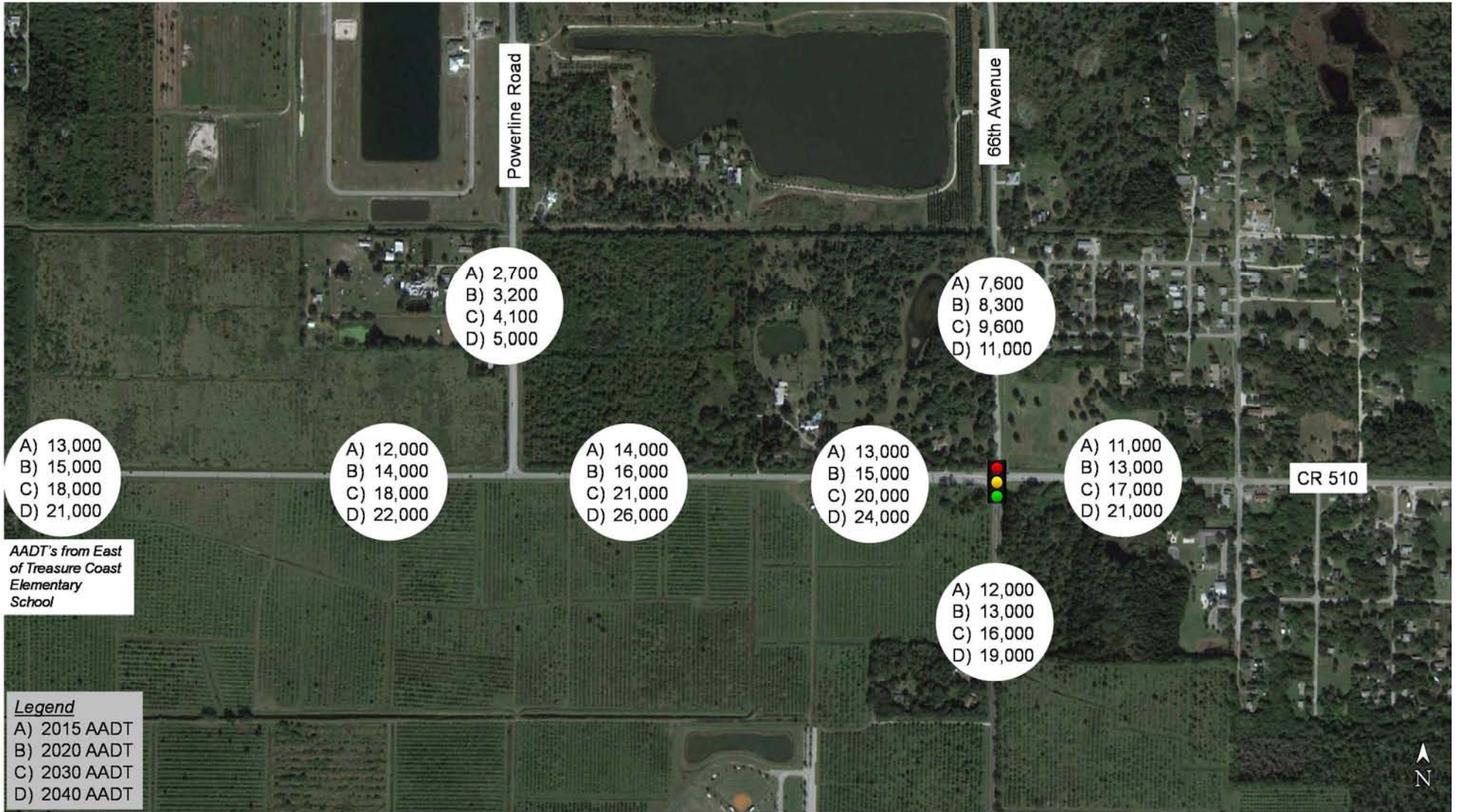
Forecasted Future "Build (4-lane)" AADT at 87th Street Intersection



Forecasted Future "Build (4-lane)" AADT at Treasure Coast Elementary School



Forecasted Future “Build (4-lane)” AADT at Powerline Road and 66th Avenue Intersections

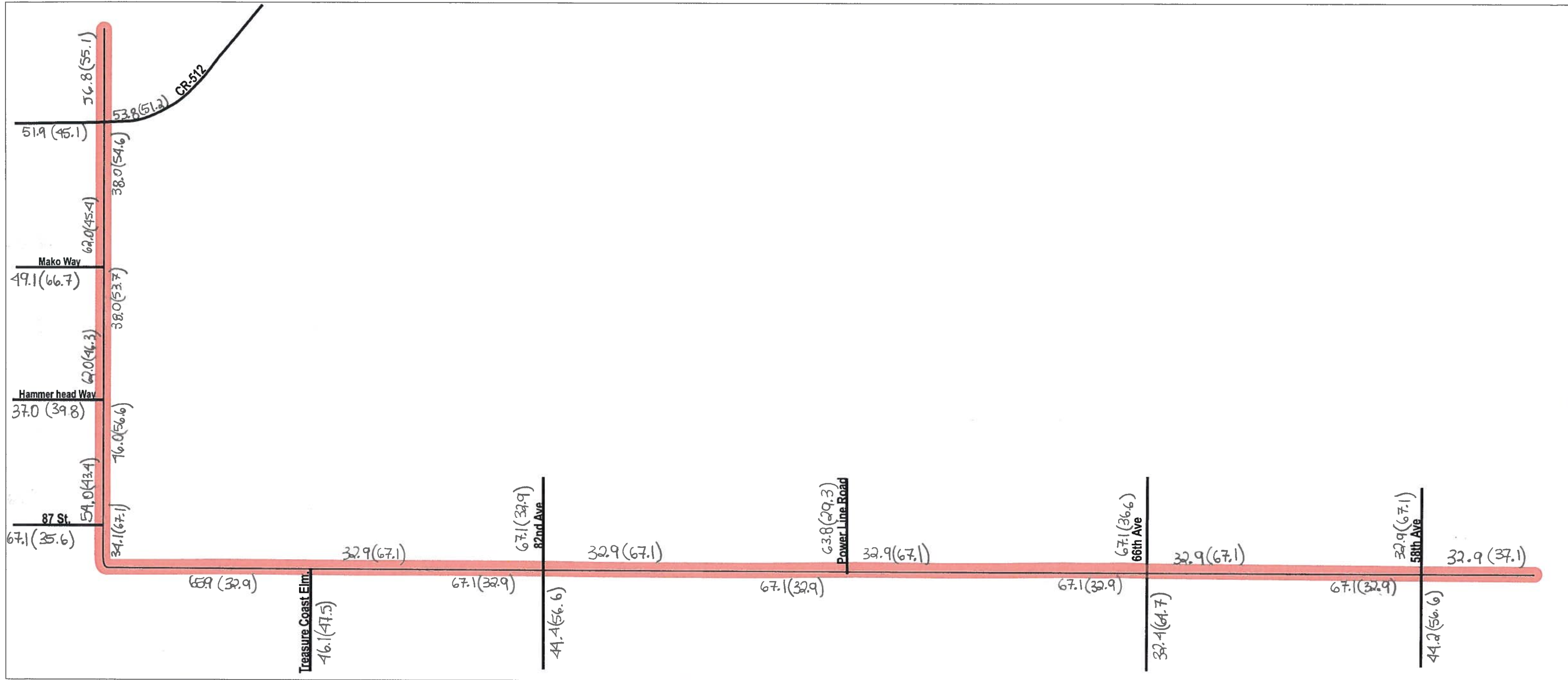


Forecasted Future "Build (4-lane)" AADT at 58th Avenue Intersection



RECOMMENDED D FACTORS

INTERSECTION		SOURCE	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
			AM	PM	AM	PM	AM	PM	AM	PM
1	CR-512	Traffic Data	56.8%	55.1%	53.8%	51.2%	41.2%	54.6%	51.9%	45.1%
		Recommended	56.8%	55.1%	53.8%	51.2%	41.2%	54.6%	51.9%	45.1%
2	Mako Way	Traffic Data	62.0%	45.5%	-	-	37.9%	53.7%	49.1%	66.7%
		Recommended	62.0%	45.5%	-	-	38.0%	53.7%	49.1%	66.7%
3	Hammerhead Way	Traffic Data	62.0%	46.0%	-	-	44.5%	56.6%	37.0%	39.8%
		Recommended	62.0%	46.3%	-	-	46.0%	56.6%	37.0%	39.8%
4	87th Street	Traffic Data	54.0%	40.0%	-	-	34.2%	69.7%	73.2%	35.6%
		Recommended	54.0%	43.4%	-	-	34.2%	67.1%	67.1%	35.6%
5	Treasure Coast Elementary	Traffic Data	-	-	32.5%	70.2%	46.1%	47.5%	65.9%	30.5%
		Recommended	-	-	32.9%	67.1%	46.1%	47.5%	65.9%	32.9%
6	Powerline Road	Traffic Data	63.8%	29.3%	29.1%	71.7%	-	-	69.3%	30.6%
		Recommended	63.8%	29.3%	32.9%	67.1%	-	-	67.1%	32.9%
7	66th Avenue	Traffic Data	74.2%	36.6%	25.9%	71.7%	32.4%	64.7%	70.5%	27.5%
		Recommended	67.1%	32.9%	32.9%	67.1%	32.4%	64.7%	67.1%	32.9%
8	58th Avenue	Traffic Data	20.8%	84.0%	30.9%	65.2%	44.2%	56.6%	74.2%	28.1%
		Recommended	32.9%	67.1%	32.9%	67.1%	44.2%	56.6%	67.1%	32.9%
9	82nd Avenue	Traffic Data	55.6%	55.6%	33.6%	70.5%	55.6%	55.6%	66.3%	29.4%
		Recommended	67.1%	32.9%	32.9%	67.1%	44.4%	55.6%	67.1%	32.9%



D - Factors

AM (PM)

CR-510 Truck Factors

Year	Daily % Trucks	Source
2015	8.3%	72-hour classification counts
2014	5.3%	FTI
2013	3.0%	FTI
2012	4.0%	FTI
2011	6.4%	FTI

Average T_{24}	5.4%
T_{peak}	2.7%

APPENDIX B

Traffic Signal Timing Sheets

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 109
 Intersection Name: C.R. 512 @ C.R. 510

Controller Type: Econolite
 Date: 04/27/15

SecFDOT yell

PHASE	1	2	3	4	5	6	7	8
APPROACH	EBLT	WB		NB	WBLT	EB		SB
INITIAL	5	20		6	5	20		6
PASSAGE	3	4		4	3	4		4
YELLOW	3.7	4.8		4.8	3.7	4.8		3.7
ALL RED	3.3	2		2	3.5	2		3.6
MAX 1	15	50		35	25	50		20
MAX 2				50				
WALK		5		7		5		7
PED CLEAR		21		37		27		43
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON LOCK	X			X	X			X
CNA 1		X				X		

PRE-EMPTION TIMING	GREEN BEFORE	TRCK CL GREEN	TRCK CL YELL	MIN DWELL	YELL AFTER	
PHASE						
TIMING						

SPECIAL FUNCTION	START PHASE	DUAL ENTRY	INT+ PASS	DETECT. SWITCH	OUT OF FLASH	INTO FLASH
	2-6	No	YES	1	2-6	8

Phase 4 (NB) and phase 8 (SB) are split phased

Phase 4 left/ through lock detector Phase 4 right 5 second delay

No walk rest

Season
 pm System Cycle 120
 Free Cycle 158.1

TIMING BY: J.ANKENY

SYC

APPROVED BY: _____

GIS

Indian River County Traffic Engineering Traffic Signal Timing Sheet

109
C.R. 512 @ C.R. 510

COORDINATION

SPLIT	SECONDS		TRANSITION	SMOOTH		MAX SELECT	INHIBITMAX
OFFSET	SECONDS		OFFSET REF.	YELLOW		FORCE OFF	FIXED

PATTERN 1

CYCLE	100			TIMING PLAN	0				RINGS IN SECONDS R1 <table border="1" style="display: inline-table;"><tr><td>55</td><td>25</td><td>80</td></tr><tr><td>55</td><td>20</td><td>75</td></tr></table> R2 <table border="1" style="display: inline-table;"><tr><td>15</td><td>40</td><td>0</td><td>25</td></tr><tr><td>21</td><td>34</td><td>0</td><td>20</td></tr></table>				55	25	80	55	20	75	15	40	0	25	21	34	0	20
55	25	80																								
55	20	75																								
15	40	0	25																							
21	34	0	20																							
OFFSET	96			ACTION PLAN	0																					
PHASE	1	2	3	4	5	6	7	8																		
%	15.0%	40.0%	0.0%	25.0%	21.0%	34.0%	0.0%	20.0%																		
sec	15	40	0	25	21	34	0	20																		

PATTERN 2

CYCLE	120			TIMING PLAN	0				RINGS IN SECONDS R1 <table border="1" style="display: inline-table;"><tr><td>62</td><td>35</td><td>97</td></tr><tr><td>62</td><td>23</td><td>85</td></tr></table> R2 <table border="1" style="display: inline-table;"><tr><td>18</td><td>44</td><td>0</td><td>35</td></tr><tr><td>24</td><td>38</td><td>0</td><td>23</td></tr></table>				62	35	97	62	23	85	18	44	0	35	24	38	0	23
62	35	97																								
62	23	85																								
18	44	0	35																							
24	38	0	23																							
OFFSET	107			ACTION PLAN	0																					
PHASE	1	2	3	4	5	6	7	8																		
%	15.0%	36.7%	0.0%	29.2%	20.0%	31.7%	0.0%	19.2%																		
sec	18	44	0	35	24	38	0	23																		

PATTERN 3

CYCLE	120			TIMING PLAN	0				RINGS IN SECONDS R1 <table border="1" style="display: inline-table;"><tr><td>62</td><td>35</td><td>97</td></tr><tr><td>62</td><td>23</td><td>85</td></tr></table> R2 <table border="1" style="display: inline-table;"><tr><td>18</td><td>44</td><td>0</td><td>35</td></tr><tr><td>24</td><td>38</td><td>0</td><td>23</td></tr></table>				62	35	97	62	23	85	18	44	0	35	24	38	0	23
62	35	97																								
62	23	85																								
18	44	0	35																							
24	38	0	23																							
OFFSET	107			ACTION PLAN	0																					
PHASE	1	2	3	4	5	6	7	8																		
%	15.0%	36.7%	0.0%	29.2%	20.0%	31.7%	0.0%	19.2%																		
sec	18	44	0	35	24	38	0	23																		

PATTERN 4

CYCLE	0			TIMING PLAN	0				RINGS IN SECONDS R1 <table border="1" style="display: inline-table;"><tr><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td></tr></table> R2 <table border="1" style="display: inline-table;"><tr><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td></tr></table>				0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0																								
0	0	0																								
0	0	0	0																							
0	0	0	0																							
OFFSET	0			ACTION PLAN	0																					
PHASE	1	2	3	4	5	6	7	8																		
%	%	%	%	%	%	%	%	%																		
sec																										

PATTERN 5

CYCLE	0			TIMING PLAN	0				RINGS IN SECONDS R1 <table border="1" style="display: inline-table;"><tr><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td></tr></table> R2 <table border="1" style="display: inline-table;"><tr><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>0</td><td>0</td><td>0</td><td>0</td></tr></table>				0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0																								
0	0	0																								
0	0	0	0																							
0	0	0	0																							
OFFSET	0			ACTION PLAN	0																					
PHASE	1	2	3	4	5	6	7	8																		
%	%	%	%	%	%	%	%	%																		
sec																										

109

TIME OF DAY

Indian River County Traffic Engineering Traffic Signal Timing Sheet

C.R. 512 @ C.R. 510

ACTION PLAN 11 = FLASH
ACTION PLAN 12 = FREE

ACTION PLAN 1		PATTERN				1		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL		X				X				

ACTION PLAN 2		PATTERN				2		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL		X				X				

ACTION PLAN 3		PATTERN				3		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL		X				X				

ACTION PLAN 4		PATTERN						DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 5		PATTERN				0		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 11		PATTERN				FLASH		DETECTOR PLAN		0
----------------	--	---------	--	--	--	-------	--	---------------	--	---

ACTION PLAN 12		PATTERN				FREE		DETECTOR PLAN		0
----------------	--	---------	--	--	--	------	--	---------------	--	---

Intersection Number: 109

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Name: C.R. 512 @ C.R. 510

DAY PLAN 1

EVENT	PLAN	TIME
1	1	7:15
2	2	9:00
3	3	15:45
4	1	18:00
5	12	19:30
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 2

EVENT	PLAN	TIME
1	12	0:00
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 3

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 4

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 5

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 6

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

WEEK PLAN 1	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE	ALL YEAR
BASE DAY	2	1	1	1	1	1	2	WEEKS	

WEEK PLAN 2	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE	
BASE DAY								WEEKS	

WEEK PLAN 3	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE	
BASE DAY								WEEKS	



EXCEPTION DAY IMPLEMENT

FOR YEAR

SEE HOLIDAY TIME SHEET

Indian River County Traffic Engineering Traffic Signal Timing Sheet

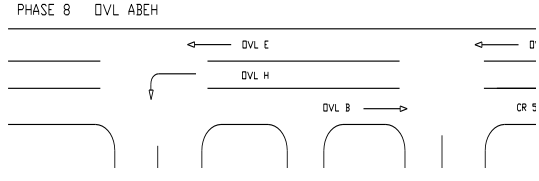
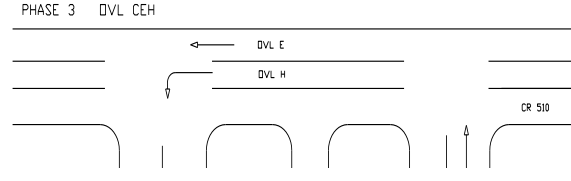
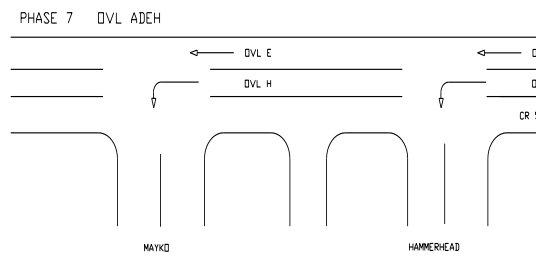
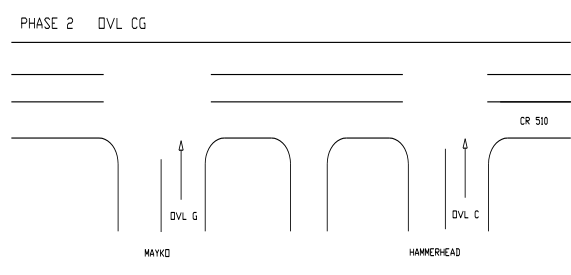
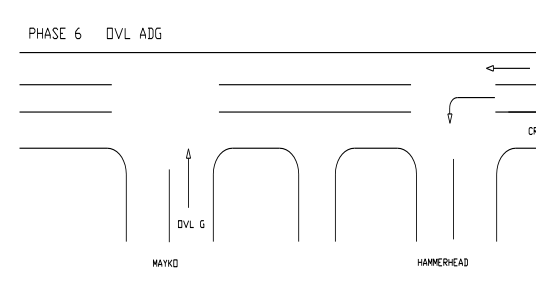
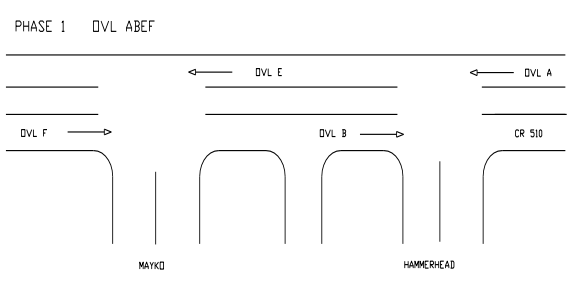
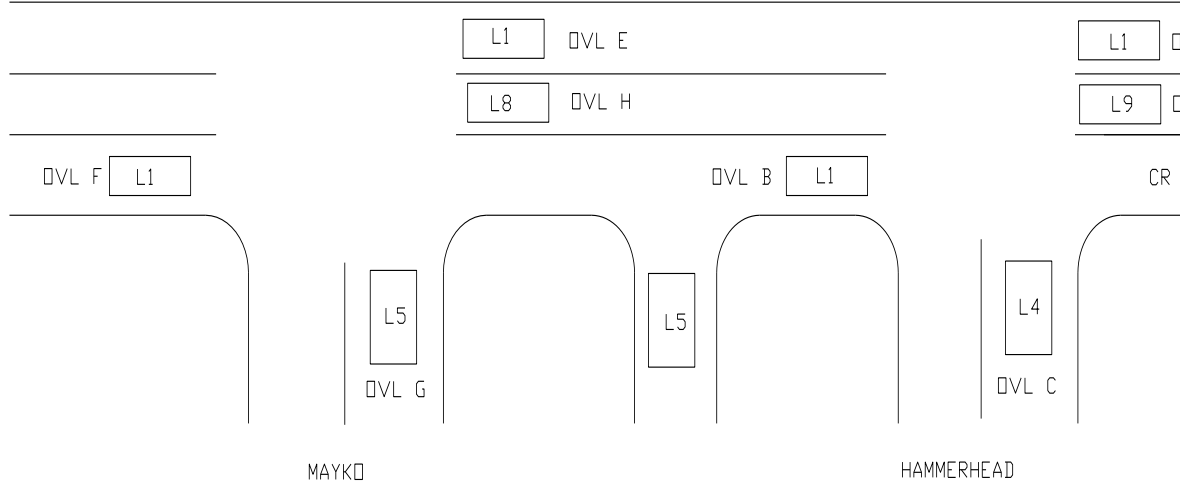
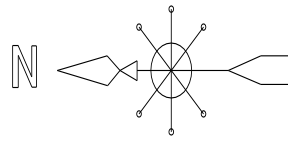
DAY	EVENT	FIXED / FLOAT	MON/ MON	DOW/ DOM	WOM/ YEAR	DAY PLAN
1	LABOR DAY	FLOAT	9	2	1	2
2	VETERAN'S DAY	FIXED	11	11	0	2
3	THANKSGIVING	FLOAT	11	5	4	2
4	CHRISTMAS	FIXED	12	25	0	2
5	NEW YEAR'S	FIXED	1	1	0	2
6	MEMORIAL DAY	FLOAT	5	2	5	2
7	4 OF JULY	FIXED	7	4	0	2
8						
9						
10						
11						
12						

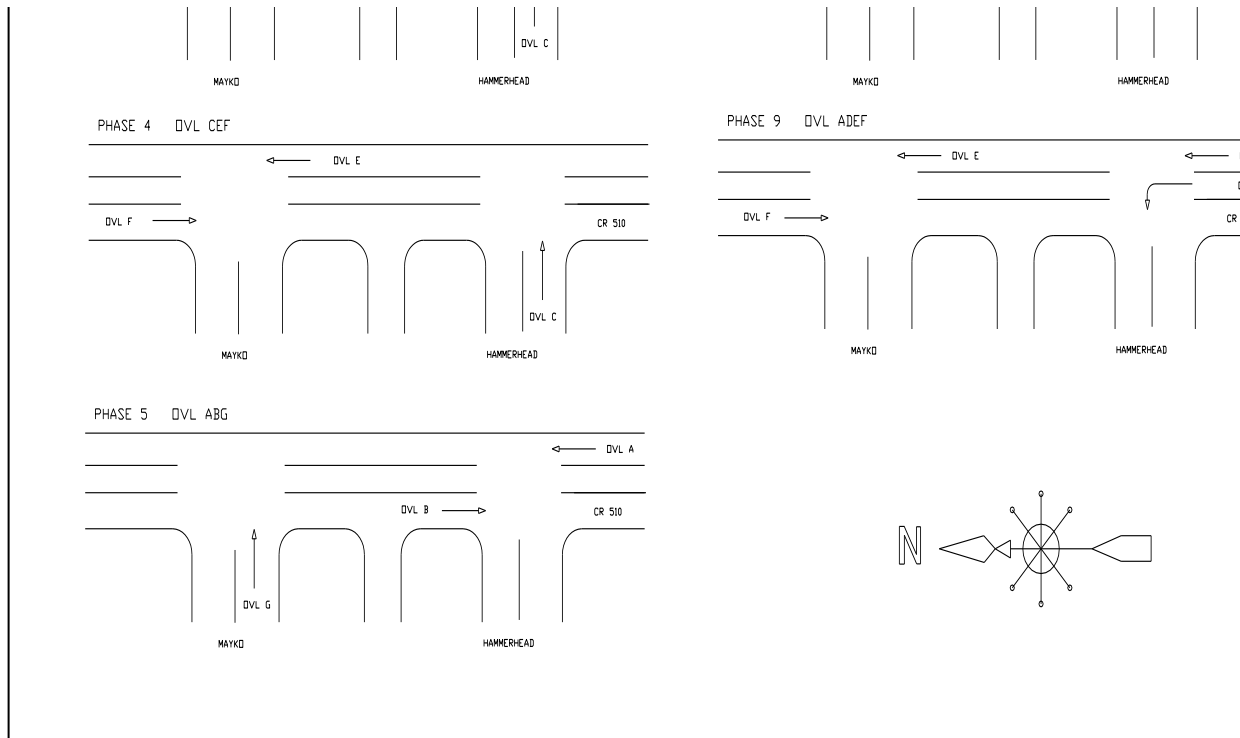
PROGRAM LOGIC

Places intersection in free during phase pedestrian activation.

1	IF PHASE 8 WALK IS ON
	OR PHASE 4 WALK IS ON
	THEN SET LOGIC FLAG 1 TO ON
2	IF LOGIC FLAG 1 IS SET TO ON
	THEN PLACE CONTROLLER IN FREE
3	IF PHASE 2 IS GREEN
AND	IF PHASE 6 IS GREEN
	THEN SET LOGIC FLAG 1 TO OFF

ASC2 LOGIC





ECONOLITE ASC-3 LOGIC STATEMENTS SEBASTIAN HIGH & CR 510

4/20/2009

1	IF THEN ELSE	TIMING PHASE OMIT PHASE SET VEH PLAN OMIT PHASE	1 IS ON 2 OFF 2 ON 2 ON	PHASING - PHASE 2 CAN ONLY PHASE 1, USES DETECTOR PL/ DURING PHASE 1. DET PLAN 2 SAME AS 1 ONLY WITH DELAYS DETECTOR 4,5,8,9
2	IF THEN	TIMING PHASE SET LOGIC FLAG	2 IS ON 2 ON	SETS FLAG 2 IF PHASE 2 IS SET
3	IF THEN	TIMING PHASE OMIT PHASE OMIT PHASE OMIT PHASE OMIT PHASE SET LOGIC FLAG	3 IS ON 5 ON 6 ON 7 ON 8 ON 3 ON	PHASING - OMITTS PHASES THA SHOULD NOT FOLLOW PHASE FLAG 3 IF PHASE 3 IS SERVICE
4	IF THEN	TIMING PHASE OMIT PHASE OMIT PHASE OMIT PHASE OMIT PHASE	4 IS ON 5 ON 6 ON 7 ON 8 ON	PHASING - OMITTS PHASES THA SHOULD NOT FOLLOW PHASE

5	IF THEN	TIMING PHASE OMIT PHASE OMIT PHASE OMIT PHASE	5 IS ON 6 ON 7 ON 9 ON	PHASING - OMITTS PHASES THAT SHOULD NOT FOLLOW PHASE
6	IF AND THEN	TIMING PHASE DETECTOR SET LOGIC FLAG	2 IS ON 4 IS ON 5 ON	FLAG- FOR EXTENDING PHASE DURING PHASE 2 (USED IN LP7
7	IF THEN	LOGIC FLAG SET VEH DETECTOR DELAY FOR SET VEH DETECTOR SET LOGIC FLAG	5 IS ON 4 ON 3 SEC 4 OFF 5 OFF	DETECTOR - PLACES AN EXTENSION CALL ON PHASE 4 DURING PHASE
8	IF THEN	TIMING PHASE OMIT PHASE	8 IS ON 9 ON	PHASING - OMITTS PHASES THAT SHOULD NOT FOLLOW PHASE
9	IF AND THEN	DETECTOR DETECTOR CALL PHASE	4 IS ON 5 IS ON 2 ON	DETECTOR CALLING - IF DETECTOR AND DETECTOR 5 IS ON THEN CALL PHASE 2
10	IF AND THEN	DETECTOR DETECTOR CALL PHASE	4 IS ON 8 IS ON 3 ON	DETECTOR CALLING - IF DETECTOR AND DETECTOR 8 IS ON THEN CALL PHASE 3
11	IF AND THEN	DETECTOR DETECTOR CALL PHASE OMIT PHASE	9 IS ON 5 IS ON 6 ON 5 ON	DETECTOR CALLING - IF DETECTOR AND DETECTOR 5 IS ON THEN CALL PHASE 6, DO NOT GO TO PHASE
12	IF AND THEN	DETECTOR DETECTOR CALL PHASE	9 IS ON 8 IS ON 7 ON	DETECTOR CALLING - IF DETECTOR AND DETECTOR 8 IS ON THEN CALL PHASE 7
13	IF AND THEN ELSE	TIMING PHASE DETECTOR SET VEH DETECTOR SET VEH DETECTOR	2 IS ON 5 IS ON 2 ON 2 OFF	EXTENSION - IF PHASE 2 IS TIMING A CALL IS PLACED ON DETECTOR THEN PLACE AN EXTENSION CALL ON PHASE 2
14	IF AND THEN ELSE	TIMING PHASE DETECTOR SET VEH DETECTOR SET VEH DETECTOR	3 IS ON 8 IS ON 3 ON 3 OFF	EXTENSION - IF PHASE 3 IS TIMING A CALL IS PLACED ON DETECTOR THEN PLACE AN EXTENSION CALL ON PHASE 3
15	IF AND THEN ELSE	TIMING PHASE DETECTOR SET VEH DETECTOR SET VEH DETECTOR	6 IS ON 9 IS ON 6 ON 6 OFF	EXTENSION - IF PHASE 6 IS TIMING A CALL IS PLACED ON DETECTOR THEN PLACE AN EXTENSION CALL ON PHASE 6

16	IF AND THEN ELSE	TIMING PHASE DETECTOR SET VEH DETECTOR SET VEH DETECTOR	7 IS ON 8 IS ON 7 ON 7 OFF	EXTENTION - IF PHASE 7 IS TIM A CALL IS PLACED ON DETECT THEN PLACE AN EXTENTION C PHASE 7
17	IF THEN	TIMING PHASE SET LOGIC FLAG SET LOGIC FLAG SET LOGIC FLAG	1 IS ON 2 OFF 3 OFF 6 OFF	LOGIC FLAG - RESET LOGIC FL PHASE 1
18	IF AND AND THEN ELSE	TIMING PHASE LOGIC FLAG LOGIC FLAG SET MAX 3 R1 MAX3 R1	4 IS ON 2 IS ON 3 IS ON ON OFF	TRUNCATING - IF PHASE 2 AND HAVE ALREADY BEEN SERVICE RUN MAX 3 DURING PHASE 4 (SHORTEST MAX TIME)
19	IF AND THEN	TIMING PHASE DETECTOR SET FLAG	7 IS ON 9 IS ON 4 ON	FLAG- FOR EXTENDING PHASE DURING PHASE 7 (USED IN LP2)
20	IF THEN	LOGIC FLAG SET VEH DETECTOR DELAY SET DETECTOR SET FLAG	4 IS ON 9 ON 4 SEC 9 OFF 4 OFF	DETECTOR - PLACES AN EXTEI CALL ON PHASE 9 DURING PHA
21	IF AND THEN	TIMING PHASE LOGIC FLAG SET MAX 2 R1	4 IS ON 2 IS ON ON	TRUNCATING - IF PHASE 3 HAS ALREADY BEEN SERVICED THE MAX 2 DURING PHASE 4 (SHOR
22	IF THEN	TIMING PHASE SET FLAG	7 IS ON 6 ON	SETS LOGIC FLAG 6 IF PHASE 7 SERVICED (USED IN LP23)
23	IF AND THEN	TIMING PHASE LOGIC FLAG SET MAX 2 R1	9 IS ON 6 IS ON ON	TRUNCATING - IF PHASE 7 HAS SERVICED RUN MAX 2 TIMING (SHORTER MAX TIME)
24	IF OR THEN	YELLOW PHASE YELLOW PHASE SET FLAG SET FLAG SET MAX 2 R1	4 IS ON 9 IS ON 2 OFF 6 OFF OFF	TO TURN OFF MAX2 WHEN NO BEING USED FOR PHASE 4 OR
25	IF THEN	DETECTOR SET DETECTOR	19 IS ON 4 ON	NEW VIDEO DETECTOR #19 INSTALLED 0 EVERY TIME DET 19 IS ON DET 4 IS ON.

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 107 Controller Type: ASC 3
 Intersection Name: SEBASTIAN HIGH SCHOOL @ C.R. 510 Date: 08/25/15
 SecFDOT yell

PHASE	1	2	3	4	5	6	7	8	9
APPROACH	NB/SB<N>	EB<N>	NBLT<N>	NB/SB<N>	EB<N>	EB<N>	NBLT<N>	NBLT<N>	NB/SB<N>
	NB/SB<S>	EB<S>	EB<S>	EB<S>	NB/SB<S>	NBLT<S>	NBLT<S>	NB/SB<S>	NBLT<S>
INITIAL	35	8	4	6	6	4	4	4	4
PASSAGE	4	4	3	4	4	3	3	3	3
YELLOW	4.8	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
ALL RED	2	2.6	2.5	2.2	2.6	2.6	2.5	2.5	2.5
MAX 1	45	28	15	35	30	20	20	20	20
MAX 2	45	28	15	14	30	20	20	20	10
MAX 3	45	28	15	10	30	20	20	20	20
WALK		7							
PED CLEAR		14							
MIN RECALL	X								
PED RECALL									
NON LOCK		X	X	X	X	X	X	X	X
CNA 1									

PRE-EMPTION TIMING	GREEN BEFORE	TRCK CL GREEN	TRCK CL YELL	MIN DWELL	YELL AFTER	
PHASE						
TIMING						

SPECIAL FUNCTION	START PHASE	DUAL ENTRY	INT+ PASS	DETECT SWITCH	OUT OF FLASH	INTO FLASH
	1	NO	YES	NO	1	2

NINE PHASE SEQUENTIAL PHASE ROTATION *** MAX 2 AND 3 MUST BE PROGRAMED

SIGNAL HEAD STEERING - ALL MOVEMENTS OVERLAPS

FLASHING OPERATION 00:00 midnight - 06:00 AM - Omit all phases but phase 1&2 during flash plan

<N> = NORTH DRIVEWAY <S> = SOUTH DRIVEWAY

Season

pm System Cycle 0
 Free Cycle 81.8

TIMING BY: J.ANKENY

[GIS](#)

[SYC](#)

APPROVED BY: _____

SEE LOGIC TAB FOR PROGRAMED LOGIC

Indian River County Traffic Engineering Traffic Signal Timing Sheet

ACTION PLAN 1		PATTERN				0	DETECTOR PLAN			0
PHASE	1	2	3	4	5	6	7	8	9	
RECALL										
Omit			X	X	X	X	X	X	X	
FLASH										

ACTION PLAN 2		PATTERN				0	DETECTOR PLAN			0
PHASE	1	2	3	4	5	6	7	8	9	
RECALL	X									

ACTION PLAN 3		PATTERN				0	DETECTOR PLAN			0
PHASE	1	2	3	4	5	6	7	8		
RECALL										
AX RECAL	X									

ACTION PLAN 4		PATTERN					DETECTOR PLAN			0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 5		PATTERN				0	DETECTOR PLAN			0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 6		PATTERN				0	DETECTOR PLAN			0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

Intersection Number: 107

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Name: SEBASTIAN HIGH SCHOOL @ C.R. 510

DAY PLAN 1

EVENT	PLAN	TIME
1	1	0:00
2	2	6:00
3	3	6:45
4	2	7:20
5	3	14:05
6	2	14:25
7		
8		
9		
10		
11		
12		

FLASH

DAY PLAN 2

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 3

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 4

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 5

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 6

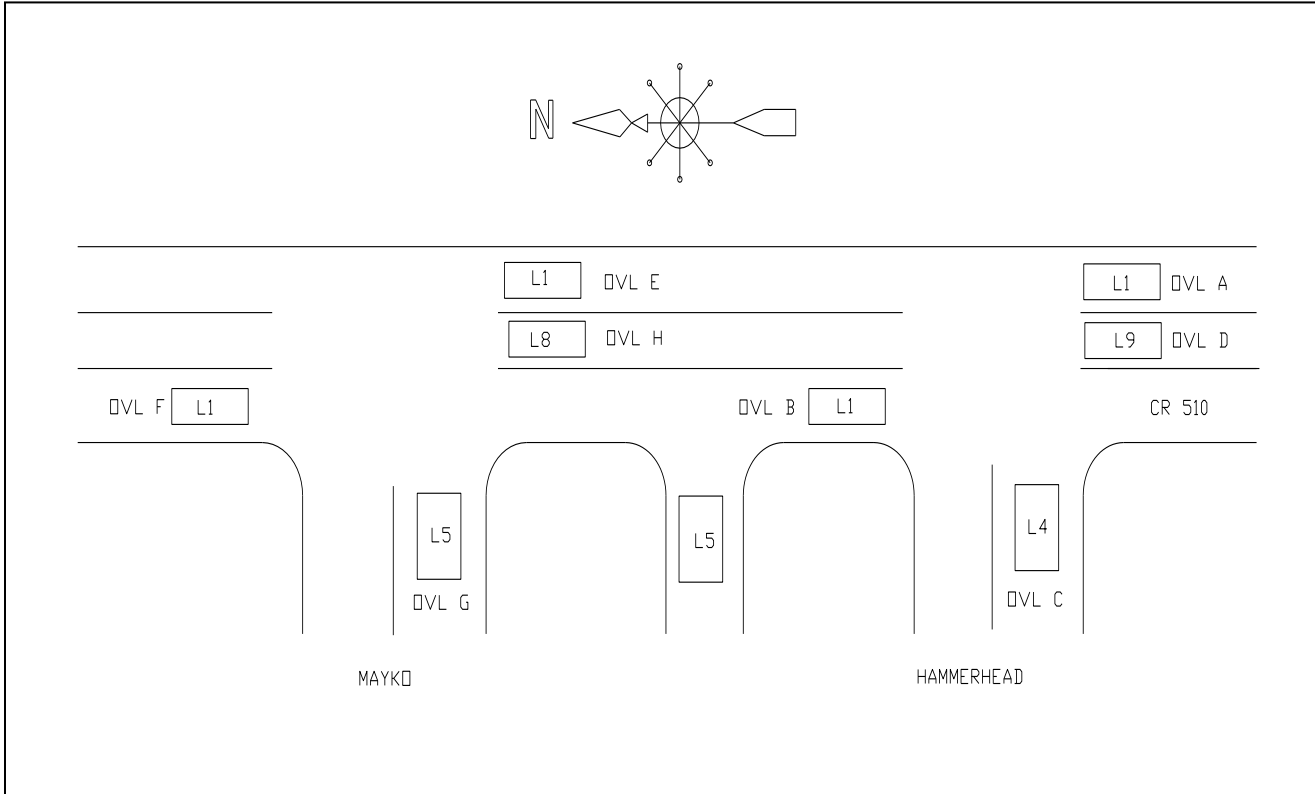
EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

WEEK PLAN 1	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE	ALL WEEKS
BASE DAY	1	1	1	1	1	1	1	WEEKS	

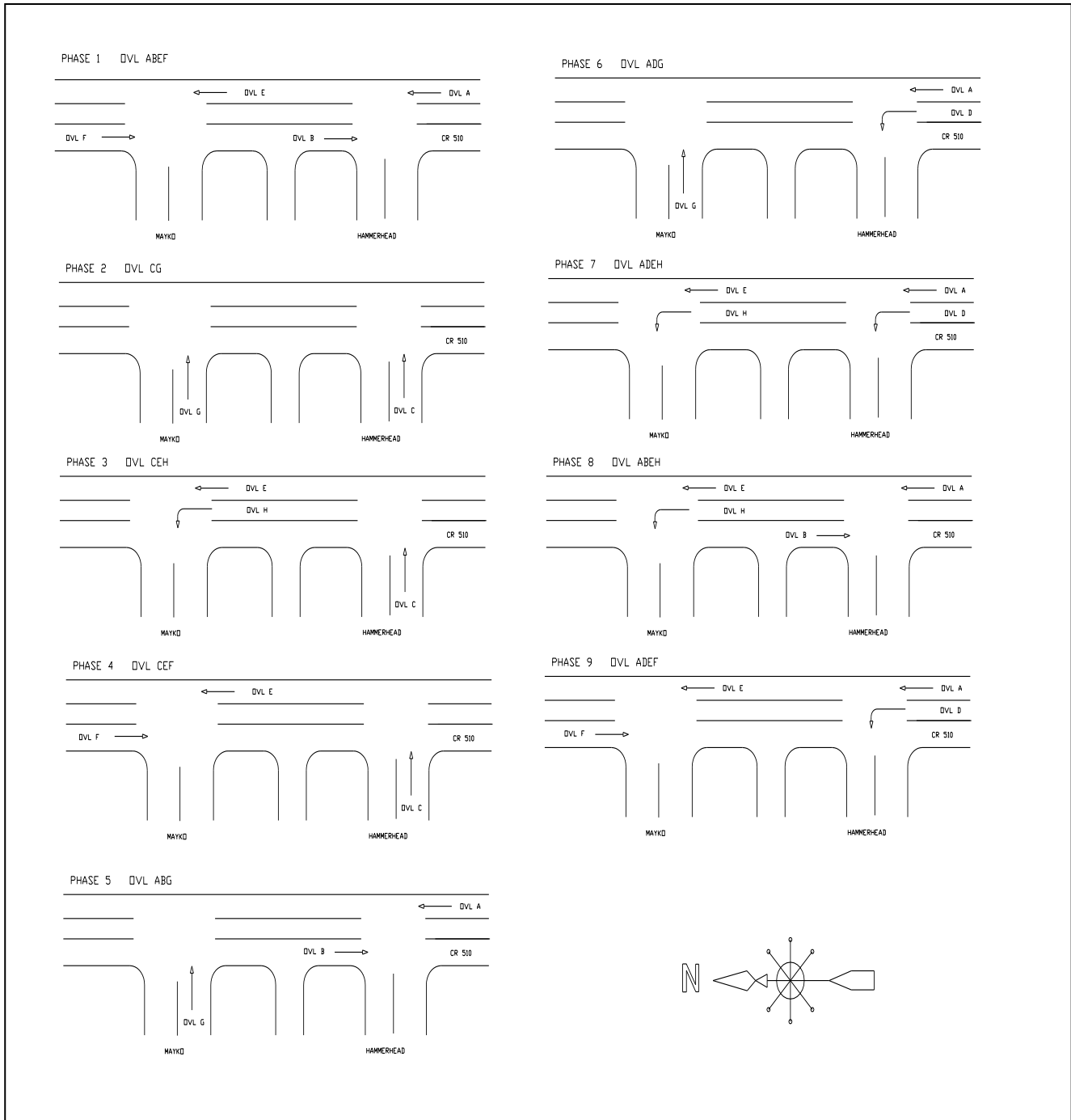
WEEK PLAN 2	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE	
BASE DAY								WEEKS	

WEEK PLAN 3	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE	
BASE DAY								WEEKS	

Indian River County Traffic Engineering Traffic Signal Timing Sheet



Indian River County Traffic Engineering Traffic Signal Timing Sheet



Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 176
Intersection Name: 87 ST & CR 510

Controller Type: ASC 3
Date: 05/21/14

SecFDOT yell

PHASE	1	2	3	4	5	6	7	8
APPROACH	NB LT	SB				NB		EB
INITIAL	5	20				20		6
PASSAGE	3	4				4		4
YELLOW	3.7	4.8				4.8		3.7
ALL RED	2	2				2		2.5
MAX 1	20	45				45		25
MAX 2								
WALK								
PED CLEAR								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON LOCK	X							X
CNA 1								

PRE-EMPTION TIMING	GREEN BEFORE	TRCK CL GREEN	TRCK CL YELL	MIN DWELL	YELL AFTER	
PHASE						
TIMING						

SPECIAL FUNCTION	START PHASE	DUAL ENTRY	INT+ PASS	DETECT. SWITCH	OUT OF FLASH	INTO FLASH
	2-6	NO	YES	YES	2-6	8
				1		

FLASH MIDNIGHT TO 06:00

Season
pm System Cycle 0
Free Cycle 108.7
SYC

TIMING BY: J.ANKENY

APPROVED BY: _____

[GIS](#)

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 185 Controller Type: ASC 3
 Intersection Name: CR 510 & TREASURE COAST ELEM Date: 05/21/14
 SecFDOT yell

PHASE	1	2	3	4	5	6	7	8
APPROACH		WB		NB	WBLT	EB		
INITIAL		30		10	8	30		
PASSAGE		6		4	3	6		
YELLOW		4		3.7	3.7	4		
ALL RED		2.1		2.9	2.7	2.2		
MAX 1		50		30	25	50		
MAX 2								
WALK								
PED CLEAR								
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON LOCK				X	X			
CNA 1								

PRE-EMPTION TIMING	GREEN BEFORE	TRCK CL GREEN	TRCK CL YELL	MIN DWELL	YELL AFTER	
PHASE						
TIMING						

SPECIAL FUNCTION	START PHASE	DUAL ENTRY	INT+ PASS	DETECT. SWITCH	OUT OF FLASH	INTO FLASH
	2-6	NO	NO	YES	2-6	4
				5		

FLASH MID NIGHT TO 06:00

Season
 pm System Cycle 0
 Free Cycle 124.2
SYC

TIMING BY: J.ANKENY
 APPROVED BY: _____

[GIS](#)

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 85
 Intersection Name: C.R. 510 @ 66 Avenue

Controller Type: Econolite ASC 3
 Date: 02/26/15

SecFDOT yell

PHASE	1	2	3	4	5	6	7	8
APPROACH	EBLT	WB	SBLT	NB	WBLT	EB	NBLT	SB
INITIAL	5	15	5	15	5	15	5	15
PASSAGE	3	4	3	4	3	8	3	4
YELLOW	3.7	4	3.7	4	3.7	4	3.7	4
ALL RED	2	2	2	2	2	2	2	2
MAX 1	20	70	20	50	20	70	20	50
MAX 2	20	80	25	60	20	90	25	50
WALK				7				
PED CLEAR				14				
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON LOCK	X		X	X	X		X	X
CNA 1								

PRE-EMPTION TIMING	GREEN BEFORE	TRCK CL GREEN	TRCK CL YELL	MIN DWELL	YELL AFTER	
PHASE						
TIMING						

SPECIAL FUNCTION	START PHASE	DUAL ENTRY	INT+ PASS	DETECT. SWITCH	OUT OF FLASH	INTO FLASH
	2-6	YES	YES	YES	2-6	4-8
				1-3-5-7		

A.M. max II 7:15 to 8:45 - max II phases active 3,6,7,8

Phase 6 max recall by action plan

P.M. max II 15:00 to 18:00 - max II phases active 7,4,2

Season
 pm System Cycle 0
 Free Cycle 183.4
SYC

TIMING BY: J.ANKENY

APPROVED BY: _____

[GIS](#)

Indian River County Traffic Engineering Traffic Signal Timing Sheet

85

TIME OF DAY

C.R. 510 @ 66 Avenue

ACTION PLAN 11 = FLASH
ACTION PLAN 12 = FREE

ACTION PLAN 1		PATTERN				FREE		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL		X				X				
Max 2			X		X		X	X		
Max Recall						X				

ACTION PLAN 2		PATTERN				2		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 3		PATTERN				FREE		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL		X				X				
Max 2		X		X			X			

ACTION PLAN 4		PATTERN						DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 5		PATTERN				0		DETECTOR PLAN		0
PHASE	1	2	3	4	5	6	7	8		
RECALL										

ACTION PLAN 11	PATTERN	FLASH	DETECTOR PLAN	0
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ACTION PLAN 12	PATTERN	FREE	DETECTOR PLAN	0
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Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 85
 Intersection Name: C.R. 510 @ 66 Avenue

DAY PLAN 1

EVENT	PLAN	TIME
1	1	7:15
2	12	8:45
3	3	15:00
4	12	18:00
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 2

EVENT	PLAN	TIME
1	12	0:00
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 3

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 4

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 5

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

DAY PLAN 6

EVENT	PLAN	TIME
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

WEEK PLAN 1	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE WEEKS
BASE DAY	2	1	1	1	1	1	2	ALL WEEKS

WEEK PLAN 2	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE WEEKS
BASE DAY								

WEEK PLAN 3	SUN	MON	TUE	WED	THU	FRI	SAT	ACTIVE WEEKS
BASE DAY								

Indian River County Traffic Engineering Traffic Signal Timing Sheet

Intersection Number: 77
 Intersection Name: CR 510 @ 58 AVE

Controller Type: ASC 3
 Date: 05/21/14

SecFDOT yell

PHASE	1	2	3	4	5	6	7	8
APPROACH		W/B		N/B	WBLT	E/B		S/B
INITIAL		15		6	5	15		6
PASSAGE		4		4	4	4		4
YELLOW		4.4		4	3.7	4.4		3.7
ALL RED		2		2	2.5	2		2
MAX 1		65		30	20	65		10
MAX 2								
WALK				7		7		7
PED CLEAR				10		10		9
MIN RECALL		X				X		
MAX RECALL								
PED RECALL								
NON LOCK				X	X			X
CNA 1								

PRE-EMPTION TIMING	GREEN BEFORE	TRCK CL GREEN	TRCK CL YELL	MIN DWELL	YELL AFTER	
PHASE						
TIMING						

SPECIAL FUNCTION	START PHASE	DUAL ENTRY	INT+ PASS	DETECT. SWITCH	OUT OF FLASH	INTO FLASH
	2-6	NO	YES	YES	2-6	8
				5		

SPLIT PHASING NORTH AND SOUTH SPECIAL SEQUENCE

FLASH MIDNIGHT TO 06:00 AM

Season
 pm System Cycle 0
 Free Cycle 149.3
SYC

TIMING BY: J.ANKENY

APPROVED BY: _____

[GIS](#)

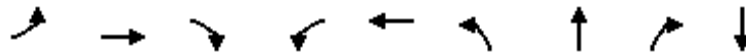
APPENDIX C

Synchro Analysis

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

12/8/2016

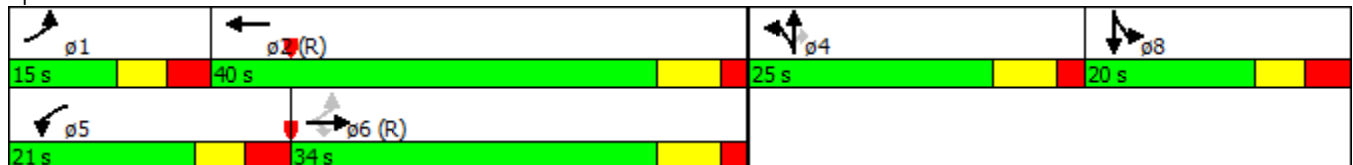


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	7	445	346	243	514	216	24	198	37
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	15.0	34.0	34.0	21.0	40.0	25.0	25.0	25.0	20.0
Total Split (%)	15.0%	34.0%	34.0%	21.0%	40.0%	25.0%	25.0%	25.0%	20.0%
Yellow Time (s)	3.7	4.8	4.8	3.7	4.8	4.8	4.8	4.8	3.7
All-Red Time (s)	3.3	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.8	6.8	7.2	6.8	6.8	6.8	6.8	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	34.6	28.8	28.8	19.6	50.2	15.5	15.5	15.5	11.0
Actuated g/C Ratio	0.35	0.29	0.29	0.20	0.50	0.16	0.16	0.16	0.11
v/c Ratio	0.05	0.60	0.54	0.82	0.44	0.63	0.66	0.54	0.55
Control Delay	15.1	34.4	6.0	52.5	20.4	51.1	53.4	9.7	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	34.4	6.0	52.5	20.4	51.1	53.4	9.7	49.1
LOS	B	C	A	D	C	D	D	A	D
Approach Delay		22.8			33.9		33.5		49.1
Approach LOS		C			C		C		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 96 (96%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 30.6
 Intersection LOS: C
 Intersection Capacity Utilization 54.2%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510 at CR-512

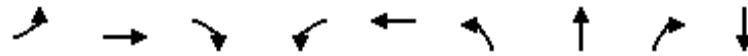
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

12/8/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	16	593	402	552	756	148	152	236	104
v/c Ratio	0.05	0.60	0.54	0.82	0.44	0.63	0.66	0.54	0.55
Control Delay	15.1	34.4	6.0	52.5	20.4	51.1	53.4	9.7	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.1	34.4	6.0	52.5	20.4	51.1	53.4	9.7	49.1
Queue Length 50th (ft)	5	175	0	~195	154	92	94	0	57
Queue Length 95th (ft)	8	186	57	110	206	144	102	50	102
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	336	1015	751	672	1724	278	271	475	216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.58	0.54	0.82	0.44	0.53	0.56	0.50	0.48

Intersection Summary






















Description: CR-510 at CR-512

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

12/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	445	346	243	514	29	216	24	198	31	37	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1810	1863	1863	1823	1900	1696	1631	1827	1900	1709	1900
Adj Flow Rate, veh/h	16	593	402	552	704	52	289	0	236	40	44	20
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.44	0.75	0.86	0.44	0.73	0.56	0.83	0.60	0.84	0.78	0.84	0.55
Percent Heavy Veh, %	2	5	2	2	4	4	12	29	4	5	5	5
Cap, veh/h	315	1128	520	475	1473	109	557	0	268	50	55	25
Arrive On Green	0.02	0.33	0.33	0.14	0.45	0.45	0.17	0.00	0.17	0.08	0.08	0.08
Sat Flow, veh/h	1774	3438	1583	3442	3271	241	3231	0	1553	624	687	312
Grp Volume(v), veh/h	16	593	402	552	373	383	289	0	236	104	0	0
Grp Sat Flow(s),veh/h/ln	1774	1719	1583	1721	1732	1781	1616	0	1553	1623	0	0
Q Serve(g_s), s	0.6	14.0	22.9	13.8	15.1	15.1	8.1	0.0	14.8	6.3	0.0	0.0
Cycle Q Clear(g_c), s	0.6	14.0	22.9	13.8	15.1	15.1	8.1	0.0	14.8	6.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.14	1.00		1.00	0.38		0.19
Lane Grp Cap(c), veh/h	315	1128	520	475	780	802	557	0	268	130	0	0
V/C Ratio(X)	0.05	0.53	0.77	1.16	0.48	0.48	0.52	0.00	0.88	0.80	0.00	0.00
Avail Cap(c_a), veh/h	425	1128	520	475	780	802	588	0	283	206	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.6	27.3	30.2	43.1	19.3	19.3	37.6	0.0	40.4	45.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.8	10.7	94.1	2.1	2.0	1.1	0.0	25.9	14.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	11.2	17.0	22.9	12.1	12.4	6.7	0.0	13.0	6.1	0.0	0.0
LnGrp Delay(d),s/veh	21.7	29.0	41.0	137.2	21.3	21.3	38.7	0.0	66.3	59.9	0.0	0.0
LnGrp LOS	C	C	D	F	C	C	D		E	E		
Approach Vol, veh/h		1011			1308			525			104	
Approach Delay, s/veh		33.7			70.2			51.1			59.9	
Approach LOS		C			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	51.8		24.1	21.0	39.6		15.3				
Change Period (Y+Rc), s	7.0	6.8		6.8	* 7.2	6.8		7.3				
Max Green Setting (Gmax), s	8.0	33.2		18.2	* 14	27.2		12.7				
Max Q Clear Time (g_c+I1), s	2.6	17.1		16.8	15.8	24.9		8.3				
Green Ext Time (p_c), s	0.0	11.1		0.4	0.0	2.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			53.9									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

12/8/2016



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	14	5	430	703	21			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.2				41.8	11.9	10.2
Total Split (s)	36.3	26.2				51.8	19.9	16.2
Total Split (%)	24.1%	17.4%				34%	13%	11%
Yellow Time (s)	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.6	2.5				2.0	2.2	2.5
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.3	6.2						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				Min	None	None
Act Effect Green (s)	25.0	37.2	44.1	81.5	81.5			
Actuated g/C Ratio	0.18	0.27	0.32	0.59	0.59			
v/c Ratio	0.24	0.07	0.84	0.86	0.05			
Control Delay	35.6	23.8	40.9	35.7	8.2			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	35.6	23.8	40.9	35.7	8.2			
LOS	D	C	D	D	A			
Approach Delay	35.6		40.5	34.5				
Approach LOS	D		D	C				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 139.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 36.5
 Intersection LOS: D
 Intersection Capacity Utilization 52.9%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way

51.8 s	19.9 s	36.3 s	26.2 s	16.2 s

Queues

2: CR 510/ 90th Ave & Mako Way

12/8/2016



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	48	12	473	937	40
v/c Ratio	0.24	0.07	0.84	0.86	0.05
Control Delay	35.6	23.8	40.9	35.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.6	23.8	40.9	35.7	8.2
Queue Length 50th (ft)	22	6	276	718	6
Queue Length 95th (ft)	26	m7	m329	744	11
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	235	226	561	1089	868
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.20	0.05	0.84	0.86	0.05

Intersection Summary

Description: CR-510/Mako Way

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

12/8/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	14	11	5	430	703	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		6.2	5.9	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1014		1289	1776	1863	1468
Flt Permitted	0.97		0.19	1.00	1.00	1.00
Satd. Flow (perm)	1014		261	1776	1863	1468
Peak-hour factor, PHF	0.50	0.55	0.42	0.91	0.75	0.53
Adj. Flow (vph)	28	20	12	473	937	40
RTOR Reduction (vph)	16	0	0	0	0	11
Lane Group Flow (vph)	32	0	12	473	937	29
Heavy Vehicles (%)	71%	73%	40%	7%	2%	10%
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	25.0		37.5	37.5	82.3	82.3
Effective Green, g (s)	25.0		37.5	37.5	76.1	76.1
Actuated g/C Ratio	0.18		0.27	0.27	0.55	0.55
Clearance Time (s)	6.3		6.2			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	182		169	478	1019	803
v/s Ratio Prot	c0.03		0.01	c0.17	c0.50	
v/s Ratio Perm			0.01	0.10		0.02
v/c Ratio	0.17		0.07	0.99	0.92	0.04
Uniform Delay, d1	48.3		45.7	50.6	28.7	14.6
Progression Factor	1.00		1.23	0.93	1.00	1.00
Incremental Delay, d2	0.6		0.1	33.3	13.0	0.0
Delay (s)	48.9		56.5	80.4	41.7	14.6
Level of Service	D		E	F	D	B
Approach Delay (s)	48.9			79.8	40.6	
Approach LOS	D			E	D	

Intersection Summary

HCM 2000 Control Delay	53.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	139.1	Sum of lost time (s)	31.4
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR 510/ 90th Ave & Hammerhead Way

12/8/2016

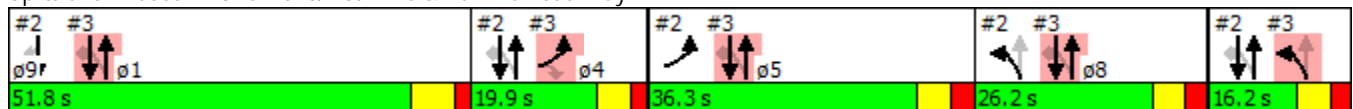


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	138	95	149	296	461	249			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.2				41.8	12.3	10.2
Total Split (s)	19.9	19.9	16.2				51.8	36.3	26.2
Total Split (%)	13.2%	13.2%	10.8%				34%	24%	17%
Yellow Time (s)	3.7	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.2	2.2	2.5				2.0	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.9	5.9	6.2						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	14.1	14.1	100.6	112.5	89.4	89.4			
Actuated g/C Ratio	0.10	0.10	0.72	0.81	0.64	0.64			
v/c Ratio	1.23	0.59	0.43	0.31	0.44	0.38			
Control Delay	192.7	15.5	6.6	4.0	7.1	2.7			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	192.7	15.5	6.6	4.0	7.1	2.7			
LOS	F	B	A	A	A	A			
Approach Delay	107.7			5.0	5.0				
Approach LOS	F			A	A				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 139.3
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.23
 Intersection Signal Delay: 26.1
 Intersection LOS: C
 Intersection Capacity Utilization 60.8%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

12/8/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	219	202	266	411	501	453
v/c Ratio	1.23	0.59	0.43	0.31	0.44	0.38
Control Delay	192.7	15.5	6.6	4.0	7.1	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	192.7	15.5	6.6	4.0	7.1	2.7
Queue Length 50th (ft)	~252	0	44	79	148	24
Queue Length 95th (ft)	#266	0	36	79	m232	28
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	178	341	613	1326	1211	1245
Starvation Cap Reductn	0	0	0	0	3	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.23	0.59	0.43	0.31	0.41	0.36

Intersection Summary

Description: CR510/Hammerhead Way

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

12/8/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	138	95	149	296	461	249
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9	6.2	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1787	1667	1776	1615
Flt Permitted	0.95	1.00	0.40	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	745	1667	1776	1615
Peak-hour factor, PHF	0.63	0.47	0.56	0.72	0.92	0.55
Adj. Flow (vph)	219	202	266	411	501	453
RTOR Reduction (vph)	0	182	0	0	0	181
Lane Group Flow (vph)	219	20	266	411	501	272
Heavy Vehicles (%)	2%	2%	1%	14%	7%	0%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	14.1	14.1	99.9	99.9	89.9	89.9
Effective Green, g (s)	14.1	14.1	93.6	93.6	83.6	83.6
Actuated g/C Ratio	0.10	0.10	0.67	0.67	0.60	0.60
Clearance Time (s)	5.9	5.9	6.2			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	179	160	576	1121	1067	970
v/s Ratio Prot	c0.12		c0.03	0.22	c0.28	
v/s Ratio Perm		0.01	0.28	0.03		0.17
v/c Ratio	1.22	0.13	0.46	0.37	0.47	0.28
Uniform Delay, d1	62.5	56.9	18.4	9.9	15.4	13.3
Progression Factor	1.00	1.00	1.00	1.00	1.04	5.84
Incremental Delay, d2	140.1	0.5	0.6	0.3	0.2	0.1
Delay (s)	202.6	57.4	19.0	10.2	16.3	77.9
Level of Service	F	E	B	B	B	E
Approach Delay (s)	132.9			13.6	45.6	
Approach LOS	F			B	D	

Intersection Summary

HCM 2000 Control Delay	53.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	139.1	Sum of lost time (s)	31.4
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		
Description: CR510/Hammerhead Way			
c Critical Lane Group			

Timings

4: CR 510/ 90th Ave & 87th Street

12/8/2016

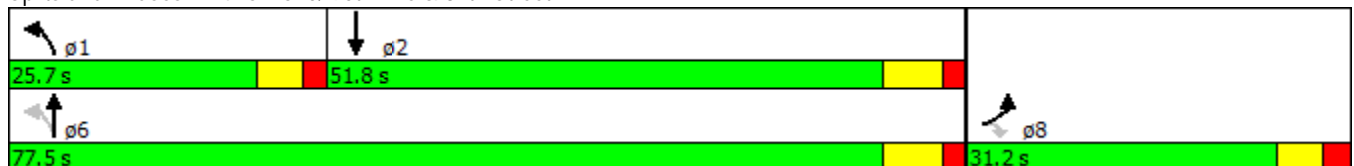


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	165	284	96	297	474
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	10.7	26.8	26.8
Total Split (s)	31.2	31.2	25.7	77.5	51.8
Total Split (%)	28.7%	28.7%	23.6%	71.3%	47.7%
Yellow Time (s)	3.7	3.7	3.7	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	5.7	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	17.3	17.3	49.0	47.8	37.6
Actuated g/C Ratio	0.22	0.22	0.62	0.61	0.48
v/c Ratio	0.57	0.55	0.32	0.36	0.77
Control Delay	37.0	7.7	8.8	9.1	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	7.7	8.8	9.1	26.3
LOS	D	A	A	A	C
Approach Delay	19.3			9.0	26.3
Approach LOS	B			A	C

Intersection Summary

Cycle Length: 108.7
 Actuated Cycle Length: 79
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 19.1
 Intersection LOS: B
 Intersection Capacity Utilization 59.1%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

12/8/2016



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	209	319	116	367	663
v/c Ratio	0.57	0.55	0.32	0.36	0.77
Control Delay	37.0	7.7	8.8	9.1	26.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	7.7	8.8	9.1	26.3
Queue Length 50th (ft)	101	0	20	78	268
Queue Length 95th (ft)	157	63	44	137	435
Internal Link Dist (ft)	1804			2418	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	571	722	596	1458	1098
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.37	0.44	0.19	0.25	0.60

Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

12/8/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	165	284	96	297	474	68		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1776	1776	1845	1696	1830	1900		
Adj Flow Rate, veh/h	209	319	116	367	571	92		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.79	0.89	0.83	0.81	0.83	0.74		
Percent Heavy Veh, %	7	7	3	12	3	3		
Cap, veh/h	419	374	297	996	702	113		
Arrive On Green	0.25	0.25	0.06	0.59	0.46	0.46		
Sat Flow, veh/h	1691	1509	1757	1696	1538	248		
Grp Volume(v), veh/h	209	319	116	367	0	663		
Grp Sat Flow(s),veh/h/ln	1691	1509	1757	1696	0	1786		
Q Serve(g_s), s	8.4	15.9	2.6	9.0	0.0	25.3		
Cycle Q Clear(g_c), s	8.4	15.9	2.6	9.0	0.0	25.3		
Prop In Lane	1.00	1.00	1.00			0.14		
Lane Grp Cap(c), veh/h	419	374	297	996	0	815		
V/C Ratio(X)	0.50	0.85	0.39	0.37	0.00	0.81		
Avail Cap(c_a), veh/h	536	479	640	1522	0	1020		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	25.4	28.3	14.5	8.6	0.0	18.5		
Incr Delay (d2), s/veh	1.3	12.6	0.8	0.3	0.0	4.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.3	12.5	2.3	7.7	0.0	19.4		
LnGrp Delay(d),s/veh	26.7	40.9	15.3	8.9	0.0	23.2		
LnGrp LOS	C	D	B	A		C		
Approach Vol, veh/h	528			483	663			
Approach Delay, s/veh	35.3			10.4	23.2			
Approach LOS	D			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.3	42.8				53.1		25.7
Change Period (Y+Rc), s	* 5.7	6.8				6.8		6.2
Max Green Setting (Gmax), s	* 20	45.0				70.7		25.0
Max Q Clear Time (g_c+I1), s	4.6	27.3				11.0		17.9
Green Ext Time (p_c), s	0.2	8.7				13.7		1.6

Intersection Summary

HCM 2010 Ctrl Delay	23.3
HCM 2010 LOS	C

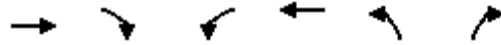
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

12/8/2016

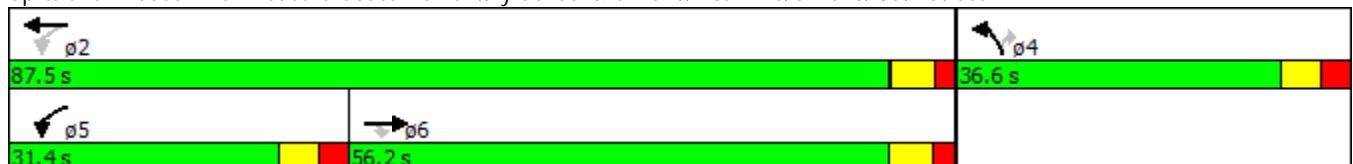


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Volume (vph)	579	207	55	262	144	80
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	36.1	16.6	16.6
Total Split (s)	56.2	56.2	31.4	87.5	36.6	36.6
Total Split (%)	45.2%	45.2%	25.3%	70.5%	29.5%	29.5%
Yellow Time (s)	4.0	4.0	3.7	4.0	3.7	3.7
All-Red Time (s)	2.2	2.2	2.7	2.1	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.4	6.1	6.6	6.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	45.8	45.8	57.5	57.8	20.8	20.8
Actuated g/C Ratio	0.50	0.50	0.62	0.63	0.23	0.23
v/c Ratio	0.74	0.35	0.21	0.29	0.68	0.21
Control Delay	27.4	4.9	8.6	8.8	44.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	4.9	8.6	8.8	44.6	8.4
LOS	C	A	A	A	D	A
Approach Delay	20.0			8.8	35.7	
Approach LOS	B			A	D	

Intersection Summary

Cycle Length: 124.2
 Actuated Cycle Length: 92.1
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 20.8
 Intersection LOS: C
 Intersection Capacity Utilization 61.5%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

12/8/2016



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	643	314	73	316	272	89
v/c Ratio	0.74	0.35	0.21	0.29	0.68	0.21
Control Delay	27.4	4.9	8.6	8.8	44.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.4	4.9	8.6	8.8	44.6	8.4
Queue Length 50th (ft)	304	16	15	74	161	0
Queue Length 95th (ft)	#564	22	31	130	136	39
Internal Link Dist (ft)	2418			11880	787	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	1007	1007	573	1449	613	606
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.31	0.13	0.22	0.44	0.15

Intersection Summary

Description: CR510/ Treasure Coast Elem.

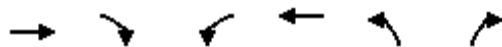
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

12/8/2016



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	579	207	55	262	144	80		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1743	1827	1667	1712	1863	1863		
Adj Flow Rate, veh/h	643	314	73	316	272	89		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.90	0.66	0.75	0.83	0.53	0.90		
Percent Heavy Veh, %	9	4	14	11	2	2		
Cap, veh/h	886	789	322	1131	336	300		
Arrive On Green	0.51	0.51	0.08	0.66	0.19	0.19		
Sat Flow, veh/h	1743	1553	1587	1712	1774	1583		
Grp Volume(v), veh/h	643	314	73	316	272	89		
Grp Sat Flow(s),veh/h/ln	1743	1553	1587	1712	1774	1583		
Q Serve(g_s), s	24.5	10.6	1.6	6.5	12.5	4.1		
Cycle Q Clear(g_c), s	24.5	10.6	1.6	6.5	12.5	4.1		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	886	789	322	1131	336	300		
V/C Ratio(X)	0.73	0.40	0.23	0.28	0.81	0.30		
Avail Cap(c_a), veh/h	1023	911	666	1636	625	558		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.3	12.9	11.6	6.0	33.1	29.7		
Incr Delay (d2), s/veh	4.4	1.2	0.4	0.5	6.6	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	18.5	8.4	1.3	5.8	11.0	7.0		
LnGrp Delay(d),s/veh	20.7	14.1	12.0	6.5	39.6	30.5		
LnGrp LOS	C	B	B	A	D	C		
Approach Vol, veh/h	957			389	361			
Approach Delay, s/veh	18.5			7.5	37.4			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		62.5		22.7	13.0	49.5		
Change Period (Y+Rc), s		* 6.2		* 6.6	6.4	* 6.2		
Max Green Setting (Gmax), s		* 81		* 30	25.0	* 50		
Max Q Clear Time (g_c+I1), s		8.5		14.5	3.6	26.5		
Green Ext Time (p_c), s		33.4		1.6	0.1	16.8		
Intersection Summary								
HCM 2010 Ctrl Delay			20.0					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	30	722	293	33	73	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	94	96	69	73	75
Heavy Vehicles, %	7	5	2	6	15	69
Mvmt Flow	33	768	305	48	100	52

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	353	0	1162
Stage 1	-	-	329
Stage 2	-	-	833
Critical Hdwy	4.17	-	6.55
Critical Hdwy Stg 1	-	-	5.55
Critical Hdwy Stg 2	-	-	5.55
Follow-up Hdwy	2.263	-	3.635
Pot Cap-1 Maneuver	1179	-	203
Stage 1	-	-	701
Stage 2	-	-	405
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1179	-	193
Mov Cap-2 Maneuver	-	-	193
Stage 1	-	-	701
Stage 2	-	-	385

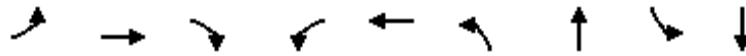
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	31.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1179	-	-	-	193	582
HCM Lane V/C Ratio	0.028	-	-	-	0.518	0.089
HCM Control Delay (s)	8.1	0	-	-	42.1	11.8
HCM Lane LOS	A	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	2.6	0.3

Timings

7: 66th Ave & CR 510/ 85th Street

12/8/2016

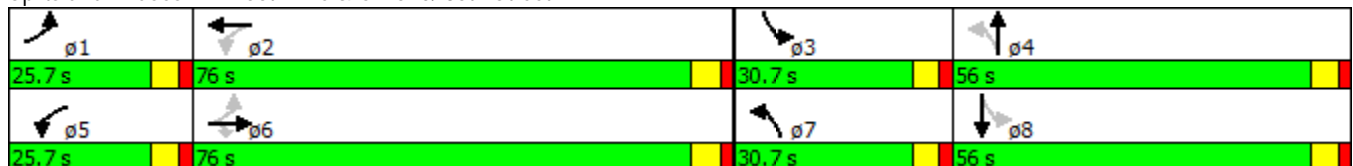


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	19	381	390	54	130	190	151	210	393
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	10.7	21.0	21.0	10.7	21.0	10.7	27.0	10.7	21.0
Total Split (s)	25.7	76.0	76.0	25.7	76.0	30.7	56.0	30.7	56.0
Total Split (%)	13.6%	40.3%	40.3%	13.6%	40.3%	16.3%	29.7%	16.3%	29.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.0	6.0	5.7	6.0	5.7	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Max	Max	None	Min	None	None	None	None
Act Effct Green (s)	79.0	70.1	70.1	87.0	76.2	70.6	48.8	73.2	50.1
Actuated g/C Ratio	0.45	0.40	0.40	0.49	0.43	0.40	0.28	0.41	0.28
v/c Ratio	0.11	0.71	0.51	0.27	0.31	0.78	0.55	0.68	0.97
Control Delay	24.7	52.8	10.4	26.6	34.3	66.7	58.2	44.4	95.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	52.8	10.4	26.6	34.3	66.7	58.2	44.4	95.2
LOS	C	D	B	C	C	E	E	D	F
Approach Delay		32.5			32.3		61.9		77.0
Approach LOS		C			C		E		E

Intersection Summary

Cycle Length: 188.4
 Actuated Cycle Length: 177.3
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.97
 Intersection Signal Delay: 51.6
 Intersection LOS: D
 Intersection Capacity Utilization 75.6%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/66 th Ave

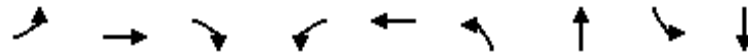
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

12/8/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	53	488	429	72	208	204	260	269	484
v/c Ratio	0.11	0.71	0.51	0.27	0.31	0.78	0.55	0.68	0.97
Control Delay	24.7	52.8	10.4	26.6	34.3	66.7	58.2	44.4	95.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	52.8	10.4	26.6	34.3	66.7	58.2	44.4	95.2
Queue Length 50th (ft)	32	483	62	44	155	176	253	210	567
Queue Length 95th (ft)	23	539	175	65	229	282	336	255	#761
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	555	689	835	323	677	298	485	410	499
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.71	0.51	0.22	0.31	0.68	0.54	0.66	0.97

Intersection Summary






















Description: CR510/66 th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
7: 66th Ave & CR 510/ 85th Street

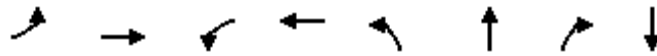
12/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	381	390	54	130	43	190	151	60	210	393	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1638	1743	1863	1624	1631	1900	1881	1768	1900	1681	1775	1900
Adj Flow Rate, veh/h	53	488	0	72	148	60	204	180	80	269	468	16
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.36	0.78	0.91	0.75	0.88	0.72	0.93	0.84	0.75	0.78	0.84	0.69
Percent Heavy Veh, %	16	9	2	17	11	11	1	5	5	13	7	7
Cap, veh/h	449	748	679	265	483	196	242	297	132	379	499	17
Arrive On Green	0.03	0.43	0.00	0.04	0.44	0.44	0.10	0.26	0.26	0.13	0.29	0.29
Sat Flow, veh/h	1560	1743	1583	1547	1104	448	1792	1161	516	1601	1706	58
Grp Volume(v), veh/h	53	488	0	72	0	208	204	0	260	269	0	484
Grp Sat Flow(s),veh/h/ln	1560	1743	1583	1547	0	1552	1792	0	1677	1601	0	1764
Q Serve(g_s), s	3.1	36.2	0.0	4.3	0.0	14.2	13.6	0.0	22.3	19.7	0.0	43.6
Cycle Q Clear(g_c), s	3.1	36.2	0.0	4.3	0.0	14.2	13.6	0.0	22.3	19.7	0.0	43.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		0.31	1.00		0.03
Lane Grp Cap(c), veh/h	449	748	679	265	0	679	242	0	429	379	0	517
V/C Ratio(X)	0.12	0.65	0.00	0.27	0.00	0.31	0.84	0.00	0.61	0.71	0.00	0.94
Avail Cap(c_a), veh/h	595	748	679	397	0	679	342	0	514	409	0	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	37.0	0.0	28.8	0.0	29.8	43.6	0.0	53.5	37.5	0.0	56.3
Incr Delay (d2), s/veh	0.1	4.4	0.0	0.5	0.0	0.4	12.5	0.0	2.0	5.1	0.0	24.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	25.4	0.0	3.3	0.0	10.2	12.0	0.0	15.9	14.2	0.0	32.8
LnGrp Delay(d),s/veh	25.5	41.4	0.0	29.4	0.0	30.2	56.1	0.0	55.5	42.6	0.0	80.3
LnGrp LOS	C	D		C		C	E		E	D		F
Approach Vol, veh/h		541			280			464			753	
Approach Delay, s/veh		39.8			30.0			55.8			66.8	
Approach LOS		D			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.4	77.4	27.6	47.8	11.8	76.0	21.6	53.8				
Change Period (Y+Rc), s	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0				
Max Green Setting (Gmax), s	* 20	70.0	* 25	50.0	* 20	70.0	* 25	50.0				
Max Q Clear Time (g_c+I1), s	5.1	16.2	21.7	24.3	6.3	38.2	15.6	45.6				
Green Ext Time (p_c), s	0.1	16.6	0.3	6.6	0.1	13.4	0.4	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			52.1									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: 58th Ave & CR 510/ 85th Street

12/8/2016

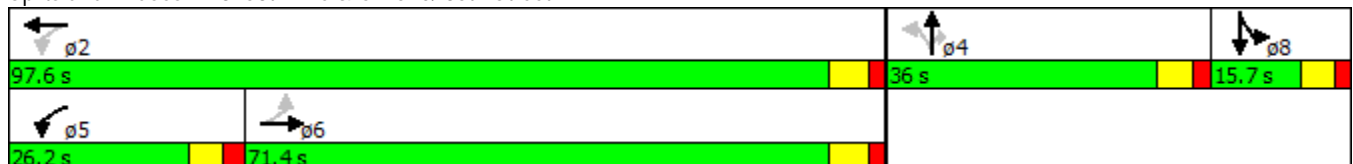


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations	↖	↗	↖	↗		↑	↗	↕
Volume (vph)	1	553	123	166	70	1	129	1
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.4	21.4	11.2	21.4	12.0	12.0	12.0	11.7
Total Split (s)	71.4	71.4	26.2	97.6	36.0	36.0	36.0	15.7
Total Split (%)	47.8%	47.8%	17.5%	65.4%	24.1%	24.1%	24.1%	10.5%
Yellow Time (s)	4.4	4.4	3.7	4.4	4.0	4.0	4.0	3.7
All-Red Time (s)	2.0	2.0	2.5	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	6.2	6.4		6.0	6.0	5.7
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	65.9	65.9	90.5	90.3		16.4	16.4	8.0
Actuated g/C Ratio	0.52	0.52	0.71	0.71		0.13	0.13	0.06
v/c Ratio	0.01	0.87	0.54	0.19		0.62	0.48	0.21
Control Delay	21.0	41.3	16.4	8.1		75.3	12.6	58.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	21.0	41.3	16.4	8.1		75.3	12.6	58.0
LOS	C	D	B	A		E	B	E
Approach Delay		41.2		12.0		33.6		58.0
Approach LOS		D		B		C		E

Intersection Summary

Cycle Length: 149.3
 Actuated Cycle Length: 127.3
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 31.5
 Intersection LOS: C
 Intersection Capacity Utilization 65.1%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/58th Ave

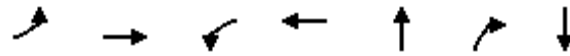
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

12/8/2016



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	764	202	229	80	159	20
v/c Ratio	0.01	0.87	0.54	0.19	0.62	0.48	0.21
Control Delay	21.0	41.3	16.4	8.1	75.3	12.6	58.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	41.3	16.4	8.1	75.3	12.6	58.0
Queue Length 50th (ft)	2	599	58	63	67	0	13
Queue Length 95th (ft)	3	#974	73	120	31	43	9
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	594	884	402	1251	239	478	122
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.86	0.50	0.18	0.33	0.33	0.16

Intersection Summary




















Description: CR510/58th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 8: 58th Ave & CR 510/ 85th Street

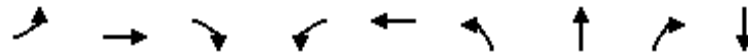
12/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	553	129	123	166	17	70	1	129	3	1	1
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1746	1900	1792	1763	1900	1900	1634	1759	1900	1575	1900
Adj Flow Rate, veh/h	4	621	143	202	189	40	76	4	159	12	4	4
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.25	0.89	0.90	0.61	0.88	0.42	0.92	0.25	0.81	0.25	0.25	0.25
Percent Heavy Veh, %	2	9	9	6	9	9	2	2	8	2	2	2
Cap, veh/h	667	713	164	287	930	197	200	11	202	23	8	8
Arrive On Green	0.52	0.52	0.52	0.08	0.66	0.66	0.14	0.14	0.14	0.03	0.03	0.03
Sat Flow, veh/h	1147	1374	316	1707	1411	299	1482	78	1495	887	296	296
Grp Volume(v), veh/h	4	0	764	202	0	229	80	0	159	20	0	0
Grp Sat Flow(s),veh/h/ln	1147	0	1690	1707	0	1710	1560	0	1495	1479	0	0
Q Serve(g_s), s	0.2	0.0	39.8	5.2	0.0	5.3	4.7	0.0	10.3	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	39.8	5.2	0.0	5.3	4.7	0.0	10.3	1.3	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.17	0.95		1.00	0.60		0.20
Lane Grp Cap(c), veh/h	667	0	877	287	0	1126	211	0	202	38	0	0
V/C Ratio(X)	0.01	0.00	0.87	0.70	0.00	0.20	0.38	0.00	0.79	0.53	0.00	0.00
Avail Cap(c_a), veh/h	816	0	1097	495	0	1557	467	0	448	148	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.6	0.0	21.2	20.4	0.0	6.7	39.5	0.0	41.9	48.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	7.2	4.4	0.0	0.1	1.6	0.0	9.2	15.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	27.6	6.1	0.0	4.5	3.8	0.0	8.4	1.3	0.0	0.0
LnGrp Delay(d),s/veh	11.7	0.0	28.4	24.9	0.0	6.9	41.1	0.0	51.1	63.6	0.0	0.0
LnGrp LOS	B		C	C		A	D		D	E		
Approach Vol, veh/h		768			431			239				20
Approach Delay, s/veh		28.3			15.3			47.8				63.6
Approach LOS		C			B			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		72.4		19.5	14.0	58.4		8.3				
Change Period (Y+Rc), s		6.4		6.0	* 6.2	6.4		5.7				
Max Green Setting (Gmax), s		91.2		30.0	* 20	65.0		10.0				
Max Q Clear Time (g_c+I1), s		7.3		12.3	7.2	41.8		3.3				
Green Ext Time (p_c), s		14.4		1.3	0.7	10.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.1									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: CR510/ 90th Ave & CR512/ Sebatian Blvd./CR512/Sebatian Blvd

12/8/2016

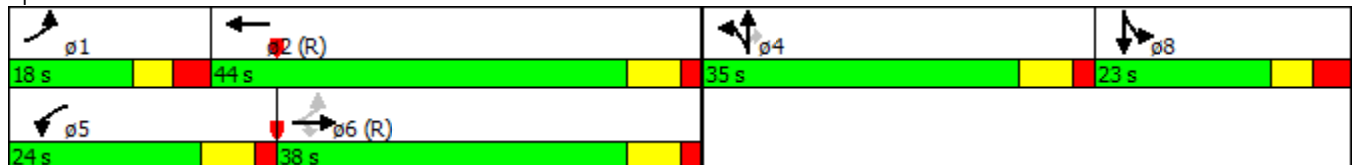


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	11	633	276	369	597	517	49	246	31
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	18.0	38.0	38.0	24.0	44.0	35.0	35.0	35.0	23.0
Total Split (%)	15.0%	31.7%	31.7%	20.0%	36.7%	29.2%	29.2%	29.2%	19.2%
Yellow Time (s)	3.7	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.7
All-Red Time (s)	3.3	2.0	2.0	2.0	2.0	2.0	2.0	2.0	3.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	6.8	6.8	6.8	6.8	6.8	6.8	6.8	7.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	39.4	33.3	33.3	17.1	51.7	27.8	27.8	27.8	14.0
Actuated g/C Ratio	0.33	0.28	0.28	0.14	0.43	0.23	0.23	0.23	0.12
v/c Ratio	0.07	0.79	0.50	0.86	0.61	0.93	0.91	0.49	0.67
Control Delay	19.7	48.3	6.5	68.0	30.5	79.9	74.6	7.4	65.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	48.3	6.5	68.0	30.5	79.9	74.6	7.4	65.3
LOS	B	D	A	E	C	E	E	A	E
Approach Delay		34.1			42.8		55.8		65.3
Approach LOS		C			D		E		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 20 (17%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 44.7
 Intersection LOS: D
 Intersection Capacity Utilization 66.0%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

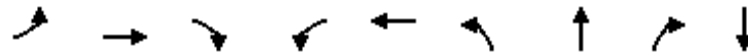
Splits and Phases: 1: CR510/ 90th Ave & CR512/ Sebatian Blvd./CR512/Sebatian Blvd



Queues

1: CR510/ 90th Ave & CR512/ Sebatian Blvd./CR512/Sebatian Blvd

12/8/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	18	673	337	410	837	316	318	280	142
v/c Ratio	0.07	0.79	0.50	0.86	0.61	0.93	0.91	0.49	0.67
Control Delay	19.7	48.3	6.5	68.0	30.5	79.9	74.6	7.4	65.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	48.3	6.5	68.0	30.5	79.9	74.6	7.4	65.3
Queue Length 50th (ft)	7	260	0	161	241	252	252	0	103
Queue Length 95th (ft)	14	#343	45	#242	295	#433	#364	63	121
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	322	857	675	489	1374	344	356	579	236
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.79	0.50	0.84	0.61	0.92	0.89	0.48	0.60

Intersection Summary

Description: CR-510 at CR-512






















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

1: CR510/ 90th Ave & CR512/ Sebatian Blvd./CR512/Sebatian Blvd

12/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	633	276	369	597	28	517	49	246	70	31	7
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1624	1827	1827	1689	1900	1624	1664	1827	1900	1863	1900
Adj Flow Rate, veh/h	18	673	337	410	796	41	617	0	280	83	47	12
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.60	0.94	0.82	0.90	0.75	0.69	0.90	0.82	0.88	0.84	0.66	0.58
Percent Heavy Veh, %	2	17	4	4	13	13	17	2	4	2	2	2
Cap, veh/h	246	965	486	463	1334	69	688	0	346	101	57	15
Arrive On Green	0.02	0.31	0.31	0.14	0.43	0.43	0.22	0.00	0.22	0.10	0.10	0.10
Sat Flow, veh/h	1774	3085	1553	3375	3106	160	3093	0	1553	1043	590	151
Grp Volume(v), veh/h	18	673	337	410	411	426	617	0	280	142	0	0
Grp Sat Flow(s),veh/h/ln	1774	1543	1553	1688	1605	1661	1547	0	1553	1784	0	0
Q Serve(g_s), s	0.8	23.0	22.9	14.3	23.6	23.6	23.2	0.0	20.5	9.4	0.0	0.0
Cycle Q Clear(g_c), s	0.8	23.0	22.9	14.3	23.6	23.6	23.2	0.0	20.5	9.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.58		0.08
Lane Grp Cap(c), veh/h	246	965	486	463	689	714	688	0	346	172	0	0
V/C Ratio(X)	0.07	0.70	0.69	0.89	0.60	0.60	0.90	0.00	0.81	0.82	0.00	0.00
Avail Cap(c_a), veh/h	375	965	486	484	689	714	727	0	365	233	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	27.5	36.2	36.2	50.8	26.2	26.3	45.3	0.0	44.2	53.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	4.2	7.9	17.1	3.8	3.7	13.8	0.0	13.1	18.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	15.7	16.3	12.3	16.6	17.0	16.8	0.0	15.3	9.3	0.0	0.0
LnGrp Delay(d),s/veh	27.6	40.4	44.1	68.0	30.0	29.9	59.1	0.0	57.3	71.4	0.0	0.0
LnGrp LOS	C	D	D	E	C	C	E		E	E		
Approach Vol, veh/h		1028			1247			897			142	
Approach Delay, s/veh		41.4			42.5			58.5			71.4	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	58.3		33.5	23.3	44.3		18.9				
Change Period (Y+Rc), s	7.0	6.8		6.8	6.8	6.8		7.3				
Max Green Setting (Gmax), s	11.0	37.2		28.2	17.2	31.2		15.7				
Max Q Clear Time (g_c+I1), s	2.8	25.6		25.2	16.3	25.0		11.4				
Green Ext Time (p_c), s	0.0	9.0		1.5	0.2	5.2		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			47.7									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR510/ 90th Ave & Mako Way

12/8/2016

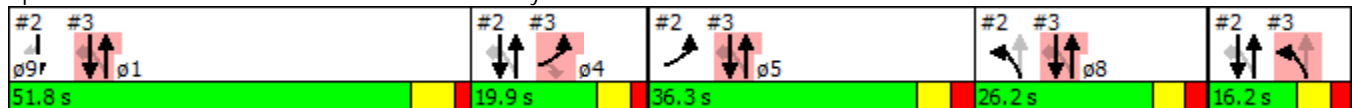


Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	14	9	645	539	10			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.2				41.8	11.9	10.2
Total Split (s)	36.3	26.2				51.8	19.9	16.2
Total Split (%)	24.1%	17.4%				34%	13%	11%
Yellow Time (s)	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.6	2.5				2.0	2.2	2.5
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.3	6.2						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effect Green (s)	28.1	49.6	56.4	88.3	88.3			
Actuated g/C Ratio	0.19	0.33	0.38	0.59	0.59			
v/c Ratio	0.19	0.05	1.01	0.53	0.03			
Control Delay	22.8	19.3	67.9	21.9	5.8			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	22.8	19.3	67.9	21.9	5.8			
LOS	C	B	E	C	A			
Approach Delay	22.8		66.8	21.3				
Approach LOS	C		E	C				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 150.4
 Offset: 4.2 (3%), Referenced to phase 0:, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 45.1
 Intersection LOS: D
 Intersection Capacity Utilization 49.1%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR510/ 90th Ave & Mako Way



Queues

2: CR510/ 90th Ave & Mako Way

12/8/2016



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	60	16	701	580	20
v/c Ratio	0.19	0.05	1.01	0.53	0.03
Control Delay	22.8	19.3	67.9	21.9	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	19.3	67.9	21.9	5.8
Queue Length 50th (ft)	16	6	~623	337	0
Queue Length 95th (ft)	37	11	#956	490	4
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	333	353	692	1094	640
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.05	1.01	0.53	0.03

Intersection Summary

Description: CR-510/Mako Way

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

2: CR510/ 90th Ave & Mako Way

12/8/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	14	25	9	645	539	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		6.2	5.9	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1509		1480	1845	1863	1077
Flt Permitted	0.98		0.45	1.00	1.00	1.00
Satd. Flow (perm)	1509		694	1845	1863	1077
Peak-hour factor, PHF	0.70	0.62	0.56	0.92	0.93	0.50
Adj. Flow (vph)	20	40	16	701	580	20
RTOR Reduction (vph)	33	0	0	0	0	9
Lane Group Flow (vph)	27	0	16	701	580	11
Heavy Vehicles (%)	14%	12%	22%	3%	2%	50%
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	28.1		49.9	49.9	89.2	89.2
Effective Green, g (s)	28.1		49.9	49.9	83.0	83.0
Actuated g/C Ratio	0.19		0.33	0.33	0.55	0.55
Clearance Time (s)	6.3		6.2			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	281		307	612	1028	594
v/s Ratio Prot	c0.02		0.01	c0.27	c0.31	
v/s Ratio Perm			0.01	0.11		0.01
v/c Ratio	0.10		0.05	1.15	0.56	0.02
Uniform Delay, d1	50.7		34.4	50.2	21.9	15.3
Progression Factor	1.00		1.08	0.91	1.00	1.00
Incremental Delay, d2	0.2		0.1	82.2	0.9	0.0
Delay (s)	50.9		37.2	128.1	22.8	15.3
Level of Service	D		D	F	C	B
Approach Delay (s)	50.9			126.1	22.5	
Approach LOS	D			F	C	

Intersection Summary

HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	150.4	Sum of lost time (s)	31.4
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR510/ 90th Ave & Hammerhead Way

12/8/2016

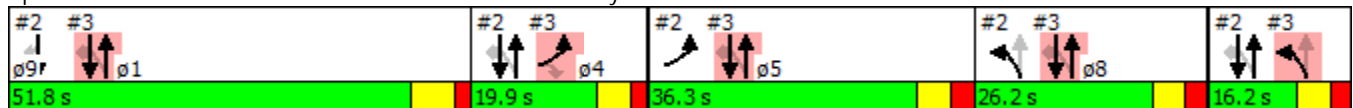


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	71	32	55	587	460	101			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.2				41.8	12.3	10.2
Total Split (s)	19.9	19.9	16.2				51.8	36.3	26.2
Total Split (%)	13.2%	13.2%	10.8%				34%	24%	17%
Yellow Time (s)	3.7	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.2	2.2	2.5				2.0	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.9	5.9	6.2						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	18.0	18.0	107.9	119.7	89.5	89.5			
Actuated g/C Ratio	0.12	0.12	0.72	0.80	0.60	0.60			
v/c Ratio	0.54	0.24	0.12	0.44	0.44	0.13			
Control Delay	73.6	17.2	3.8	5.7	9.8	1.5			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	73.6	17.2	3.8	5.7	9.8	1.5			
LOS	E	B	A	A	A	A			
Approach Delay	55.0			5.5	8.0				
Approach LOS	D			A	A				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 150.4
 Offset: 4.2 (3%), Referenced to phase 0:, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 53.3%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR510/ 90th Ave & Hammerhead Way



Queues

3: CR510/ 90th Ave & Hammerhead Way

12/8/2016



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	113	56	72	652	489	128
v/c Ratio	0.54	0.24	0.12	0.44	0.44	0.13
Control Delay	73.6	17.2	3.8	5.7	9.8	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.6	17.2	3.8	5.7	9.8	1.5
Queue Length 50th (ft)	109	0	11	145	250	10
Queue Length 95th (ft)	122	9	16	191	120	6
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	211	238	579	1496	1213	1076
Starvation Cap Reductn	0	0	0	0	14	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.24	0.12	0.44	0.41	0.12

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR510/ 90th Ave & Hammerhead Way

12/8/2016



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	71	32	55	587	460	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9	6.2	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1626	1845	1863	1583
Flt Permitted	0.95	1.00	0.38	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	652	1845	1863	1583
Peak-hour factor, PHF	0.63	0.57	0.76	0.90	0.94	0.79
Adj. Flow (vph)	113	56	72	652	489	128
RTOR Reduction (vph)	0	49	0	0	0	57
Lane Group Flow (vph)	113	7	72	652	489	71
Heavy Vehicles (%)	2%	2%	11%	3%	2%	2%
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	18.0	18.0	107.3	107.3	90.1	90.1
Effective Green, g (s)	18.0	18.0	101.0	101.0	83.8	83.8
Actuated g/C Ratio	0.12	0.12	0.67	0.67	0.56	0.56
Clearance Time (s)	5.9	5.9	6.2			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	211	189	549	1238	1038	882
v/s Ratio Prot	c0.06		0.01	c0.29	0.26	
v/s Ratio Perm		0.00	0.07	0.06		0.05
v/c Ratio	0.54	0.04	0.13	0.53	0.47	0.08
Uniform Delay, d1	62.3	58.5	16.6	12.6	20.0	15.4
Progression Factor	1.00	1.00	1.00	1.00	1.07	1.78
Incremental Delay, d2	3.3	0.1	0.1	0.5	0.4	0.0
Delay (s)	65.6	58.6	16.7	13.1	21.9	27.5
Level of Service	E	E	B	B	C	C
Approach Delay (s)	63.3			13.4	23.0	
Approach LOS	E			B	C	

Intersection Summary

HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	150.4	Sum of lost time (s)	31.4
Intersection Capacity Utilization	53.3%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR510/ 90th Ave & 87th Street

12/8/2016



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	158	66	198	529	249
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	10.7	26.8	26.8
Total Split (s)	31.2	31.2	25.7	77.5	51.8
Total Split (%)	28.7%	28.7%	23.6%	71.3%	47.7%
Yellow Time (s)	3.7	3.7	3.7	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	5.7	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	13.5	13.5	43.2	42.1	26.6
Actuated g/C Ratio	0.20	0.20	0.63	0.61	0.38
v/c Ratio	0.56	0.22	0.45	0.50	0.72
Control Delay	33.6	8.9	9.0	9.9	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	8.9	9.0	9.9	23.8
LOS	C	A	A	A	C
Approach Delay	26.4			9.6	23.8
Approach LOS	C			A	C

Intersection Summary

Cycle Length: 108.7

Actuated Cycle Length: 69.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 17.3

Intersection LOS: B

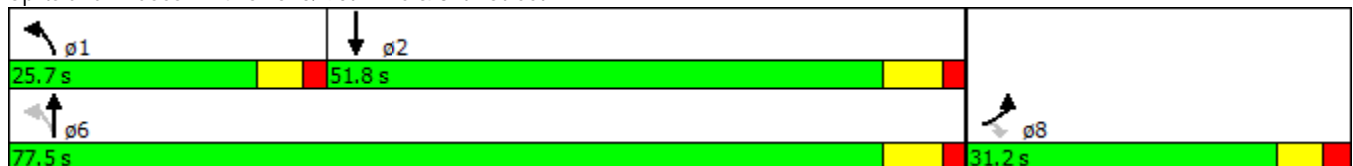
Intersection Capacity Utilization 61.1%

ICU Level of Service B

Analysis Period (min) 15

Description: CR510/ 87th Ave

Splits and Phases: 4: CR510/ 90th Ave & 87th Street



Queues

4: CR510/ 90th Ave & 87th Street

12/8/2016



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	193	80	213	545	506
v/c Ratio	0.56	0.22	0.45	0.50	0.72
Control Delay	33.6	8.9	9.0	9.9	23.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	33.6	8.9	9.0	9.9	23.8
Queue Length 50th (ft)	70	0	32	110	155
Queue Length 95th (ft)	151	29	76	230	323
Internal Link Dist (ft)	1805			2395	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	666	612	686	1667	1195
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.29	0.13	0.31	0.33	0.42












Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR510/ 90th Ave & 87th Street

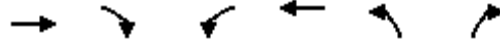
12/8/2016

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	158	66	198	529	249	208		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1759	1863	1776	1855	1900		
Adj Flow Rate, veh/h	193	80	213	545	277	229		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.82	0.82	0.93	0.97	0.90	0.91		
Percent Heavy Veh, %	2	8	2	7	2	2		
Cap, veh/h	266	224	461	1100	392	324		
Arrive On Green	0.15	0.15	0.10	0.62	0.42	0.42		
Sat Flow, veh/h	1774	1495	1774	1776	940	777		
Grp Volume(v), veh/h	193	80	213	545	0	506		
Grp Sat Flow(s),veh/h/ln	1774	1495	1774	1776	0	1717		
Q Serve(g_s), s	5.8	2.7	3.4	9.5	0.0	13.7		
Cycle Q Clear(g_c), s	5.8	2.7	3.4	9.5	0.0	13.7		
Prop In Lane	1.00	1.00	1.00			0.45		
Lane Grp Cap(c), veh/h	266	224	461	1100	0	716		
V/C Ratio(X)	0.73	0.36	0.46	0.50	0.00	0.71		
Avail Cap(c_a), veh/h	788	664	912	2229	0	1372		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	22.8	21.5	9.3	5.9	0.0	13.6		
Incr Delay (d2), s/veh	3.8	1.0	0.7	0.3	0.0	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.6	2.1	3.0	8.2	0.0	11.0		
LnGrp Delay(d),s/veh	26.6	22.5	10.0	6.2	0.0	14.9		
LnGrp LOS	C	C	A	A		B		
Approach Vol, veh/h	273			758	506			
Approach Delay, s/veh	25.4			7.3	14.9			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	30.3				41.7		14.6
Change Period (Y+Rc), s	* 5.7	6.8				6.8		6.2
Max Green Setting (Gmax), s	* 20	45.0				70.7		25.0
Max Q Clear Time (g_c+I1), s	5.4	15.7				11.5		7.8
Green Ext Time (p_c), s	0.5	7.8				8.6		0.7
Intersection Summary								
HCM 2010 Ctrl Delay			13.0					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

5: Treasure Coast Elementary School & CR510/ 90th Ave

12/8/2016

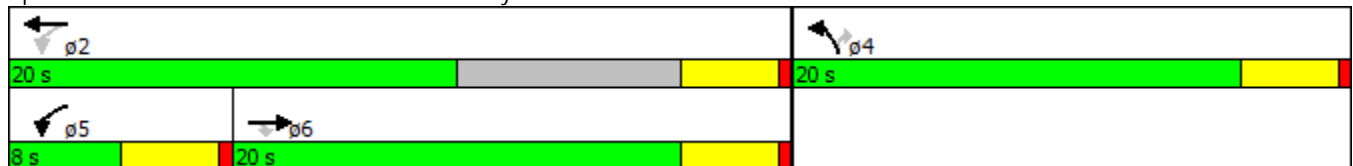


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↙	↑	↙	↙
Volume (vph)	297	29	22	712	32	14
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (s)	20.0	20.0	8.0	20.0	20.0	20.0
Total Split (%)	41.7%	41.7%	16.7%	41.7%	41.7%	41.7%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5	0.5	0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	26.8	26.8	25.5	28.2	6.4	6.4
Actuated g/C Ratio	0.80	0.80	0.76	0.84	0.19	0.19
v/c Ratio	0.22	0.03	0.04	0.48	0.12	0.15
Control Delay	4.7	2.9	2.8	4.6	13.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	2.9	2.8	4.6	13.8	8.1
LOS	A	A	A	A	B	A
Approach Delay	4.5			4.5	11.1	
Approach LOS	A			A	B	

Intersection Summary

Cycle Length: 48	
Actuated Cycle Length: 33.5	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.48	
Intersection Signal Delay: 4.9	Intersection LOS: A
Intersection Capacity Utilization 47.5%	ICU Level of Service A
Analysis Period (min) 15	

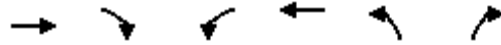
Splits and Phases: 5: Treasure Coast Elementary School & CR510/ 90th Ave



Queues

5: Treasure Coast Elementary School & CR510/ 90th Ave

12/8/2016



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	313	40	32	727	36	32
v/c Ratio	0.22	0.03	0.04	0.48	0.12	0.15
Control Delay	4.7	2.9	2.8	4.6	13.8	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.7	2.9	2.8	4.6	13.8	8.1
Queue Length 50th (ft)	0	0	1	0	5	0
Queue Length 95th (ft)	93	8	6	166	23	4
Internal Link Dist (ft)	2395			11890	1119	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	1449	1276	797	1485	756	495
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.03	0.04	0.49	0.05	0.06

Intersection Summary

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR510/ 90th Ave

12/8/2016

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	297	29	22	712	32	14		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1810	1863	1863	1810	1638	1159		
Adj Flow Rate, veh/h	313	40	32	727	36	32		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.72	0.68	0.98	0.89	0.44		
Percent Heavy Veh, %	5	2	2	5	16	64		
Cap, veh/h	736	644	647	1096	95	60		
Arrive On Green	0.41	0.41	0.03	0.61	0.06	0.06		
Sat Flow, veh/h	1810	1583	1774	1810	1560	985		
Grp Volume(v), veh/h	313	40	32	727	36	32		
Grp Sat Flow(s),veh/h/ln	1810	1583	1774	1810	1560	985		
Q Serve(g_s), s	3.0	0.4	0.2	6.4	0.5	0.8		
Cycle Q Clear(g_c), s	3.0	0.4	0.2	6.4	0.5	0.8		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	736	644	647	1096	95	60		
V/C Ratio(X)	0.43	0.06	0.05	0.66	0.38	0.53		
Avail Cap(c_a), veh/h	1207	1056	886	1207	1040	657		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	5.1	4.3	3.3	3.1	10.8	10.9		
Incr Delay (d2), s/veh	0.4	0.0	0.0	1.2	2.5	7.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	2.8	0.3	0.2	6.1	0.5	0.9		
LnGrp Delay(d),s/veh	5.5	4.4	3.4	4.3	13.3	18.2		
LnGrp LOS	A	A	A	A	B	B		
Approach Vol, veh/h	353			759	68			
Approach Delay, s/veh	5.4			4.3	15.6			
Approach LOS	A			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.5		5.5	4.8	13.8		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		16.0		16.0	4.0	16.0		
Max Q Clear Time (g_c+I1), s		8.4		2.8	2.2	5.0		
Green Ext Time (p_c), s		3.7		0.1	0.0	4.8		
Intersection Summary								
HCM 2010 Ctrl Delay			5.3					
HCM 2010 LOS			A					

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	33	297	719	152	47	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	96	96	88	84	66
Heavy Vehicles, %	3	9	5	9	2	3
Mvmt Flow	40	309	749	173	56	44

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	922	0	835
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.13	-	6.23
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.227	-	3.327
Pot Cap-1 Maneuver	737	-	366
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	737	-	366
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

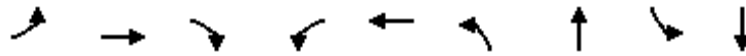
Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	25.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	737	-	-	-	185	366
HCM Lane V/C Ratio	0.055	-	-	-	0.302	0.12
HCM Control Delay (s)	10.2	0	-	-	32.7	16.2
HCM Lane LOS	B	A	-	-	D	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2	0.4

Timings

7: 66th Ave & CR510/ 90th Ave

12/8/2016

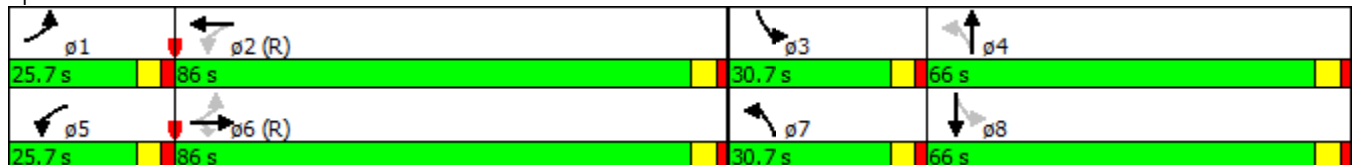


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	7	154	177	52	473	395	310	71	181
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	10.7	21.0	21.0	10.7	21.0	10.7	21.0	10.7	21.0
Total Split (s)	25.7	86.0	86.0	25.7	86.0	30.7	66.0	30.7	66.0
Total Split (%)	12.3%	41.3%	41.3%	12.3%	41.3%	14.7%	31.7%	14.7%	31.7%
Yellow Time (s)	3.7	4.0	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.0	6.0	5.7	6.0	5.7	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	110.8	104.1	104.1	119.0	114.1	77.5	59.6	58.7	46.5
Actuated g/C Ratio	0.53	0.50	0.50	0.57	0.55	0.37	0.29	0.28	0.22
v/c Ratio	0.07	0.19	0.21	0.11	0.88	1.26	0.89	0.51	0.63
Control Delay	24.0	32.0	4.5	22.5	54.4	181.8	89.8	52.7	78.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	32.0	4.5	22.5	54.4	181.8	89.8	52.7	78.4
LOS	C	C	A	C	D	F	F	D	E
Approach Delay		17.9			51.7		135.6		71.7
Approach LOS		B			D		F		E

Intersection Summary

Cycle Length: 208.4
 Actuated Cycle Length: 208.4
 Offset: 25.7 (12%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
 Natural Cycle: 150
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.26
 Intersection Signal Delay: 81.0
 Intersection Capacity Utilization 92.3%
 Analysis Period (min) 15
 Description: CR510/66 th Ave
 Intersection LOS: F
 ICU Level of Service F

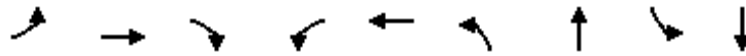
Splits and Phases: 7: 66th Ave & CR510/ 90th Ave



Queues

7: 66th Ave & CR510/ 90th Ave

12/8/2016



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	12	167	181	69	749	454	457	85	243
v/c Ratio	0.07	0.19	0.21	0.11	0.88	1.26	0.89	0.51	0.63
Control Delay	24.0	32.0	4.5	22.5	54.4	181.8	89.8	52.7	78.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	32.0	4.5	22.5	54.4	181.8	89.8	52.7	78.4
Queue Length 50th (ft)	7	127	0	42	838	~693	598	77	300
Queue Length 95th (ft)	15	211	54	67	#1355	#812	611	103	362
Internal Link Dist (ft)		2586			5246		977		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	263	887	881	674	849	360	544	279	493
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.19	0.21	0.10	0.88	1.26	0.84	0.30	0.49

Intersection Summary

Description: CR510/66 th Ave

~ Volume exceeds capacity, queue is theoretically infinite.






















Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 7: 66th Ave & CR510/ 90th Ave

12/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	154	177	52	473	158	395	310	45	71	181	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1520	1776	1863	1810	1611	1900	1863	1833	1900	1863	1743	1900
Adj Flow Rate, veh/h	12	167	0	69	538	211	454	383	74	85	208	35
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.60	0.92	0.98	0.75	0.88	0.75	0.87	0.81	0.61	0.84	0.87	0.62
Percent Heavy Veh, %	25	7	2	5	23	23	2	4	4	2	5	5
Cap, veh/h	128	958	854	662	612	240	324	407	79	140	292	49
Arrive On Green	0.01	0.54	0.00	0.03	0.55	0.55	0.12	0.27	0.27	0.05	0.20	0.20
Sat Flow, veh/h	1448	1776	1583	1723	1102	432	1774	1493	289	1774	1455	245
Grp Volume(v), veh/h	12	167	0	69	0	749	454	0	457	85	0	243
Grp Sat Flow(s),veh/h/ln	1448	1776	1583	1723	0	1535	1774	0	1782	1774	0	1699
Q Serve(g_s), s	0.8	9.9	0.0	3.8	0.0	88.2	25.0	0.0	52.2	7.9	0.0	27.8
Cycle Q Clear(g_c), s	0.8	9.9	0.0	3.8	0.0	88.2	25.0	0.0	52.2	7.9	0.0	27.8
Prop In Lane	1.00		1.00	1.00		0.28	1.00		0.16	1.00		0.14
Lane Grp Cap(c), veh/h	128	958	854	662	0	852	324	0	486	140	0	341
V/C Ratio(X)	0.09	0.17	0.00	0.10	0.00	0.88	1.40	0.00	0.94	0.61	0.00	0.71
Avail Cap(c_a), veh/h	249	958	854	780	0	852	324	0	514	268	0	490
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.84	0.00	0.84	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.8	24.4	0.0	20.6	0.0	40.2	65.4	0.0	74.0	65.4	0.0	77.6
Incr Delay (d2), s/veh	0.3	0.4	0.0	0.1	0.0	10.8	198.8	0.0	25.4	4.2	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	8.6	0.0	3.2	0.0	49.3	43.6	0.0	38.1	7.2	0.0	19.4
LnGrp Delay(d),s/veh	39.2	24.8	0.0	20.6	0.0	51.0	264.2	0.0	99.3	69.6	0.0	81.5
LnGrp LOS	D	C		C		D	F		F	E		F
Approach Vol, veh/h		179			818			911			328	
Approach Delay, s/veh		25.7			48.5			181.5			78.4	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.2	121.4	15.6	62.7	11.4	118.2	30.7	47.7				
Change Period (Y+Rc), s	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0				
Max Green Setting (Gmax), s	* 20	80.0	* 25	60.0	* 20	80.0	* 25	60.0				
Max Q Clear Time (g_c+I1), s	2.8	90.2	9.9	54.2	5.8	11.9	27.0	29.8				
Green Ext Time (p_c), s	0.0	0.0	0.1	2.6	0.1	14.4	0.0	6.4				
Intersection Summary												
HCM 2010 Ctrl Delay			105.2									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: 58th Ave & CR510/ 90th Ave

12/8/2016



Lane Group	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations	↔	↖	↔		↕	↗	↕
Volume (vph)	208	166	552	138	2	162	3
Turn Type	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases	6	5	2		4		8
Permitted Phases		2		4		4	
Detector Phase	6	5	2	4	4	4	8
Switch Phase							
Minimum Initial (s)	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.4	22.2	22.4	12.0	12.0	12.0	11.7
Total Split (s)	71.4	26.2	97.6	36.0	36.0	36.0	15.7
Total Split (%)	47.8%	17.5%	65.4%	24.1%	24.1%	24.1%	10.5%
Yellow Time (s)	4.4	3.7	4.4	4.0	4.0	4.0	3.7
All-Red Time (s)	2.0	2.5	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.2	6.4		6.0	6.0	5.7
Lead/Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes					
Recall Mode	Min	None	C-Min	None	None	None	None
Act Effct Green (s)	75.6	95.2	95.0		29.2	29.2	9.4
Actuated g/C Ratio	0.51	0.64	0.64		0.20	0.20	0.06
v/c Ratio	0.36	0.29	0.52		0.78	0.41	0.34
Control Delay	26.7	14.7	19.5		80.2	8.4	66.2
Queue Delay	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	26.7	14.7	19.5		80.2	8.4	66.2
LOS	C	B	B		F	A	E
Approach Delay	26.7		18.4		41.3		66.2
Approach LOS	C		B		D		E

Intersection Summary

Cycle Length: 149.3
 Actuated Cycle Length: 149.3
 Offset: 40 (27%), Referenced to phase 2:WBT, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 67.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/58th Ave

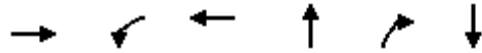
Splits and Phases: 8: 58th Ave & CR510/ 90th Ave



Queues

8: 58th Ave & CR510/ 90th Ave

12/8/2016



Lane Group	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	320	177	598	159	188	40
v/c Ratio	0.36	0.29	0.52	0.78	0.41	0.34
Control Delay	26.7	14.7	19.5	80.2	8.4	66.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	14.7	19.5	80.2	8.4	66.2
Queue Length 50th (ft)	183	69	317	148	0	32
Queue Length 95th (ft)	300	133	530	108	52	27
Internal Link Dist (ft)	5246		872	1929		1357
Turn Bay Length (ft)		190				
Base Capacity (vph)	914	650	1179	229	486	131
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.27	0.51	0.69	0.39	0.31





















Intersection Summary

Description: CR510/58th Ave

HCM 2010 Signalized Intersection Summary

8: 58th Ave & CR510/ 90th Ave

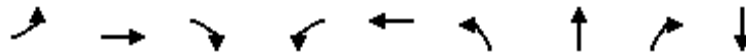
12/8/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	208	63	166	552	2	138	2	162	15	3	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1806	1900	1827	1793	1900	1900	1730	1827	1900	1863	1900
Adj Flow Rate, veh/h	0	248	72	177	594	4	155	4	188	24	8	8
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.25	0.84	0.88	0.94	0.93	0.50	0.89	0.50	0.86	0.62	0.38	0.38
Percent Heavy Veh, %	2	5	5	4	6	6	2	2	4	2	2	2
Cap, veh/h	48	819	238	680	1252	8	229	6	221	34	11	11
Arrive On Green	0.00	0.61	0.61	0.05	0.70	0.70	0.14	0.14	0.14	0.03	0.03	0.03
Sat Flow, veh/h	817	1346	391	1740	1779	12	1609	42	1553	1049	350	350
Grp Volume(v), veh/h	0	0	320	177	0	598	159	0	188	40	0	0
Grp Sat Flow(s),veh/h/ln	817	0	1737	1740	0	1791	1650	0	1553	1749	0	0
Q Serve(g_s), s	0.0	0.0	13.2	5.5	0.0	22.1	13.6	0.0	17.6	3.4	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.2	5.5	0.0	22.1	13.6	0.0	17.6	3.4	0.0	0.0
Prop In Lane	1.00		0.22	1.00		0.01	0.97		1.00	0.60		0.20
Lane Grp Cap(c), veh/h	48	0	1057	680	0	1260	234	0	221	57	0	0
V/C Ratio(X)	0.00	0.00	0.30	0.26	0.00	0.47	0.68	0.00	0.85	0.70	0.00	0.00
Avail Cap(c_a), veh/h	48	0	1057	820	0	1260	332	0	313	117	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.97	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	14.0	9.7	0.0	9.8	60.7	0.0	62.4	71.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.3	0.0	1.3	4.8	0.0	16.8	20.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	10.4	4.8	0.0	16.7	10.7	0.0	13.4	3.5	0.0	0.0
LnGrp Delay(d),s/veh	0.0	0.0	14.2	9.9	0.0	11.1	65.5	0.0	79.2	91.3	0.0	0.0
LnGrp LOS			B	A		B	E		E	F		
Approach Vol, veh/h		320			775			347			40	
Approach Delay, s/veh		14.2			10.8			72.9			91.3	
Approach LOS		B			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		111.3		27.2	14.2	97.1		10.6				
Change Period (Y+Rc), s		6.4		6.0	* 6.2	6.4		5.7				
Max Green Setting (Gmax), s		91.2		30.0	* 20	65.0		10.0				
Max Q Clear Time (g_c+I1), s		24.1		19.6	7.5	15.2		5.4				
Green Ext Time (p_c), s		9.6		1.6	0.6	9.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.3									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

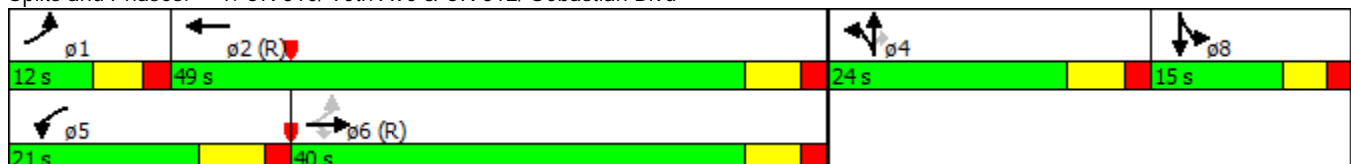


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	8	462	410	278	531	245	25	211	38
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	40.0	40.0	21.0	49.0	24.0	24.0	24.0	15.0
Total Split (%)	12.0%	40.0%	40.0%	21.0%	49.0%	24.0%	24.0%	24.0%	15.0%
Yellow Time (s)	3.7	4.3	4.3	4.8	4.3	4.3	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	6.3	6.8	6.3	6.3	6.3	6.3	5.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	45.3	38.9	38.9	13.8	57.1	15.2	15.2	15.2	9.9
Actuated g/C Ratio	0.45	0.39	0.39	0.14	0.57	0.15	0.15	0.15	0.10
v/c Ratio	0.02	0.35	0.49	0.62	0.29	0.55	0.55	0.51	0.49
Control Delay	12.6	25.1	4.8	46.6	13.9	46.7	46.4	8.8	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	25.1	4.8	46.6	13.9	46.7	46.4	8.8	48.0
LOS	B	C	A	D	B	D	D	A	D
Approach Delay		15.5			24.7		30.0		48.0
Approach LOS		B			C		C		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 23.2
 Intersection LOS: C
 Intersection Capacity Utilization 54.9%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510 at CR-512

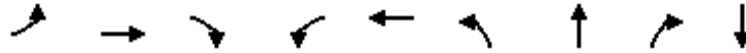
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	8	486	432	293	592	142	142	222	90
v/c Ratio	0.02	0.35	0.49	0.62	0.29	0.55	0.55	0.51	0.49
Control Delay	12.6	25.1	4.8	46.6	13.9	46.7	46.4	8.8	48.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	25.1	4.8	46.6	13.9	46.7	46.4	8.8	48.0
Queue Length 50th (ft)	2	122	0	91	97	89	88	0	50
Queue Length 95th (ft)	9	177	69	135	186	146	146	56	102
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255			325		170			
Base Capacity (vph)	426	1434	898	503	2027	309	313	478	195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.34	0.48	0.58	0.29	0.46	0.45	0.46	0.46

Intersection Summary

Description: CR-510 at CR-512

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	462	410	278	531	31	245	25	211	33	38	14
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	8	486	432	293	559	33	277	0	222	35	40	15
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	1480	662	373	1792	106	576	0	257	45	51	19
Arrive On Green	0.01	0.42	0.42	0.11	0.53	0.53	0.16	0.00	0.16	0.07	0.07	0.07
Sat Flow, veh/h	1774	3539	1583	3442	3397	200	3548	0	1583	691	789	296
Grp Volume(v), veh/h	8	486	432	293	291	301	277	0	222	90	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1827	1774	0	1583	1776	0	0
Q Serve(g_s), s	0.3	9.3	21.8	8.3	9.3	9.3	7.1	0.0	13.7	5.0	0.0	0.0
Cycle Q Clear(g_c), s	0.3	9.3	21.8	8.3	9.3	9.3	7.1	0.0	13.7	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	0.39		0.17
Lane Grp Cap(c), veh/h	433	1480	662	373	934	964	576	0	257	116	0	0
V/C Ratio(X)	0.02	0.33	0.65	0.79	0.31	0.31	0.48	0.00	0.86	0.78	0.00	0.00
Avail Cap(c_a), veh/h	527	1480	662	489	934	964	628	0	280	174	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	19.6	23.3	43.5	13.4	13.4	38.1	0.0	40.8	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	4.9	7.4	0.9	0.8	0.9	0.0	23.0	15.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.6	10.4	4.3	4.7	4.9	3.5	0.0	7.6	3.0	0.0	0.0
LnGrp Delay(d),s/veh	16.4	20.2	28.2	50.8	14.2	14.2	38.9	0.0	63.8	61.6	0.0	0.0
LnGrp LOS	B	C	C	D	B	B	D		E	E		
Approach Vol, veh/h		926			885			499			90	
Approach Delay, s/veh		23.9			26.3			50.0			61.6	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	59.1		22.5	17.6	48.1		11.7				
Change Period (Y+Rc), s	* 5.7	6.3		6.3	6.8	6.3		5.2				
Max Green Setting (Gmax), s	* 6.3	42.7		17.7	14.2	33.7		9.8				
Max Q Clear Time (g_c+I1), s	2.3	11.3		15.7	10.3	23.8		7.0				
Green Ext Time (p_c), s	0.0	14.1		0.6	0.5	6.7		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017

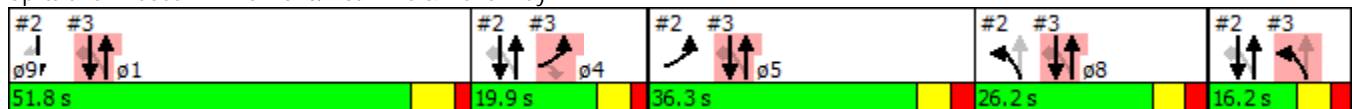


Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	17	9	461	767	26			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.2				41.8	11.9	10.3
Total Split (s)	36.3	26.2				51.8	19.9	16.2
Total Split (%)	24.1%	17.4%				34%	13%	11%
Yellow Time (s)	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.6	2.5				2.0	2.2	2.5
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.3	6.2						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effect Green (s)	24.3	36.8	43.7	79.4	79.4			
Actuated g/C Ratio	0.18	0.27	0.32	0.58	0.58			
v/c Ratio	0.11	0.03	0.81	0.74	0.03			
Control Delay	30.7	22.7	38.5	27.6	7.5			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	30.7	22.7	38.5	27.6	7.5			
LOS	C	C	D	C	A			
Approach Delay	30.7		38.2	26.9				
Approach LOS	C		D	C				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 136
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 31.1
 Intersection LOS: C
 Intersection Capacity Utilization 56.3%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	34	9	485	807	27
v/c Ratio	0.11	0.03	0.81	0.74	0.03
Control Delay	30.7	22.7	38.5	27.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.7	22.7	38.5	27.6	7.5
Queue Length 50th (ft)	14	4	248	504	3
Queue Length 95th (ft)	46	m11	410	801	19
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	389	370	598	1087	931
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.09	0.02	0.81	0.74	0.03

Intersection Summary

Description: CR-510/Mako Way

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	17	15	9	461	767	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		6.2	5.9	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1699		1770	1863	1863	1583
Flt Permitted	0.97		0.36	1.00	1.00	1.00
Satd. Flow (perm)	1699		672	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	16	9	485	807	27
RTOR Reduction (vph)	13	0	0	0	0	9
Lane Group Flow (vph)	21	0	9	485	807	18
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	24.3		37.1	37.1	80.2	80.2
Effective Green, g (s)	24.3		37.1	37.1	74.0	74.0
Actuated g/C Ratio	0.18		0.27	0.27	0.54	0.54
Clearance Time (s)	6.3		6.2			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	304		287	508	1015	862
v/s Ratio Prot	c0.01		0.00	c0.17	c0.43	
v/s Ratio Perm			0.01	0.09		0.01
v/c Ratio	0.07		0.03	0.95	0.80	0.02
Uniform Delay, d1	46.3		36.4	48.5	24.8	14.2
Progression Factor	1.00		1.24	0.91	1.00	1.00
Incremental Delay, d2	0.1		0.0	27.5	4.6	0.0
Delay (s)	46.5		45.2	71.9	29.4	14.2
Level of Service	D		D	E	C	B
Approach Delay (s)	46.5			71.4	28.9	
Approach LOS	D			E	C	

Intersection Summary

HCM 2000 Control Delay	44.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	135.8	Sum of lost time (s)	31.4
Intersection Capacity Utilization	56.3%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017

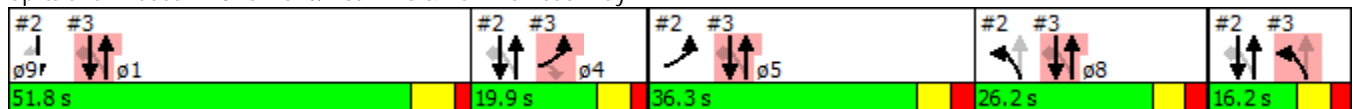


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	140	105	163	351	514	252			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.3				41.8	12.3	10.2
Total Split (s)	19.9	19.9	16.2				51.8	36.3	26.2
Total Split (%)	13.2%	13.2%	10.8%				34%	24%	17%
Yellow Time (s)	3.7	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.2	2.2	2.5				2.0	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.9	5.9	6.2						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	14.1	14.1	97.2	109.1	85.9	85.9			
Actuated g/C Ratio	0.10	0.10	0.71	0.80	0.63	0.63			
v/c Ratio	0.80	0.42	0.30	0.25	0.46	0.24			
Control Delay	91.4	15.7	5.1	3.6	6.6	1.9			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	91.4	15.7	5.1	3.6	6.6	1.9			
LOS	F	B	A	A	A	A			
Approach Delay	58.8			4.1	5.1				
Approach LOS	E			A	A				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 136
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 13.4
 Intersection LOS: B
 Intersection Capacity Utilization 61.7%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	147	111	172	369	541	265
v/c Ratio	0.80	0.42	0.30	0.25	0.46	0.24
Control Delay	91.4	15.7	5.1	3.6	6.6	1.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.4	15.7	5.1	3.6	6.6	1.9
Queue Length 50th (ft)	131	0	27	66	108	0
Queue Length 95th (ft)	#277	61	41	91	250	m75
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	183	263	565	1503	1301	1186
Starvation Cap Reductn	0	0	0	0	7	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.42	0.30	0.25	0.42	0.22

Intersection Summary

Description: CR510/Hammerhead Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	140	105	163	351	514	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9	6.2	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.36	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	678	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	111	172	369	541	265
RTOR Reduction (vph)	0	99	0	0	0	108
Lane Group Flow (vph)	147	12	172	369	541	157
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	14.1	14.1	96.6	96.6	86.5	86.5
Effective Green, g (s)	14.1	14.1	90.3	90.3	80.2	80.2
Actuated g/C Ratio	0.10	0.10	0.66	0.66	0.59	0.59
Clearance Time (s)	5.9	5.9	6.2			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	183	164	532	1238	1100	934
v/s Ratio Prot	c0.08		c0.02	0.18	c0.29	
v/s Ratio Perm		0.01	0.19	0.02		0.10
v/c Ratio	0.80	0.07	0.32	0.30	0.49	0.17
Uniform Delay, d1	59.5	54.9	18.0	9.5	16.0	12.6
Progression Factor	1.00	1.00	1.00	1.00	0.89	3.12
Incremental Delay, d2	23.0	0.2	0.4	0.2	0.3	0.1
Delay (s)	82.5	55.2	18.4	9.7	14.6	39.5
Level of Service	F	E	B	A	B	D
Approach Delay (s)	70.7			12.5	22.8	
Approach LOS	E			B	C	

Intersection Summary

HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	135.8	Sum of lost time (s)	31.4
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	189	287	103	325	533
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.4	20.0	20.0
Minimum Split (s)	12.2	12.2	10.7	26.8	26.8
Total Split (s)	26.0	26.0	12.0	82.7	70.7
Total Split (%)	23.9%	23.9%	11.0%	76.1%	65.0%
Yellow Time (s)	3.7	3.7	3.7	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	5.7	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	14.8	14.8	44.3	43.1	34.2
Actuated g/C Ratio	0.21	0.21	0.62	0.60	0.48
v/c Ratio	0.55	0.53	0.30	0.31	0.74
Control Delay	35.5	7.9	7.7	7.6	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	7.9	7.7	7.6	21.8
LOS	D	A	A	A	C
Approach Delay	18.9			7.6	21.8
Approach LOS	B			A	C

Intersection Summary

Cycle Length: 108.7

Actuated Cycle Length: 71.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 16.9

Intersection LOS: B

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	199	302	108	342	650
v/c Ratio	0.55	0.53	0.30	0.31	0.74
Control Delay	35.5	7.9	7.7	7.6	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.5	7.9	7.7	7.6	21.8
Queue Length 50th (ft)	83	0	16	62	228
Queue Length 95th (ft)	180	67	39	119	390
Internal Link Dist (ft)	1805			2394	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	526	683	364	1753	1573
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.38	0.44	0.30	0.20	0.41












Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

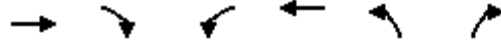
1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	189	287	103	325	533	85		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	199	302	108	342	561	89		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	396	353	332	1125	747	119		
Arrive On Green	0.22	0.22	0.05	0.60	0.48	0.48		
Sat Flow, veh/h	1774	1583	1774	1863	1570	249		
Grp Volume(v), veh/h	199	302	108	342	0	650		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1819		
Q Serve(g_s), s	7.4	13.8	2.2	6.7	0.0	21.9		
Cycle Q Clear(g_c), s	7.4	13.8	2.2	6.7	0.0	21.9		
Prop In Lane	1.00	1.00	1.00			0.14		
Lane Grp Cap(c), veh/h	396	353	332	1125	0	866		
V/C Ratio(X)	0.50	0.85	0.33	0.30	0.00	0.75		
Avail Cap(c_a), veh/h	467	417	388	1879	0	1545		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	25.6	28.0	12.4	7.2	0.0	16.1		
Incr Delay (d2), s/veh	1.4	15.1	0.6	0.2	0.0	1.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.7	7.5	1.1	3.5	0.0	11.3		
LnGrp Delay(d),s/veh	27.0	43.1	12.9	7.4	0.0	18.0		
LnGrp LOS	C	D	B	A		B		
Approach Vol, veh/h	501			450	650			
Approach Delay, s/veh	36.7			8.8	18.0			
Approach LOS	D			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	9.6	42.6				52.2		23.0
Change Period (Y+Rc), s	* 5.7	6.8				6.8		6.2
Max Green Setting (Gmax), s	* 6.3	63.9				75.9		19.8
Max Q Clear Time (g_c+I1), s	4.2	23.9				8.7		15.8
Green Ext Time (p_c), s	0.0	11.9				13.0		1.0
Intersection Summary								
HCM 2010 Ctrl Delay			21.2					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

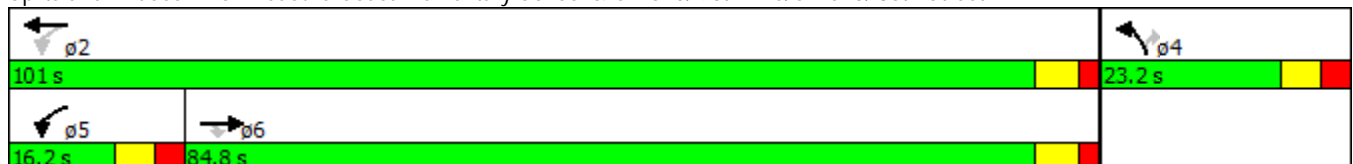


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	599	256	102	284	168	133
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	29.1	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	36.1	16.6	16.6
Total Split (s)	84.8	84.8	16.2	101.0	23.2	23.2
Total Split (%)	68.3%	68.3%	13.0%	81.3%	18.7%	18.7%
Yellow Time (s)	4.0	4.0	3.7	4.0	3.7	3.7
All-Red Time (s)	2.2	2.2	2.7	2.1	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.4	6.1	6.6	6.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	36.2	36.2	47.6	47.9	13.4	13.4
Actuated g/C Ratio	0.49	0.49	0.64	0.64	0.18	0.18
v/c Ratio	0.70	0.30	0.26	0.25	0.56	0.35
Control Delay	21.2	2.6	6.6	6.1	38.3	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	2.6	6.6	6.1	38.3	9.0
LOS	C	A	A	A	D	A
Approach Delay	15.7			6.2	25.3	
Approach LOS	B			A	C	

Intersection Summary

Cycle Length: 124.2
 Actuated Cycle Length: 74.5
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 15.2
 Intersection LOS: B
 Intersection Capacity Utilization 63.5%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

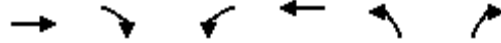
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	631	269	107	299	177	140
v/c Ratio	0.70	0.30	0.26	0.25	0.56	0.35
Control Delay	21.2	2.6	6.6	6.1	38.3	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	2.6	6.6	6.1	38.3	9.0
Queue Length 50th (ft)	232	0	16	49	75	0
Queue Length 95th (ft)	384	37	35	90	166	50
Internal Link Dist (ft)	2394			3985	1596	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	1782	1526	440	1863	409	474
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.18	0.24	0.16	0.43	0.30

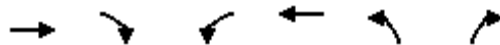
Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	599	256	102	284	168	133		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	631	269	107	299	177	140		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	846	719	401	1221	268	239		
Arrive On Green	0.45	0.45	0.10	0.66	0.15	0.15		
Sat Flow, veh/h	1863	1583	1774	1863	1774	1583		
Grp Volume(v), veh/h	631	269	107	299	177	140		
Grp Sat Flow(s),veh/h/ln	1863	1583	1774	1863	1774	1583		
Q Serve(g_s), s	18.5	7.4	1.7	4.4	6.2	5.4		
Cycle Q Clear(g_c), s	18.5	7.4	1.7	4.4	6.2	5.4		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	846	719	401	1221	268	239		
V/C Ratio(X)	0.75	0.37	0.27	0.24	0.66	0.59		
Avail Cap(c_a), veh/h	2217	1884	480	2677	446	398		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.9	11.8	9.8	4.7	26.4	26.1		
Incr Delay (d2), s/veh	1.3	0.3	0.4	0.1	2.8	2.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	9.8	3.3	0.8	2.2	3.3	0.2		
LnGrp Delay(d),s/veh	16.2	12.2	10.1	4.8	29.2	28.4		
LnGrp LOS	B	B	B	A	C	C		
Approach Vol, veh/h	900			406	317			
Approach Delay, s/veh	15.0			6.2	28.9			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		49.5		16.6	13.3	36.2		
Change Period (Y+Rc), s		* 6.2		* 6.6	6.4	* 6.2		
Max Green Setting (Gmax), s		* 95		* 17	9.8	* 79		
Max Q Clear Time (g_c+I1), s		6.4		8.2	3.7	20.5		
Green Ext Time (p_c), s		8.7		0.7	0.1	8.6		
Intersection Summary								
HCM 2010 Ctrl Delay			15.5					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Intersection

Int Delay, s/veh 4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	34	798	326	40	93	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	840	343	42	98	43

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	385	0	1276
Stage 1	-	-	364
Stage 2	-	-	912
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1173	-	184
Stage 1	-	-	703
Stage 2	-	-	392
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1173	-	173
Mov Cap-2 Maneuver	-	-	173
Stage 1	-	-	703
Stage 2	-	-	369

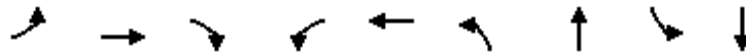
Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	37.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1173	-	-	-	173	681
HCM Lane V/C Ratio	0.031	-	-	-	0.566	0.063
HCM Control Delay (s)	8.2	0	-	-	50	10.6
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	3	0.2

Timings

7: CR 510/ 85th Street & 66th Ave

1/26/2017

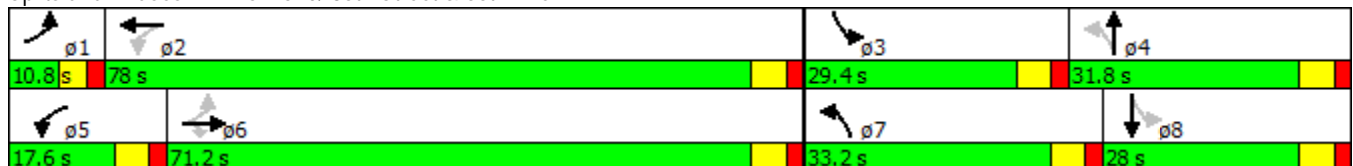


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	33	412	422	76	145	196	158	217	396
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	14.7	14.7	3.7	15.0	5.0	15.0	5.0	14.7
Minimum Split (s)	10.7	21.0	21.0	10.7	21.0	10.7	27.0	10.7	21.0
Total Split (s)	10.8	71.2	71.2	17.6	78.0	33.2	31.8	29.4	28.0
Total Split (%)	7.2%	47.5%	47.5%	11.7%	52.0%	22.1%	21.2%	19.6%	18.7%
Yellow Time (s)	3.2	4.0	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	6.0	6.0	5.7	6.0	5.7	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	52.6	47.5	47.5	59.7	53.9	39.1	21.4	37.1	20.4
Actuated g/C Ratio	0.45	0.41	0.41	0.51	0.46	0.34	0.18	0.32	0.18
v/c Ratio	0.06	0.57	0.49	0.20	0.24	0.57	0.38	0.52	0.72
Control Delay	14.6	31.2	4.1	15.6	19.2	35.9	38.3	34.1	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	31.2	4.1	15.6	19.2	35.9	38.3	34.1	55.9
LOS	B	C	A	B	B	D	D	C	E
Approach Delay		17.4			18.2		37.2		48.6
Approach LOS		B			B		D		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 116.2
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 30.4
 Intersection LOS: C
 Intersection Capacity Utilization 69.9%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/66 th Ave

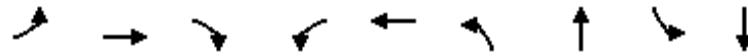
Splits and Phases: 7: CR 510/ 85th Street & 66th Ave



Queues

7: CR 510/ 85th Street & 66th Ave

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	35	434	444	80	205	206	253	228	446
v/c Ratio	0.06	0.57	0.49	0.20	0.24	0.57	0.38	0.52	0.72
Control Delay	14.6	31.2	4.1	15.6	19.2	35.9	38.3	34.1	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.6	31.2	4.1	15.6	19.2	35.9	38.3	34.1	55.9
Queue Length 50th (ft)	12	261	0	29	90	112	70	126	170
Queue Length 95th (ft)	32	414	63	62	160	213	137	236	#311
Internal Link Dist (ft)		2586			5246		667		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	560	1119	1128	428	1188	512	840	542	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.39	0.39	0.19	0.17	0.40	0.30	0.42	0.62

Intersection Summary

Description: CR510/66 th Ave






















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

7: CR 510/ 85th Street & 66th Ave

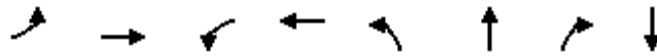
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	33	412	422	76	145	49	196	158	83	217	396	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	35	434	0	80	153	52	206	166	87	228	417	29
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	513	703	598	341	525	178	363	400	200	436	621	43
Arrive On Green	0.03	0.38	0.00	0.04	0.39	0.39	0.12	0.17	0.17	0.13	0.19	0.19
Sat Flow, veh/h	1774	1863	1583	1774	1331	452	1774	2287	1144	1774	3359	233
Grp Volume(v), veh/h	35	434	0	80	0	205	206	127	126	228	219	227
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1783	1774	1770	1661	1774	1770	1822
Q Serve(g_s), s	1.0	16.2	0.0	2.3	0.0	6.7	7.9	5.5	5.8	8.8	9.9	9.9
Cycle Q Clear(g_c), s	1.0	16.2	0.0	2.3	0.0	6.7	7.9	5.5	5.8	8.8	9.9	9.9
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.69	1.00		0.13
Lane Grp Cap(c), veh/h	513	703	598	341	0	703	363	309	290	436	327	337
V/C Ratio(X)	0.07	0.62	0.00	0.23	0.00	0.29	0.57	0.41	0.44	0.52	0.67	0.67
Avail Cap(c_a), veh/h	570	1416	1203	509	0	1497	718	532	500	694	454	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	21.7	0.0	16.7	0.0	17.8	24.7	31.5	31.6	24.0	32.5	32.5
Incr Delay (d2), s/veh	0.1	4.0	0.0	0.3	0.0	0.3	1.4	1.2	1.5	1.0	3.3	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.1	0.0	1.2	0.0	3.4	4.0	2.8	2.8	4.4	5.1	5.3
LnGrp Delay(d),s/veh	15.4	25.7	0.0	17.1	0.0	18.1	26.1	32.7	33.1	24.9	35.9	35.9
LnGrp LOS	B	C		B		B	C	C	C	C	D	D
Approach Vol, veh/h		469			285			459			674	
Approach Delay, s/veh		24.9			17.8			29.8			32.2	
Approach LOS		C			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	39.8	16.9	21.0	9.5	38.4	16.0	21.9				
Change Period (Y+Rc), s	* 5.2	6.0	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0				
Max Green Setting (Gmax), s	* 5.6	72.0	* 24	25.8	* 12	65.2	* 28	22.0				
Max Q Clear Time (g_c+I1), s	3.0	8.7	10.8	7.8	4.3	18.2	9.9	11.9				
Green Ext Time (p_c), s	0.0	15.3	0.5	5.0	0.1	14.2	0.5	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			27.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: CR 510/ 85th Street & 58th Ave

1/26/2017

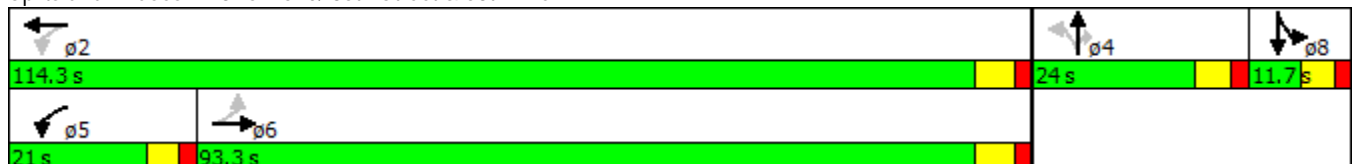


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	3	609	141	194	82	2	151	2
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.4	21.4	11.2	21.4	12.0	12.0	12.0	11.7
Total Split (s)	93.3	93.3	21.0	114.3	24.0	24.0	24.0	11.7
Total Split (%)	62.2%	62.2%	14.0%	76.2%	16.0%	16.0%	16.0%	7.8%
Yellow Time (s)	4.4	4.4	3.7	4.4	4.0	4.0	4.0	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	5.7	6.4		6.0	6.0	5.7
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	50.4	50.4	71.0	70.3		15.2	15.2	6.4
Actuated g/C Ratio	0.50	0.50	0.71	0.70		0.15	0.15	0.06
v/c Ratio	0.01	0.87	0.43	0.17		0.62	0.43	0.07
Control Delay	13.0	33.4	13.4	5.5		66.0	11.9	53.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	13.0	33.4	13.4	5.5		66.0	11.9	53.0
LOS	B	C	B	A		E	B	D
Approach Delay		33.3		8.7		31.2		53.0
Approach LOS		C		A		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 100.4
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 26.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.1%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/58th Ave

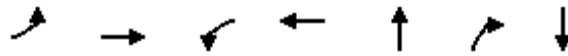
Splits and Phases: 8: CR 510/ 85th Street & 58th Ave



Queues

8: CR 510/ 85th Street & 58th Ave

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	3	798	148	224	88	159	8
v/c Ratio	0.01	0.87	0.43	0.17	0.62	0.43	0.07
Control Delay	13.0	33.4	13.4	5.5	66.0	11.9	53.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	33.4	13.4	5.5	66.0	11.9	53.0
Queue Length 50th (ft)	1	421	25	39	51	0	4
Queue Length 95th (ft)	6	738	95	91	#181	69	25
Internal Link Dist (ft)		5246		872	1811		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	988	1551	386	1740	182	433	114
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.51	0.38	0.13	0.48	0.37	0.07

Intersection Summary





















Description: CR510/58th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 8: CR 510/ 85th Street & 58th Ave

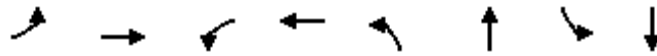
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	609	149	141	194	19	82	2	151	4	2	2
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	641	157	148	204	20	86	2	159	4	2	2
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	703	784	192	304	1108	109	221	5	201	11	5	5
Arrive On Green	0.54	0.54	0.54	0.06	0.66	0.66	0.13	0.13	0.13	0.01	0.01	0.01
Sat Flow, veh/h	1152	1446	354	1774	1670	164	1736	40	1583	871	436	436
Grp Volume(v), veh/h	3	0	798	148	0	224	88	0	159	8	0	0
Grp Sat Flow(s),veh/h/ln	1152	0	1800	1774	0	1834	1776	0	1583	1742	0	0
Q Serve(g_s), s	0.1	0.0	33.4	3.1	0.0	4.3	4.2	0.0	8.9	0.4	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	33.4	3.1	0.0	4.3	4.2	0.0	8.9	0.4	0.0	0.0
Prop In Lane	1.00		0.20	1.00		0.09	0.98		1.00	0.50		0.25
Lane Grp Cap(c), veh/h	703	0	976	304	0	1217	226	0	201	21	0	0
V/C Ratio(X)	0.00	0.00	0.82	0.49	0.00	0.18	0.39	0.00	0.79	0.38	0.00	0.00
Avail Cap(c_a), veh/h	1170	0	1705	495	0	2157	348	0	311	114	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	17.3	15.9	0.0	5.9	36.8	0.0	38.8	45.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.5	1.7	0.0	0.1	1.6	0.0	9.9	15.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	17.1	2.0	0.0	2.2	2.2	0.0	4.4	0.3	0.0	0.0
LnGrp Delay(d),s/veh	9.6	0.0	19.7	17.6	0.0	6.0	38.3	0.0	48.7	60.3	0.0	0.0
LnGrp LOS	A		B	B		A	D		D	E		
Approach Vol, veh/h		801			372			247				8
Approach Delay, s/veh		19.7			10.6			45.0				60.3
Approach LOS		B			B			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		67.3		17.7	11.1	56.1		6.8				
Change Period (Y+Rc), s		6.4		6.0	* 5.7	6.4		5.7				
Max Green Setting (Gmax), s		107.9		18.0	* 15	86.9		6.0				
Max Q Clear Time (g_c+I1), s		6.3		10.9	5.1	35.4		2.4				
Green Ext Time (p_c), s		15.4		0.7	0.4	14.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			21.9									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

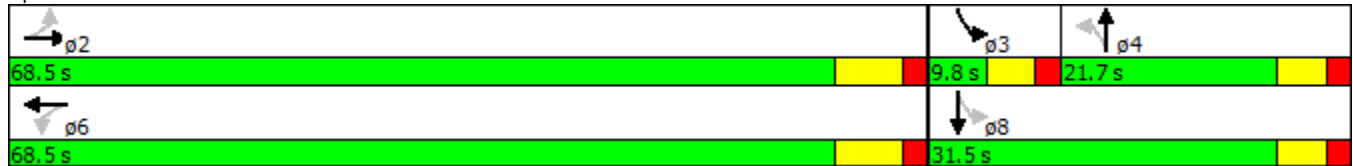


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↑	↔	↔
Volume (vph)	25	690	23	359	18	41	42	100
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	21.6	21.6	9.5	23.0
Total Split (s)	68.5	68.5	68.5	68.5	21.7	21.7	9.8	31.5
Total Split (%)	68.5%	68.5%	68.5%	68.5%	21.7%	21.7%	9.8%	31.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.6	5.6	5.5	5.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	64.7	64.7	64.7	64.7	8.8	8.8	14.8	14.7
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.10	0.10	0.16	0.16
v/c Ratio	0.04	0.59	0.06	0.30	0.16	0.34	0.25	0.46
Control Delay	5.7	10.2	6.2	6.6	41.5	33.1	34.2	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	10.2	6.2	6.6	41.5	33.1	34.2	34.7
LOS	A	B	A	A	D	C	C	C
Approach Delay		10.0		6.6		35.0		34.6
Approach LOS		B		A		C		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 92	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 13.5	Intersection LOS: B
Intersection Capacity Utilization 64.0%	ICU Level of Service B
Analysis Period (min) 15	

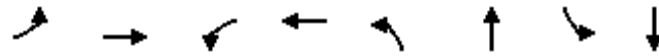
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	764	24	394	19	65	44	139
v/c Ratio	0.04	0.59	0.06	0.30	0.16	0.34	0.25	0.46
Control Delay	5.7	10.2	6.2	6.6	41.5	33.1	34.2	34.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	10.2	6.2	6.6	41.5	33.1	34.2	34.7
Queue Length 50th (ft)	5	215	4	83	10	24	21	62
Queue Length 95th (ft)	14	361	15	143	32	63	50	117
Internal Link Dist (ft)		3985		7825		1533		854
Turn Bay Length (ft)	240		240		240		240	
Base Capacity (vph)	680	1302	379	1303	218	328	175	517
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.59	0.06	0.30	0.09	0.20	0.25	0.27

Intersection Summary

HCM 2010 Signalized Intersection Summary

9: 82nd Ave & CR 510/ 85th Street

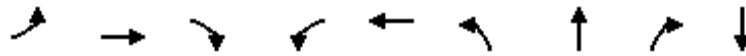
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	25	690	36	23	359	15	18	41	21	42	100	32
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	26	726	38	24	378	16	19	43	22	44	105	34
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	689	1224	64	420	1238	52	165	78	40	177	215	70
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.07	0.07	0.07	0.03	0.16	0.16
Sat Flow, veh/h	986	1755	92	700	1774	75	1245	1163	595	1774	1349	437
Grp Volume(v), veh/h	26	0	764	24	0	394	19	0	65	44	0	139
Grp Sat Flow(s),veh/h/ln	986	0	1847	700	0	1849	1245	0	1758	1774	0	1786
Q Serve(g_s), s	0.9	0.0	18.8	1.6	0.0	7.2	1.3	0.0	3.2	2.0	0.0	6.3
Cycle Q Clear(g_c), s	8.1	0.0	18.8	20.4	0.0	7.2	1.3	0.0	3.2	2.0	0.0	6.3
Prop In Lane	1.00		0.05	1.00		0.04	1.00		0.34	1.00		0.24
Lane Grp Cap(c), veh/h	689	0	1288	420	0	1290	165	0	118	177	0	285
V/C Ratio(X)	0.04	0.00	0.59	0.06	0.00	0.31	0.11	0.00	0.55	0.25	0.00	0.49
Avail Cap(c_a), veh/h	689	0	1288	420	0	1290	309	0	321	210	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	0.0	6.9	12.2	0.0	5.1	38.9	0.0	39.8	35.2	0.0	33.8
Incr Delay (d2), s/veh	0.1	0.0	2.0	0.1	0.0	0.1	0.3	0.0	3.9	0.7	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	10.1	0.3	0.0	3.7	0.5	0.0	1.7	1.0	0.0	3.2
LnGrp Delay(d),s/veh	6.8	0.0	8.9	12.2	0.0	5.3	39.3	0.0	43.8	35.9	0.0	35.1
LnGrp LOS	A		A	B		A	D		D	D		D
Approach Vol, veh/h		790			418			84			183	
Approach Delay, s/veh		8.8			5.7			42.7			35.3	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		68.5	8.1	11.5		68.5		19.7				
Change Period (Y+Rc), s		7.0	5.5	5.6		7.0		5.6				
Max Green Setting (Gmax), s		61.5	4.3	16.1		61.5		25.9				
Max Q Clear Time (g_c+I1), s		20.8	4.0	5.2		22.4		8.3				
Green Ext Time (p_c), s		8.7	0.0	0.8		8.6		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.1									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

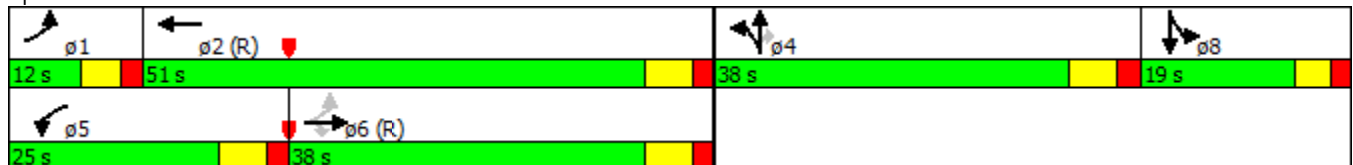


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	13	634	299	371	598	535	52	255	32
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	38.0	38.0	25.0	51.0	38.0	38.0	38.0	19.0
Total Split (%)	10.0%	31.7%	31.7%	20.8%	42.5%	31.7%	31.7%	31.7%	15.8%
Yellow Time (s)	3.6	4.3	4.3	4.3	4.3	4.3	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3	6.3	6.3	6.3	6.3	6.3	5.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	43.9	37.3	37.3	17.8	56.6	28.2	28.2	28.2	12.6
Actuated g/C Ratio	0.37	0.31	0.31	0.15	0.47	0.24	0.24	0.24	0.10
v/c Ratio	0.04	0.61	0.44	0.77	0.40	0.78	0.77	0.46	0.64
Control Delay	18.2	39.5	6.0	59.7	23.5	57.2	56.0	6.9	65.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	39.5	6.0	59.7	23.5	57.2	56.0	6.9	65.4
LOS	B	D	A	E	C	E	E	A	E
Approach Delay		28.6			37.0		41.6		65.4
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 36.7
 Intersection LOS: D
 Intersection Capacity Utilization 66.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

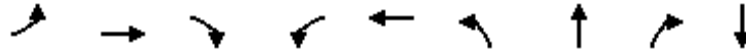
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	14	667	315	391	661	310	308	268	122
v/c Ratio	0.04	0.61	0.44	0.77	0.40	0.78	0.77	0.46	0.64
Control Delay	18.2	39.5	6.0	59.7	23.5	57.2	56.0	6.9	65.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	39.5	6.0	59.7	23.5	57.2	56.0	6.9	65.4
Queue Length 50th (ft)	6	247	0	150	167	230	228	0	88
Queue Length 95th (ft)	17	316	71	205	262	338	334	65	153
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255			325		170			
Base Capacity (vph)	329	1098	708	536	1660	444	449	615	209
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.61	0.44	0.73	0.40	0.70	0.69	0.44	0.58






















Intersection Summary

Description: CR-510 at CR-512

HCM 2010 Signalized Intersection Summary

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	634	299	371	598	30	535	52	255	72	32	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	14	667	315	391	629	32	602	0	268	76	34	12
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	375	1320	591	459	1702	87	739	0	330	94	42	15
Arrive On Green	0.02	0.37	0.37	0.13	0.50	0.50	0.21	0.00	0.21	0.08	0.08	0.08
Sat Flow, veh/h	1774	3539	1583	3442	3427	174	3548	0	1583	1107	495	175
Grp Volume(v), veh/h	14	667	315	391	324	337	602	0	268	122	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1832	1774	0	1583	1777	0	0
Q Serve(g_s), s	0.6	17.5	18.7	13.3	13.6	13.6	19.4	0.0	19.4	8.1	0.0	0.0
Cycle Q Clear(g_c), s	0.6	17.5	18.7	13.3	13.6	13.6	19.4	0.0	19.4	8.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.62		0.10
Lane Grp Cap(c), veh/h	375	1320	591	459	879	910	739	0	330	150	0	0
V/C Ratio(X)	0.04	0.51	0.53	0.85	0.37	0.37	0.81	0.00	0.81	0.81	0.00	0.00
Avail Cap(c_a), veh/h	442	1320	591	536	879	910	937	0	418	204	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.6	29.1	29.4	50.8	18.6	18.6	45.3	0.0	45.3	54.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	3.4	12.0	1.2	1.2	5.1	0.0	10.6	18.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.8	8.7	7.1	6.9	7.1	10.1	0.0	9.5	4.7	0.0	0.0
LnGrp Delay(d),s/veh	22.6	30.4	32.9	62.8	19.8	19.8	50.4	0.0	55.9	72.7	0.0	0.0
LnGrp LOS	C	C	C	E	B	B	D		E	E		
Approach Vol, veh/h		996			1052			870			122	
Approach Delay, s/veh		31.1			35.8			52.1			72.7	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.5	65.9		31.3	22.3	51.1		15.3				
Change Period (Y+Rc), s	5.6	6.3		6.3	6.3	6.3		5.2				
Max Green Setting (Gmax), s	6.4	44.7		31.7	18.7	31.7		13.8				
Max Q Clear Time (g_c+I1), s	2.6	15.6		21.4	15.3	20.7		10.1				
Green Ext Time (p_c), s	0.0	15.6		3.6	0.7	7.9		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	42	10	714	633	11			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.3				41.8	11.9	10.3
Total Split (s)	13.2	10.4				48.0	63.4	15.0
Total Split (%)	8.8%	6.9%				32%	42%	10%
Yellow Time (s)	3.2	4.3				4.8	3.0	4.3
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	5.2	6.3						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effct Green (s)	15.1	64.0	72.9	112.5	112.5			
Actuated g/C Ratio	0.10	0.43	0.49	0.75	0.75			
v/c Ratio	0.41	0.03	0.83	0.48	0.01			
Control Delay	57.3	20.4	41.1	8.2	1.4			
Queue Delay	0.0	0.0	0.6	0.0	0.0			
Total Delay	57.3	20.4	41.6	8.2	1.4			
LOS	E	C	D	A	A			
Approach Delay	57.3		41.3	8.1				
Approach LOS	E		D	A				

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 0:, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 27.3
 Intersection LOS: C
 Intersection Capacity Utilization 51.1%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	77	11	752	666	12
v/c Ratio	0.41	0.03	0.83	0.48	0.01
Control Delay	57.3	20.4	41.1	8.2	1.4
Queue Delay	0.0	0.0	0.6	0.0	0.0
Total Delay	57.3	20.4	41.6	8.2	1.4
Queue Length 50th (ft)	56	6	509	191	0
Queue Length 95th (ft)	#141	m11	641	231	4
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	188	354	978	1468	1250
Starvation Cap Reductn	0	0	48	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.03	0.81	0.45	0.01

Intersection Summary

Description: CR-510/Mako Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	42	31	10	714	633	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		6.3	5.0	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1706		1770	1863	1863	1583
Flt Permitted	0.97		0.41	1.00	1.00	1.00
Satd. Flow (perm)	1706		767	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	33	11	752	666	12
RTOR Reduction (vph)	17	0	0	0	0	3
Lane Group Flow (vph)	60	0	11	752	666	9
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	15.1		65.3	65.3	114.3	114.3
Effective Green, g (s)	15.1		65.3	65.3	108.0	108.0
Actuated g/C Ratio	0.10		0.44	0.44	0.72	0.72
Clearance Time (s)	5.2		6.3			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	171		361	811	1341	1139
v/s Ratio Prot	c0.04		0.00	c0.38	c0.36	
v/s Ratio Perm			0.01	0.03		0.01
v/c Ratio	0.35		0.03	0.93	0.50	0.01
Uniform Delay, d1	62.9		24.3	40.1	9.2	5.9
Progression Factor	1.00		1.74	1.77	1.00	1.00
Incremental Delay, d2	1.7		0.0	14.1	0.4	0.0
Delay (s)	64.6		42.2	85.1	9.5	5.9
Level of Service	E		D	F	A	A
Approach Delay (s)	64.6			84.5	9.5	
Approach LOS	E			F	A	

Intersection Summary

HCM 2000 Control Delay	50.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	72	36	61	673	514	100			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.3				41.8	12.3	10.3
Total Split (s)	63.4	63.4	15.0				48.0	13.2	10.4
Total Split (%)	42.3%	42.3%	10.0%				32%	9%	7%
Yellow Time (s)	3.0	3.0	4.3				4.8	3.2	4.3
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.0	5.0	6.3						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	52.5	52.5	73.6	85.7	63.9	63.9			
Actuated g/C Ratio	0.35	0.35	0.49	0.57	0.43	0.43			
v/c Ratio	0.12	0.07	0.24	0.67	0.68	0.15			
Control Delay	31.9	8.4	21.9	27.4	28.1	4.9			
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0			
Total Delay	31.9	8.4	21.9	27.4	28.1	4.9			
LOS	C	A	C	C	C	A			
Approach Delay	24.1			26.9	24.4				
Approach LOS	C			C	C				

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 0:, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 25.6
 Intersection LOS: C
 Intersection Capacity Utilization 52.6%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	76	38	64	708	541	105
v/c Ratio	0.12	0.07	0.24	0.67	0.68	0.15
Control Delay	31.9	8.4	21.9	27.4	28.1	4.9
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	31.9	8.4	21.9	27.4	28.1	4.9
Queue Length 50th (ft)	48	0	28	493	281	7
Queue Length 95th (ft)	84	25	54	668	392	37
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	689	639	272	1079	808	734
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	130	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.06	0.24	0.66	0.67	0.14

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	72	36	61	673	514	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.3	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.21	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	393	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	38	64	708	541	105
RTOR Reduction (vph)	0	25	0	0	0	51
Lane Group Flow (vph)	76	13	64	708	541	54
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	52.5	52.5	73.1	73.1	64.4	64.4
Effective Green, g (s)	52.5	52.5	67.9	67.9	59.2	59.2
Actuated g/C Ratio	0.35	0.35	0.45	0.45	0.39	0.39
Clearance Time (s)	5.0	5.0	6.3			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	619	554	257	843	735	624
v/s Ratio Prot	c0.04		0.01	c0.33	0.29	
v/s Ratio Perm		0.01	0.10	0.05		0.03
v/c Ratio	0.12	0.02	0.25	0.84	0.74	0.09
Uniform Delay, d1	33.1	32.0	47.1	36.2	38.7	28.5
Progression Factor	1.00	1.00	1.00	1.00	0.84	0.84
Incremental Delay, d2	0.1	0.0	0.5	7.7	3.7	0.1
Delay (s)	33.2	32.0	47.6	44.0	36.5	23.9
Level of Service	C	C	D	D	D	C
Approach Delay (s)	32.8			44.3	34.4	
Approach LOS	C			D	C	

Intersection Summary

HCM 2000 Control Delay	39.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	52.6%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017

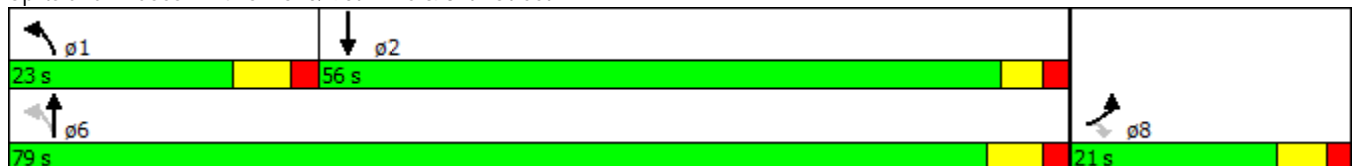


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	165	71	208	570	326
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.3	26.8	26.8
Total Split (s)	21.0	21.0	23.0	79.0	56.0
Total Split (%)	21.0%	21.0%	23.0%	79.0%	56.0%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	6.3	6.3	5.2
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	11.7	11.7	42.2	42.2	27.6
Actuated g/C Ratio	0.18	0.18	0.64	0.64	0.42
v/c Ratio	0.56	0.22	0.52	0.51	0.76
Control Delay	34.6	9.5	9.7	8.2	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	9.5	9.7	8.2	22.6
LOS	C	A	A	A	C
Approach Delay	27.0			8.6	22.6
Approach LOS	C			A	C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 66.2
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 16.3
 Intersection LOS: B
 Intersection Capacity Utilization 65.7%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	174	75	219	600	578
v/c Ratio	0.56	0.22	0.52	0.51	0.76
Control Delay	34.6	9.5	9.7	8.2	22.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.6	9.5	9.7	8.2	22.6
Queue Length 50th (ft)	62	0	31	110	173
Queue Length 95th (ft)	150	35	62	197	323
Internal Link Dist (ft)	1805			2394	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	425	437	594	1801	1438
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.17	0.37	0.33	0.40

Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	165	71	208	570	326	223		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	174	75	219	600	343	235		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	237	211	454	1238	476	326		
Arrive On Green	0.13	0.13	0.10	0.66	0.46	0.46		
Sat Flow, veh/h	1774	1583	1774	1863	1031	707		
Grp Volume(v), veh/h	174	75	219	600	0	578		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1738		
Q Serve(g_s), s	5.6	2.5	3.4	9.4	0.0	15.8		
Cycle Q Clear(g_c), s	5.6	2.5	3.4	9.4	0.0	15.8		
Prop In Lane	1.00	1.00	1.00			0.41		
Lane Grp Cap(c), veh/h	237	211	454	1238	0	802		
V/C Ratio(X)	0.74	0.36	0.48	0.48	0.00	0.72		
Avail Cap(c_a), veh/h	464	414	786	2298	0	1499		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	24.5	23.2	9.3	4.9	0.0	12.8		
Incr Delay (d2), s/veh	4.4	1.0	0.8	0.3	0.0	1.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.0	1.2	1.7	4.8	0.0	7.8		
LnGrp Delay(d),s/veh	28.9	24.2	10.0	5.2	0.0	14.0		
LnGrp LOS	C	C	B	A		B		
Approach Vol, veh/h	249			819	578			
Approach Delay, s/veh	27.5			6.5	14.0			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.0	33.5				45.5		13.5
Change Period (Y+Rc), s	6.3	* 6.3				6.3		5.6
Max Green Setting (Gmax), s	16.7	* 51				72.7		15.4
Max Q Clear Time (g_c+I1), s	5.4	17.8				11.4		7.6
Green Ext Time (p_c), s	0.4	9.4				10.3		0.4

Intersection Summary

HCM 2010 Ctrl Delay	12.3
HCM 2010 LOS	B

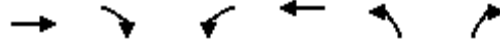
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Volume (vph)	333	35	36	756	43	22
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	37.0	16.6	16.6
Total Split (s)	39.0	39.0	14.4	53.4	16.6	16.6
Total Split (%)	55.7%	55.7%	20.6%	76.3%	23.7%	23.7%
Yellow Time (s)	3.2	3.2	3.7	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	5.2	5.7	7.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effect Green (s)	52.4	52.4	55.3	56.8	10.0	10.0
Actuated g/C Ratio	0.75	0.75	0.79	0.81	0.14	0.14
v/c Ratio	0.25	0.03	0.05	0.53	0.18	0.09
Control Delay	7.1	3.3	3.1	6.2	28.4	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	3.3	3.1	6.2	28.4	12.8
LOS	A	A	A	A	C	B
Approach Delay	6.7			6.0	23.1	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 7.1
 Intersection LOS: A
 Intersection Capacity Utilization 58.1%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

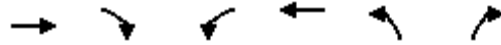
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	351	37	38	796	45	23
v/c Ratio	0.25	0.03	0.05	0.53	0.18	0.09
Control Delay	7.1	3.3	3.1	6.2	28.4	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	3.3	3.1	6.2	28.4	12.8
Queue Length 50th (ft)	43	0	4	155	17	0
Queue Length 95th (ft)	138	12	11	249	45	19
Internal Link Dist (ft)	2394			3985		1596
Turn Bay Length (ft)	250		490		275	
Base Capacity (vph)	1394	1194	810	1511	293	281
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.03	0.05	0.53	0.15	0.08

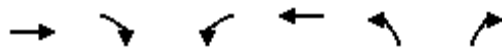
Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	333	35	36	756	43	22		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	351	37	38	796	45	23		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1085	923	690	1348	186	166		
Arrive On Green	0.58	0.58	0.06	0.72	0.10	0.10		
Sat Flow, veh/h	1863	1583	1774	1863	1774	1583		
Grp Volume(v), veh/h	351	37	38	796	45	23		
Grp Sat Flow(s),veh/h/ln	1863	1583	1774	1863	1774	1583		
Q Serve(g_s), s	6.8	0.7	0.5	14.4	1.6	0.9		
Cycle Q Clear(g_c), s	6.8	0.7	0.5	14.4	1.6	0.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1085	923	690	1348	186	166		
V/C Ratio(X)	0.32	0.04	0.06	0.59	0.24	0.14		
Avail Cap(c_a), veh/h	1085	923	805	1348	294	262		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.65	0.65	0.74	0.74	1.00	1.00		
Uniform Delay (d), s/veh	7.5	6.2	4.4	4.7	28.8	28.5		
Incr Delay (d2), s/veh	0.5	0.1	0.0	1.4	0.7	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.6	0.3	0.2	7.8	0.8	0.9		
LnGrp Delay(d),s/veh	8.0	6.3	4.5	6.1	29.4	28.8		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h	388			834	68			
Approach Delay, s/veh	7.9			6.0	29.2			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		57.7		12.3	9.9	47.8		
Change Period (Y+Rc), s		7.0		5.0	* 5.7	* 7		
Max Green Setting (Gmax), s		46.4		11.6	* 8.7	* 34		
Max Q Clear Time (g_c+I1), s		16.4		3.6	2.5	8.8		
Green Ext Time (p_c), s		8.4		0.1	0.0	8.0		
Intersection Summary								
HCM 2010 Ctrl Delay			7.8					
HCM 2010 LOS			A					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	36	341	790	169	54	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	359	832	178	57	32

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1009	0	921
Stage 1	-	-	921
Stage 2	-	-	435
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	687	-	328
Stage 1	-	-	388
Stage 2	-	-	653
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	687	-	328
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	388
Stage 2	-	-	608

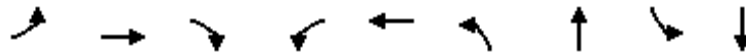
Approach	EB	WB	SB
HCM Control Delay, s	1	0	32.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	687	-	-	-	154	328
HCM Lane V/C Ratio	0.055	-	-	-	0.369	0.096
HCM Control Delay (s)	10.5	0	-	-	41.5	17.1
HCM Lane LOS	B	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.6	0.3

Timings

7: CR 510/ 85th Street & 66th Ave

1/26/2017

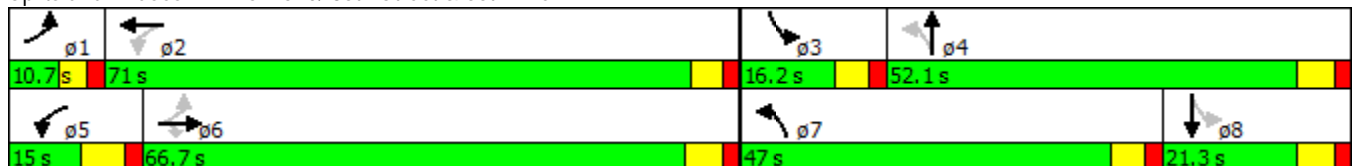


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	17	166	188	74	491	412	315	75	184
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	10.7	22.0	22.0	12.0	22.0	10.7	21.3	10.7	21.3
Total Split (s)	10.7	66.7	66.7	15.0	71.0	47.0	52.1	16.2	21.3
Total Split (%)	7.1%	44.5%	44.5%	10.0%	47.3%	31.3%	34.7%	10.8%	14.2%
Yellow Time (s)	3.2	4.3	4.3	5.0	3.6	3.7	4.3	3.7	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	6.3	6.3	7.0	5.6	5.7	6.3	5.7	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	49.2	43.8	43.8	53.5	52.3	56.8	45.0	25.0	15.8
Actuated g/C Ratio	0.39	0.35	0.35	0.43	0.42	0.46	0.36	0.20	0.13
v/c Ratio	0.13	0.27	0.29	0.16	0.92	0.69	0.32	0.32	0.51
Control Delay	20.9	31.0	4.7	21.1	51.8	34.1	32.5	32.2	58.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	31.0	4.7	21.1	51.8	34.1	32.5	32.2	58.0
LOS	C	C	A	C	D	C	C	C	E
Approach Delay		17.2			48.7		33.4		51.4
Approach LOS		B			D		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 124.6
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 38.2
 Intersection LOS: D
 Intersection Capacity Utilization 94.7%
 ICU Level of Service F
 Analysis Period (min) 15
 Description: CR510/66 th Ave

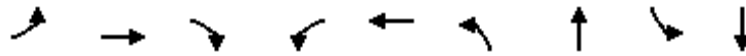
Splits and Phases: 7: CR 510/ 85th Street & 66th Ave



Queues

7: CR 510/ 85th Street & 66th Ave

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	175	198	78	696	434	404	79	228
v/c Ratio	0.13	0.27	0.29	0.16	0.92	0.69	0.32	0.32	0.51
Control Delay	20.9	31.0	4.7	21.1	51.8	34.1	32.5	32.2	58.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	31.0	4.7	21.1	51.8	34.1	32.5	32.2	58.0
Queue Length 50th (ft)	8	111	0	39	517	267	130	38	96
Queue Length 95th (ft)	23	171	50	70	#851	442	206	83	157
Internal Link Dist (ft)		2586			5246		667		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	139	949	903	483	993	700	1344	282	447
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.18	0.22	0.16	0.70	0.62	0.30	0.28	0.51

Intersection Summary

Description: CR510/66 th Ave























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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

7: CR 510/ 85th Street & 66th Ave

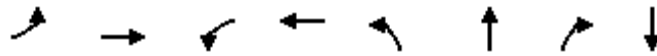
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	166	188	74	491	170	412	315	68	75	184	32
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	18	175	0	78	517	179	434	332	72	79	194	34
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	764	649	547	589	204	532	865	185	265	361	62
Arrive On Green	0.02	0.41	0.00	0.04	0.44	0.44	0.23	0.30	0.30	0.05	0.12	0.12
Sat Flow, veh/h	1774	1863	1583	1774	1324	458	1774	2901	621	1774	3020	520
Grp Volume(v), veh/h	18	175	0	78	0	696	434	201	203	79	112	116
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1782	1774	1770	1753	1774	1770	1771
Q Serve(g_s), s	0.7	7.7	0.0	3.2	0.0	44.7	25.8	11.3	11.6	4.9	7.5	7.7
Cycle Q Clear(g_c), s	0.7	7.7	0.0	3.2	0.0	44.7	25.8	11.3	11.6	4.9	7.5	7.7
Prop In Lane	1.00		1.00	1.00		0.26	1.00		0.35	1.00		0.29
Lane Grp Cap(c), veh/h	156	764	649	547	0	792	532	528	523	265	211	211
V/C Ratio(X)	0.12	0.23	0.00	0.14	0.00	0.88	0.82	0.38	0.39	0.30	0.53	0.55
Avail Cap(c_a), veh/h	201	896	761	591	0	928	707	645	639	322	211	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	24.1	0.0	20.2	0.0	31.8	34.1	34.9	35.0	45.2	52.0	52.1
Incr Delay (d2), s/veh	0.3	0.7	0.0	0.1	0.0	9.2	5.5	0.6	0.7	0.6	3.3	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.1	0.0	1.6	0.0	23.9	13.4	5.6	5.7	2.4	3.9	4.0
LnGrp Delay(d),s/veh	27.7	24.8	0.0	20.3	0.0	41.0	39.6	35.5	35.7	45.8	55.3	55.9
LnGrp LOS	C	C		C		D	D	D	D	D	E	E
Approach Vol, veh/h		193			774			838			307	
Approach Delay, s/veh		25.1			38.9			37.7			53.1	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	62.2	12.2	43.8	11.9	57.8	34.6	21.3				
Change Period (Y+Rc), s	* 5.2	* 6.3	* 5.7	6.3	7.0	6.3	* 5.7	6.3				
Max Green Setting (Gmax), s	* 5.5	* 65	* 11	45.8	8.0	60.4	* 41	15.0				
Max Q Clear Time (g_c+I1), s	2.7	46.7	6.9	13.6	5.2	9.7	27.8	9.7				
Green Ext Time (p_c), s	0.0	9.1	0.0	5.4	0.0	14.1	1.1	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			39.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: CR 510/ 85th Street & 58th Ave

1/26/2017

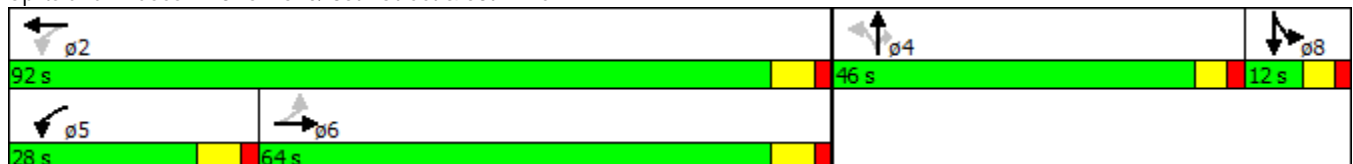


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations	↶	↷	↶	↷		↶	↷	↷
Volume (vph)	1	226	180	593	156	5	168	4
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.4	24.4	22.2	22.4	12.0	12.0	12.0	11.7
Total Split (s)	64.0	64.0	28.0	92.0	46.0	46.0	46.0	12.0
Total Split (%)	42.7%	42.7%	18.7%	61.3%	30.7%	30.7%	30.7%	8.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	22.2	22.2	43.7	43.7		18.6	18.6	6.9
Actuated g/C Ratio	0.28	0.28	0.55	0.55		0.23	0.23	0.09
v/c Ratio	0.00	0.62	0.35	0.62		0.57	0.35	0.16
Control Delay	27.0	32.6	13.2	17.5		38.1	7.2	41.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.0	32.6	13.2	17.5		38.1	7.2	41.9
LOS	C	C	B	B		D	A	D
Approach Delay		32.5		16.5		22.3		41.9
Approach LOS		C		B		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 79.6
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.4%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/58th Ave

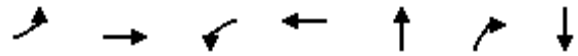
Splits and Phases: 8: CR 510/ 85th Street & 58th Ave



Queues

8: CR 510/ 85th Street & 58th Ave

1/26/2017






















Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	316	189	630	169	177	25
v/c Ratio	0.00	0.62	0.35	0.62	0.57	0.35	0.16
Control Delay	27.0	32.6	13.2	17.5	38.1	7.2	41.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	32.6	13.2	17.5	38.1	7.2	41.9
Queue Length 50th (ft)	0	117	37	166	66	0	9
Queue Length 95th (ft)	5	286	115	453	177	54	44
Internal Link Dist (ft)		5246		872	1811		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	605	1372	664	1725	701	947	156
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.23	0.28	0.37	0.24	0.19	0.16

Intersection Summary

Description: CR510/58th Ave

HCM 2010 Signalized Intersection Summary
 8: CR 510/ 85th Street & 58th Ave

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	226	74	180	593	6	156	5	168	16	4	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	1	238	78	189	624	6	164	5	177	17	4	4
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	332	431	141	472	970	9	293	9	269	40	9	9
Arrive On Green	0.32	0.32	0.32	0.10	0.53	0.53	0.17	0.17	0.17	0.03	0.03	0.03
Sat Flow, veh/h	793	1344	441	1774	1842	18	1724	53	1583	1192	281	281
Grp Volume(v), veh/h	1	0	316	189	0	630	169	0	177	25	0	0
Grp Sat Flow(s),veh/h/ln	793	0	1785	1774	0	1860	1777	0	1583	1754	0	0
Q Serve(g_s), s	0.1	0.0	9.8	4.4	0.0	16.3	5.9	0.0	7.0	0.9	0.0	0.0
Cycle Q Clear(g_c), s	2.6	0.0	9.8	4.4	0.0	16.3	5.9	0.0	7.0	0.9	0.0	0.0
Prop In Lane	1.00		0.25	1.00		0.01	0.97		1.00	0.68		0.16
Lane Grp Cap(c), veh/h	332	0	572	472	0	979	302	0	269	58	0	0
V/C Ratio(X)	0.00	0.00	0.55	0.40	0.00	0.64	0.56	0.00	0.66	0.43	0.00	0.00
Avail Cap(c_a), veh/h	749	0	1512	845	0	2348	1066	0	950	167	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.3	0.0	18.9	12.6	0.0	11.4	25.6	0.0	26.1	31.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.2	0.8	0.0	1.0	2.3	0.0	3.9	6.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.0	2.2	0.0	8.5	3.1	0.0	3.3	0.6	0.0	0.0
LnGrp Delay(d),s/veh	17.3	0.0	20.1	13.4	0.0	12.4	27.9	0.0	30.0	38.8	0.0	0.0
LnGrp LOS	B		C	B		B	C		C	D		
Approach Vol, veh/h		317			819			346			25	
Approach Delay, s/veh		20.0			12.6			29.0			38.8	
Approach LOS		C			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		42.4		17.0	13.8	28.6		7.8				
Change Period (Y+Rc), s		7.0		5.6	7.0	7.0		5.6				
Max Green Setting (Gmax), s		85.0		40.4	21.0	57.0		6.4				
Max Q Clear Time (g_c+I1), s		18.3		9.0	6.4	11.8		2.9				
Green Ext Time (p_c), s		10.1		2.4	0.6	9.8		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			18.4									
HCM 2010 LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Volume (vph)	26	341	22	755	37	99	19	26
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	21.6	21.6	9.5	21.6
Total Split (s)	68.6	68.6	68.6	68.6	21.8	21.8	9.6	31.4
Total Split (%)	68.6%	68.6%	68.6%	68.6%	21.8%	21.8%	9.6%	31.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.6	5.6	5.5	5.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	65.5	65.5	65.5	65.5	11.5	11.5	15.2	15.1
Actuated g/C Ratio	0.70	0.70	0.70	0.70	0.12	0.12	0.16	0.16
v/c Ratio	0.08	0.29	0.03	0.64	0.24	0.58	0.12	0.18
Control Delay	7.5	7.0	6.5	12.2	39.9	44.8	30.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	7.0	6.5	12.2	39.9	44.8	30.9	19.4
LOS	A	A	A	B	D	D	C	B
Approach Delay		7.1		12.0		43.7		22.5
Approach LOS		A		B		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 93.3	
Natural Cycle: 75	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 14.8	Intersection LOS: B
Intersection Capacity Utilization 67.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	374	23	836	39	133	20	53
v/c Ratio	0.08	0.29	0.03	0.64	0.24	0.58	0.12	0.18
Control Delay	7.5	7.0	6.5	12.2	39.9	44.8	30.9	19.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	7.0	6.5	12.2	39.9	44.8	30.9	19.4
Queue Length 50th (ft)	4	57	3	185	19	61	10	13
Queue Length 95th (ft)	19	157	15	497	53	129	28	43
Internal Link Dist (ft)		3985		7825		1533		854
Turn Bay Length (ft)	240		240		240		240	
Base Capacity (vph)	319	1302	693	1301	234	323	168	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.29	0.03	0.64	0.17	0.41	0.12	0.11

Intersection Summary

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

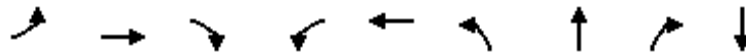
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	341	14	22	755	39	37	99	28	19	26	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	359	15	23	795	41	39	104	29	20	27	26
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	353	1210	51	683	1197	62	215	141	39	146	156	150
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.10	0.10	0.10	0.02	0.18	0.18
Sat Flow, veh/h	654	1775	74	1004	1756	91	1346	1403	391	1774	873	841
Grp Volume(v), veh/h	27	0	374	23	0	836	39	0	133	20	0	53
Grp Sat Flow(s),veh/h/ln	654	0	1850	1004	0	1847	1346	0	1794	1774	0	1714
Q Serve(g_s), s	2.3	0.0	7.3	0.8	0.0	23.8	2.4	0.0	6.5	0.9	0.0	2.4
Cycle Q Clear(g_c), s	26.1	0.0	7.3	8.1	0.0	23.8	2.4	0.0	6.5	0.9	0.0	2.4
Prop In Lane	1.00		0.04	1.00		0.05	1.00		0.22	1.00		0.49
Lane Grp Cap(c), veh/h	353	0	1261	683	0	1259	215	0	180	146	0	307
V/C Ratio(X)	0.08	0.00	0.30	0.03	0.00	0.66	0.18	0.00	0.74	0.14	0.00	0.17
Avail Cap(c_a), veh/h	353	0	1261	683	0	1259	321	0	322	196	0	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	5.7	7.4	0.0	8.4	37.6	0.0	39.5	34.2	0.0	31.4
Incr Delay (d2), s/veh	0.4	0.0	0.6	0.0	0.0	1.3	0.4	0.0	5.8	0.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	3.8	0.2	0.0	12.3	0.9	0.0	3.5	0.4	0.0	1.1
LnGrp Delay(d),s/veh	16.4	0.0	6.3	7.4	0.0	9.7	38.0	0.0	45.2	34.6	0.0	31.7
LnGrp LOS	B		A	A		A	D		D	C		C
Approach Vol, veh/h		401			859			172			73	
Approach Delay, s/veh		7.0			9.6			43.6			32.5	
Approach LOS		A			A			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		68.6	7.1	14.7		68.6		21.8				
Change Period (Y+Rc), s		7.0	5.5	5.6		7.0		5.6				
Max Green Setting (Gmax), s		61.6	4.1	16.2		61.6		25.8				
Max Q Clear Time (g_c+I1), s		28.1	2.9	8.5		25.8		4.4				
Green Ext Time (p_c), s		9.2	0.0	0.6		9.3		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.9									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

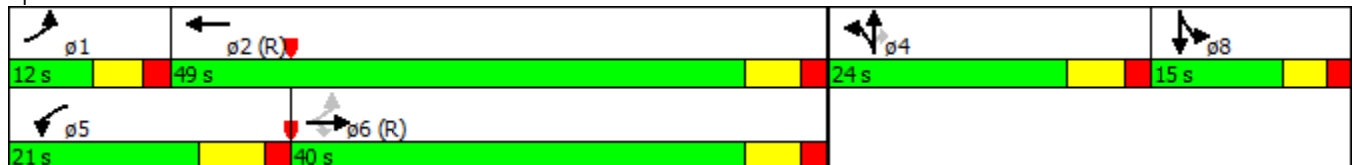


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	10	506	494	304	590	284	26	213	41
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	40.0	40.0	21.0	49.0	24.0	24.0	24.0	15.0
Total Split (%)	12.0%	40.0%	40.0%	21.0%	49.0%	24.0%	24.0%	24.0%	15.0%
Yellow Time (s)	3.7	4.3	4.3	4.8	4.3	4.3	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	6.3	6.8	6.3	6.3	6.3	6.3	5.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	45.0	38.6	38.6	13.8	56.8	15.6	15.6	15.6	9.9
Actuated g/C Ratio	0.45	0.39	0.39	0.14	0.57	0.16	0.16	0.16	0.10
v/c Ratio	0.03	0.39	0.56	0.67	0.33	0.62	0.62	0.51	0.52
Control Delay	12.0	25.4	4.9	48.5	14.1	49.4	49.7	9.0	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	25.4	4.9	48.5	14.1	49.4	49.7	9.0	49.1
LOS	B	C	A	D	B	D	D	A	D
Approach Delay		15.2			25.4		33.1		49.1
Approach LOS		B			C		C		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 23.8
 Intersection LOS: C
 Intersection Capacity Utilization 59.5%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510 at CR-512

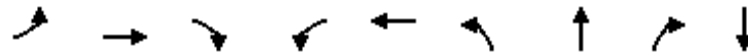
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	11	533	520	320	655	161	165	224	96
v/c Ratio	0.03	0.39	0.56	0.67	0.33	0.62	0.62	0.51	0.52
Control Delay	12.0	25.4	4.9	48.5	14.1	49.4	49.7	9.0	49.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	25.4	4.9	48.5	14.1	49.4	49.7	9.0	49.1
Queue Length 50th (ft)	3	142	0	99	115	101	103	0	53
Queue Length 95th (ft)	11	187	73	146	197	169	173	60	107
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255			325		170			
Base Capacity (vph)	405	1404	942	495	1998	304	307	474	194
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.38	0.55	0.65	0.33	0.53	0.54	0.47	0.49

Intersection Summary

Description: CR-510 at CR-512

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	506	494	304	590	32	284	26	213	34	41	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	11	533	520	320	621	34	318	0	224	36	43	17
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	410	1435	642	398	1771	97	581	0	259	46	55	22
Arrive On Green	0.01	0.41	0.41	0.12	0.52	0.52	0.16	0.00	0.16	0.07	0.07	0.07
Sat Flow, veh/h	1774	3539	1583	3442	3413	187	3548	0	1583	665	795	314
Grp Volume(v), veh/h	11	533	520	320	322	333	318	0	224	96	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1830	1774	0	1583	1774	0	0
Q Serve(g_s), s	0.4	10.5	29.1	9.1	10.7	10.7	8.2	0.0	13.8	5.3	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.5	29.1	9.1	10.7	10.7	8.2	0.0	13.8	5.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.37		0.18
Lane Grp Cap(c), veh/h	410	1435	642	398	918	950	581	0	259	123	0	0
V/C Ratio(X)	0.03	0.37	0.81	0.80	0.35	0.35	0.55	0.00	0.86	0.78	0.00	0.00
Avail Cap(c_a), veh/h	498	1435	642	489	918	950	628	0	280	174	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.0	20.8	26.3	43.1	14.1	14.1	38.4	0.0	40.7	45.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	10.6	8.8	1.1	1.0	1.2	0.0	23.1	17.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.3	14.6	4.8	5.5	5.6	4.1	0.0	7.7	3.2	0.0	0.0
LnGrp Delay(d),s/veh	17.0	21.5	36.9	51.9	15.2	15.2	39.6	0.0	63.9	62.9	0.0	0.0
LnGrp LOS	B	C	D	D	B	B	D		E	E		
Approach Vol, veh/h		1064			975			542			96	
Approach Delay, s/veh		29.0			27.2			49.6			62.9	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	58.2		22.7	18.4	46.9		12.1				
Change Period (Y+Rc), s	* 5.7	6.3		6.3	6.8	6.3		5.2				
Max Green Setting (Gmax), s	* 6.3	42.7		17.7	14.2	33.7		9.8				
Max Q Clear Time (g_c+I1), s	2.4	12.7		15.8	11.1	31.1		7.3				
Green Ext Time (p_c), s	0.0	16.0		0.6	0.5	2.2		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			33.8									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017

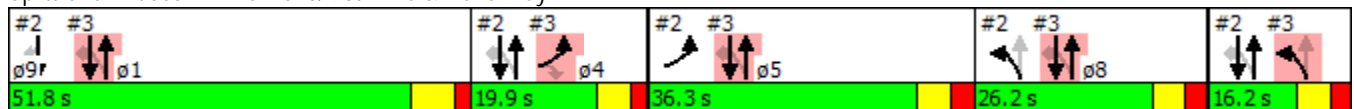


Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	19	21	495	887	30			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.2				41.8	11.9	10.3
Total Split (s)	36.3	26.2				51.8	19.9	16.2
Total Split (%)	24.1%	17.4%				34%	13%	11%
Yellow Time (s)	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.6	2.5				2.0	2.2	2.5
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.3	6.2						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effect Green (s)	27.6	39.2	46.0	81.3	81.3			
Actuated g/C Ratio	0.19	0.27	0.32	0.57	0.57			
v/c Ratio	0.15	0.09	0.87	0.89	0.04			
Control Delay	24.7	23.1	45.8	39.9	8.4			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	24.7	23.1	45.8	39.9	8.4			
LOS	C	C	D	D	A			
Approach Delay	24.7		44.8	38.9				
Approach LOS	C		D	D				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 143.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 40.5
 Intersection LOS: D
 Intersection Capacity Utilization 62.6%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	52	22	521	934	32
v/c Ratio	0.15	0.09	0.87	0.89	0.04
Control Delay	24.7	23.1	45.8	39.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	23.1	45.8	39.9	8.4
Queue Length 50th (ft)	15	10	312	761	5
Queue Length 95th (ft)	55	m22	m#452	#1138	23
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	375	296	596	1054	904
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.07	0.87	0.89	0.04

Intersection Summary

Description: CR-510/Mako Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	19	30	21	495	887	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		6.2	5.9	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1676		1770	1863	1863	1583
Flt Permitted	0.98		0.17	1.00	1.00	1.00
Satd. Flow (perm)	1676		310	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	20	32	22	521	934	32
RTOR Reduction (vph)	26	0	0	0	0	9
Lane Group Flow (vph)	26	0	22	521	934	23
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	27.6		39.4	39.4	82.1	82.1
Effective Green, g (s)	27.6		39.4	39.4	75.9	75.9
Actuated g/C Ratio	0.19		0.27	0.27	0.53	0.53
Clearance Time (s)	6.3		6.2			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	322		241	511	985	837
v/s Ratio Prot	c0.02		0.01	c0.17	c0.50	
v/s Ratio Perm			0.02	0.11		0.01
v/c Ratio	0.08		0.09	1.02	0.95	0.03
Uniform Delay, d1	47.5		50.2	52.0	31.9	16.2
Progression Factor	1.00		1.17	0.93	1.00	1.00
Incremental Delay, d2	0.1		0.2	43.2	17.5	0.0
Delay (s)	47.7		58.7	91.5	49.4	16.2
Level of Service	D		E	F	D	B
Approach Delay (s)	47.7			90.2	48.3	
Approach LOS	D			F	D	

Intersection Summary

HCM 2000 Control Delay	62.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	143.5	Sum of lost time (s)	31.4
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017

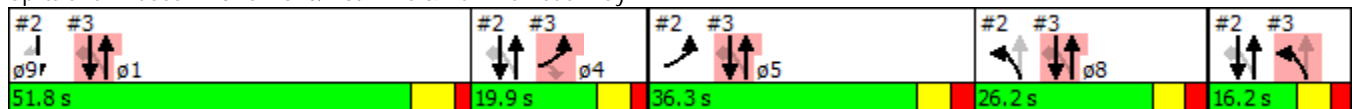


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	142	128	201	389	630	263			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.3				41.8	12.3	10.2
Total Split (s)	19.9	19.9	16.2				51.8	36.3	26.2
Total Split (%)	13.2%	13.2%	10.8%				34%	24%	17%
Yellow Time (s)	3.7	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.2	2.2	2.5				2.0	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.9	5.9	6.2						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	14.0	14.0	105.0	116.8	93.8	93.8			
Actuated g/C Ratio	0.10	0.10	0.73	0.81	0.65	0.65			
v/c Ratio	0.87	0.49	0.44	0.27	0.54	0.25			
Control Delay	104.3	16.0	7.4	3.6	8.2	2.4			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	104.3	16.0	7.4	3.6	8.2	2.4			
LOS	F	B	A	A	A	A			
Approach Delay	62.3			4.9	6.5				
Approach LOS	E			A	A				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 143.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 14.6
 Intersection LOS: B
 Intersection Capacity Utilization 67.9%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	149	135	212	409	663	277
v/c Ratio	0.87	0.49	0.44	0.27	0.54	0.25
Control Delay	104.3	16.0	7.4	3.6	8.2	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	104.3	16.0	7.4	3.6	8.2	2.4
Queue Length 50th (ft)	142	0	34	75	210	20
Queue Length 95th (ft)	#284	67	50	103	m310	m51
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	172	276	484	1487	1266	1165
Starvation Cap Reductn	0	0	0	0	14	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.49	0.44	0.28	0.53	0.24

Intersection Summary

Description: CR510/Hammerhead Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	142	128	201	389	630	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9	6.2	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.29	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	546	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	149	135	212	409	663	277
RTOR Reduction (vph)	0	122	0	0	0	107
Lane Group Flow (vph)	149	13	212	409	663	170
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	14.0	14.0	104.4	104.4	94.4	94.4
Effective Green, g (s)	14.0	14.0	98.1	98.1	88.1	88.1
Actuated g/C Ratio	0.10	0.10	0.68	0.68	0.61	0.61
Clearance Time (s)	5.9	5.9	6.2			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	172	154	458	1273	1143	971
v/s Ratio Prot	c0.08		c0.03	0.20	c0.36	
v/s Ratio Perm		0.01	0.28	0.02		0.11
v/c Ratio	0.87	0.09	0.46	0.32	0.58	0.18
Uniform Delay, d1	63.8	58.9	24.2	9.2	16.6	12.0
Progression Factor	1.00	1.00	1.00	1.00	1.08	4.53
Incremental Delay, d2	34.6	0.3	0.7	0.2	0.4	0.1
Delay (s)	98.4	59.3	24.9	9.4	18.4	54.4
Level of Service	F	E	C	A	B	D
Approach Delay (s)	79.8			14.7	29.0	
Approach LOS	E			B	C	

Intersection Summary

HCM 2000 Control Delay	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	143.5	Sum of lost time (s)	31.4
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	223	298	112	367	643
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.4	20.0	20.0
Minimum Split (s)	12.2	12.2	10.7	26.8	26.8
Total Split (s)	26.0	26.0	12.0	82.7	70.7
Total Split (%)	23.9%	23.9%	11.0%	76.1%	65.0%
Yellow Time (s)	3.7	3.7	3.7	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	5.7	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	16.7	16.7	58.9	57.8	45.4
Actuated g/C Ratio	0.19	0.19	0.67	0.66	0.52
v/c Ratio	0.70	0.57	0.42	0.32	0.84
Control Delay	48.1	8.9	9.8	7.3	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	8.9	9.8	7.3	26.9
LOS	D	A	A	A	C
Approach Delay	25.7			7.9	26.9
Approach LOS	C			A	C

Intersection Summary

Cycle Length: 108.7

Actuated Cycle Length: 88

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 21.4

Intersection LOS: C

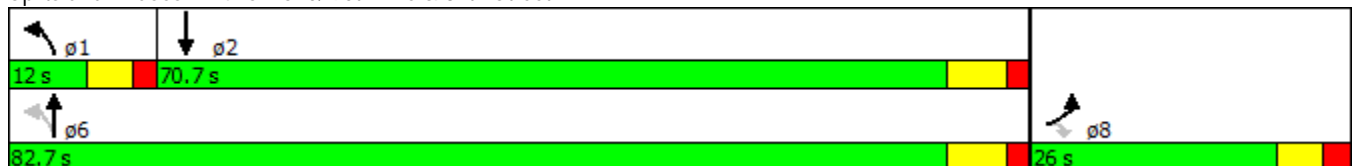
Intersection Capacity Utilization 75.0%

ICU Level of Service D

Analysis Period (min) 15

Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	235	314	118	386	798
v/c Ratio	0.70	0.57	0.42	0.32	0.84
Control Delay	48.1	8.9	9.8	7.3	26.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	48.1	8.9	9.8	7.3	26.9
Queue Length 50th (ft)	124	0	21	86	360
Queue Length 95th (ft)	#263	77	40	133	535
Internal Link Dist (ft)	1805			2394	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	412	609	280	1593	1375
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.52	0.42	0.24	0.58

Intersection Summary

Description: CR510/ 87th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

1/26/2017

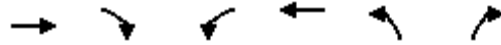


Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	223	298	112	367	643	115		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	235	314	118	386	677	121		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	381	340	277	1200	822	147		
Arrive On Green	0.21	0.21	0.05	0.64	0.53	0.53		
Sat Flow, veh/h	1774	1583	1774	1863	1539	275		
Grp Volume(v), veh/h	235	314	118	386	0	798		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1814		
Q Serve(g_s), s	11.0	17.9	2.6	8.6	0.0	33.7		
Cycle Q Clear(g_c), s	11.0	17.9	2.6	8.6	0.0	33.7		
Prop In Lane	1.00	1.00	1.00			0.15		
Lane Grp Cap(c), veh/h	381	340	277	1200	0	969		
V/C Ratio(X)	0.62	0.92	0.43	0.32	0.00	0.82		
Avail Cap(c_a), veh/h	381	340	314	1534	0	1258		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	32.7	35.4	16.1	7.4	0.0	17.8		
Incr Delay (d2), s/veh	3.5	30.2	1.0	0.2	0.0	4.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.8	10.6	1.5	4.5	0.0	17.7		
LnGrp Delay(d),s/veh	36.2	65.6	17.2	7.6	0.0	21.9		
LnGrp LOS	D	E	B	A		C		
Approach Vol, veh/h	549			504	798			
Approach Delay, s/veh	53.0			9.8	21.9			
Approach LOS	D			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.1	56.0				66.1		26.0
Change Period (Y+Rc), s	* 5.7	6.8				6.8		6.2
Max Green Setting (Gmax), s	* 6.3	63.9				75.9		19.8
Max Q Clear Time (g_c+I1), s	4.6	35.7				10.6		19.9
Green Ext Time (p_c), s	0.0	13.5				18.2		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			27.9					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	789	258	123	352	170	171
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	29.1	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	36.1	16.6	16.6
Total Split (s)	84.8	84.8	16.2	101.0	23.2	23.2
Total Split (%)	68.3%	68.3%	13.0%	81.3%	18.7%	18.7%
Yellow Time (s)	4.0	4.0	3.7	4.0	3.7	3.7
All-Red Time (s)	2.2	2.2	2.7	2.1	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.4	6.1	6.6	6.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	49.0	49.0	64.9	65.2	14.2	14.2
Actuated g/C Ratio	0.53	0.53	0.70	0.70	0.15	0.15
v/c Ratio	0.84	0.28	0.41	0.28	0.66	0.46
Control Delay	27.0	2.0	8.3	5.5	53.3	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	2.0	8.3	5.5	53.3	10.8
LOS	C	A	A	A	D	B
Approach Delay	20.8			6.2	32.0	
Approach LOS	C			A	C	

Intersection Summary

Cycle Length: 124.2

Actuated Cycle Length: 92.6

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 19.2

Intersection LOS: B

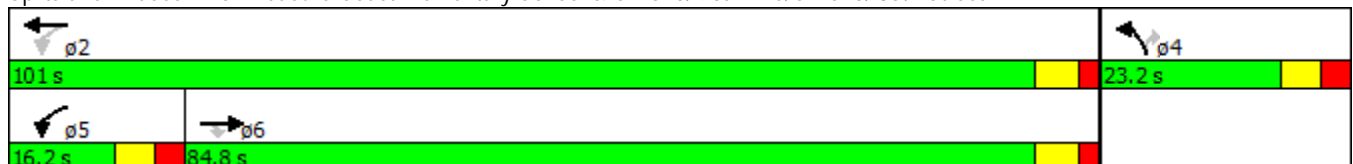
Intersection Capacity Utilization 73.8%

ICU Level of Service D

Analysis Period (min) 15

Description: CR510/ Treasure Coast Elem.

Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	831	272	129	371	179	180
v/c Ratio	0.84	0.28	0.41	0.28	0.66	0.46
Control Delay	27.0	2.0	8.3	5.5	53.3	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.0	2.0	8.3	5.5	53.3	10.8
Queue Length 50th (ft)	397	0	21	70	99	0
Queue Length 95th (ft)	571	32	39	108	#238	65
Internal Link Dist (ft)	2394			3985	1596	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	1582	1385	327	1756	330	441
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.20	0.39	0.21	0.54	0.41

Intersection Summary

Description: CR510/ Treasure Coast Elem.

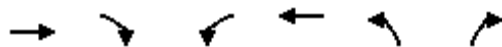
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↑	↑	↑	↑	↑		
Volume (veh/h)	789	258	123	352	170	171		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	831	272	129	371	179	180		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1010	858	333	1319	250	223		
Arrive On Green	0.54	0.54	0.09	0.71	0.14	0.14		
Sat Flow, veh/h	1863	1583	1774	1863	1774	1583		
Grp Volume(v), veh/h	831	272	129	371	179	180		
Grp Sat Flow(s),veh/h/ln	1863	1583	1774	1863	1774	1583		
Q Serve(g_s), s	31.2	8.0	2.3	6.1	8.1	9.3		
Cycle Q Clear(g_c), s	31.2	8.0	2.3	6.1	8.1	9.3		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1010	858	333	1319	250	223		
V/C Ratio(X)	0.82	0.32	0.39	0.28	0.72	0.81		
Avail Cap(c_a), veh/h	1733	1473	379	2092	349	311		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	16.0	10.7	14.1	4.5	34.7	35.2		
Incr Delay (d2), s/veh	1.8	0.2	0.7	0.1	4.2	10.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	16.4	3.5	1.6	3.1	4.3	8.5		
LnGrp Delay(d),s/veh	17.8	10.9	14.9	4.6	38.9	45.5		
LnGrp LOS	B	B	B	A	D	D		
Approach Vol, veh/h	1103			500	359			
Approach Delay, s/veh	16.1			7.3	42.2			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		66.0		18.5	14.0	52.0		
Change Period (Y+Rc), s		* 6.2		* 6.6	6.4	* 6.2		
Max Green Setting (Gmax), s		* 95		* 17	9.8	* 79		
Max Q Clear Time (g_c+I1), s		8.1		11.3	4.3	33.2		
Green Ext Time (p_c), s		13.5		0.6	0.1	12.6		
Intersection Summary								
HCM 2010 Ctrl Delay			18.6					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 TWSC
6: CR 510/ 85th Street & Power Line Rd

1/26/2017

Intersection

Int Delay, s/veh 22.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	42	974	415	64	137	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	44	1025	437	67	144	49

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	504	0	471
Stage 1	-	-	471
Stage 2	-	-	1114
Critical Hdwy	4.12	-	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.318
Pot Cap-1 Maneuver	1061	-	593
Stage 1	-	-	628
Stage 2	-	-	314
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1061	-	593
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	628
Stage 2	-	-	284

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	207
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1061	-	-	-	108	593
HCM Lane V/C Ratio	0.042	-	-	-	1.335	0.083
HCM Control Delay (s)	8.5	0	-	-	274.1	11.6
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	10	0.3

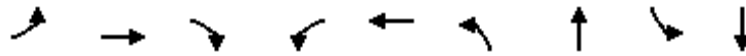
Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

7: CR 510/ 85th Street & 66th Ave

1/26/2017

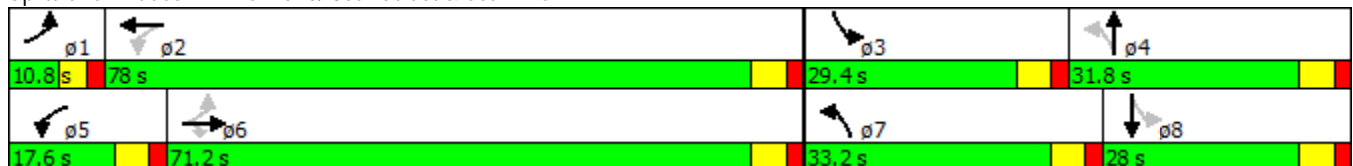


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	44	509	520	108	200	236	168	225	399
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	14.7	14.7	3.7	15.0	5.0	15.0	5.0	14.7
Minimum Split (s)	10.7	21.0	21.0	10.7	21.0	10.7	27.0	10.7	21.0
Total Split (s)	10.8	71.2	71.2	17.6	78.0	33.2	31.8	29.4	28.0
Total Split (%)	7.2%	47.5%	47.5%	11.7%	52.0%	22.1%	21.2%	19.6%	18.7%
Yellow Time (s)	3.2	4.0	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	6.0	6.0	5.7	6.0	5.7	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	64.1	57.5	57.5	74.6	66.1	45.0	23.7	39.8	21.1
Actuated g/C Ratio	0.48	0.43	0.43	0.55	0.49	0.33	0.18	0.30	0.16
v/c Ratio	0.08	0.67	0.55	0.33	0.31	0.73	0.44	0.59	0.83
Control Delay	15.3	36.5	4.3	17.5	21.8	46.8	40.4	40.3	69.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	36.5	4.3	17.5	21.8	46.8	40.4	40.3	69.8
LOS	B	D	A	B	C	D	D	D	E
Approach Delay		20.0			20.6		43.4		59.7
Approach LOS		C			C		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 134.5
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 34.7
 Intersection LOS: C
 Intersection Capacity Utilization 77.6%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/66 th Ave

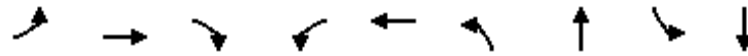
Splits and Phases: 7: CR 510/ 85th Street & 66th Ave



Queues

7: CR 510/ 85th Street & 66th Ave

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	536	547	114	279	248	286	237	457
v/c Ratio	0.08	0.67	0.55	0.33	0.31	0.73	0.44	0.59	0.83
Control Delay	15.3	36.5	4.3	17.5	21.8	46.8	40.4	40.3	69.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.3	36.5	4.3	17.5	21.8	46.8	40.4	40.3	69.8
Queue Length 50th (ft)	18	386	0	47	145	177	94	168	222
Queue Length 95th (ft)	40	548	69	85	225	257	146	245	#326
Internal Link Dist (ft)		2586			5246		667		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	550	925	1061	362	990	423	716	466	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.58	0.52	0.31	0.28	0.59	0.40	0.51	0.77

Intersection Summary






















Description: CR510/66 th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 7: CR 510/ 85th Street & 66th Ave

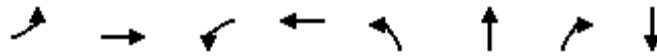
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	509	520	108	200	65	236	168	104	225	399	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	536	0	114	211	68	248	177	109	237	420	37
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	502	780	663	323	598	193	355	377	221	406	558	49
Arrive On Green	0.04	0.42	0.00	0.05	0.44	0.44	0.14	0.18	0.18	0.13	0.17	0.17
Sat Flow, veh/h	1774	1863	1583	1774	1351	435	1774	2151	1260	1774	3293	289
Grp Volume(v), veh/h	46	536	0	114	0	279	248	144	142	237	225	232
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1786	1774	1770	1640	1774	1770	1812
Q Serve(g_s), s	1.5	24.9	0.0	3.8	0.0	10.9	11.9	7.7	8.3	11.4	12.8	12.9
Cycle Q Clear(g_c), s	1.5	24.9	0.0	3.8	0.0	10.9	11.9	7.7	8.3	11.4	12.8	12.9
Prop In Lane	1.00		1.00	1.00		0.24	1.00		0.77	1.00		0.16
Lane Grp Cap(c), veh/h	502	780	663	323	0	790	355	310	288	406	300	307
V/C Ratio(X)	0.09	0.69	0.00	0.35	0.00	0.35	0.70	0.46	0.49	0.58	0.75	0.76
Avail Cap(c_a), veh/h	534	1147	975	426	0	1214	573	431	400	571	368	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	25.1	0.0	19.1	0.0	19.5	30.7	39.2	39.4	30.3	41.8	41.9
Incr Delay (d2), s/veh	0.1	4.9	0.0	0.7	0.0	0.4	2.5	1.5	1.9	1.3	7.8	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	13.9	0.0	1.9	0.0	5.4	6.0	3.9	3.9	5.7	6.9	7.1
LnGrp Delay(d),s/veh	16.7	30.0	0.0	19.7	0.0	19.9	33.2	40.7	41.3	31.6	49.6	49.8
LnGrp LOS	B	C		B		B	C	D	D	C	D	D
Approach Vol, veh/h		582			393			534			694	
Approach Delay, s/veh		29.0			19.8			37.4			43.5	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	52.9	19.6	24.6	11.4	50.3	20.2	23.9				
Change Period (Y+Rc), s	* 5.2	6.0	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0				
Max Green Setting (Gmax), s	* 5.6	72.0	* 24	25.8	* 12	65.2	* 28	22.0				
Max Q Clear Time (g_c+I1), s	3.5	12.9	13.4	10.3	5.8	26.9	13.9	14.9				
Green Ext Time (p_c), s	0.0	20.8	0.5	5.0	0.1	17.4	0.6	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.0									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: CR 510/ 85th Street & 58th Ave

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	4	720	175	257	116	3	189	3
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.4	21.4	11.2	21.4	12.0	12.0	12.0	11.7
Total Split (s)	93.3	93.3	21.0	114.3	24.0	24.0	24.0	11.7
Total Split (%)	62.2%	62.2%	14.0%	76.2%	16.0%	16.0%	16.0%	7.8%
Yellow Time (s)	4.4	4.4	3.7	4.4	4.0	4.0	4.0	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	5.7	6.4		6.0	6.0	5.7
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	70.9	70.9	92.4	91.7		18.2	18.2	6.2
Actuated g/C Ratio	0.56	0.56	0.73	0.72		0.14	0.14	0.05
v/c Ratio	0.01	0.94	0.69	0.22		0.86	0.50	0.15
Control Delay	13.0	43.1	45.9	6.3		101.8	12.4	61.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	13.0	43.1	45.9	6.3		101.8	12.4	61.4
LOS	B	D	D	A		F	B	E
Approach Delay		43.0		21.5		46.9		61.4
Approach LOS		D		C		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 126.6
 Natural Cycle: 110
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 38.1
 Intersection Capacity Utilization 84.9%
 Analysis Period (min) 15
 Description: CR510/58th Ave
 Intersection LOS: D
 ICU Level of Service E

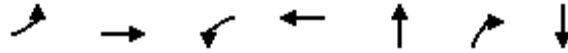
Splits and Phases: 8: CR 510/ 85th Street & 58th Ave



Queues

8: CR 510/ 85th Street & 58th Ave

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	4	957	184	294	125	199	13
v/c Ratio	0.01	0.94	0.69	0.22	0.86	0.50	0.15
Control Delay	13.0	43.1	45.9	6.3	101.8	12.4	61.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.0	43.1	45.9	6.3	101.8	12.4	61.4
Queue Length 50th (ft)	1	630	89	58	102	0	8
Queue Length 95th (ft)	7	#1128	#229	121	#270	78	34
Internal Link Dist (ft)		5246		872	1811		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	764	1282	279	1565	148	402	88
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.75	0.66	0.19	0.84	0.50	0.15

Intersection Summary





















Description: CR510/58th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
8: CR 510/ 85th Street & 58th Ave

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	720	189	175	257	22	116	3	189	7	3	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	4	758	199	184	271	23	122	3	199	7	3	3
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	701	848	223	239	1183	100	243	6	222	16	7	7
Arrive On Green	0.60	0.60	0.60	0.06	0.70	0.70	0.14	0.14	0.14	0.02	0.02	0.02
Sat Flow, veh/h	1081	1423	374	1774	1694	144	1733	43	1583	939	403	403
Grp Volume(v), veh/h	4	0	957	184	0	294	125	0	199	13	0	0
Grp Sat Flow(s),veh/h/ln	1081	0	1797	1774	0	1837	1776	0	1583	1745	0	0
Q Serve(g_s), s	0.2	0.0	58.0	4.8	0.0	7.2	8.2	0.0	15.6	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.2	0.0	58.0	4.8	0.0	7.2	8.2	0.0	15.6	0.9	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.08	0.98		1.00	0.54		0.23
Lane Grp Cap(c), veh/h	701	0	1070	239	0	1284	249	0	222	30	0	0
V/C Ratio(X)	0.01	0.00	0.89	0.77	0.00	0.23	0.50	0.00	0.90	0.43	0.00	0.00
Avail Cap(c_a), veh/h	803	0	1240	351	0	1574	254	0	226	83	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.3	0.0	22.0	27.6	0.0	6.8	50.1	0.0	53.3	61.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	8.3	8.0	0.0	0.1	2.2	0.0	33.9	13.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	30.9	4.5	0.0	3.7	4.2	0.0	8.9	0.6	0.0	0.0
LnGrp Delay(d),s/veh	10.3	0.0	30.3	35.6	0.0	6.9	52.3	0.0	87.2	74.3	0.0	0.0
LnGrp LOS	B		C	D		A	D		F	E		
Approach Vol, veh/h		961			478			324				13
Approach Delay, s/veh		30.2			18.0			73.7				74.3
Approach LOS		C			B			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		94.4		23.7	13.0	81.4		7.9				
Change Period (Y+Rc), s		6.4		6.0	* 5.7	6.4		5.7				
Max Green Setting (Gmax), s		107.9		18.0	* 15	86.9		6.0				
Max Q Clear Time (g_c+I1), s		9.2		17.6	6.8	60.0		2.9				
Green Ext Time (p_c), s		23.8		0.1	0.5	15.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			35.2									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↑	↔	↔
Volume (vph)	37	861	30	406	23	48	49	113
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	21.6	21.6	9.5	23.0
Total Split (s)	68.5	68.5	68.5	68.5	21.7	21.7	9.8	31.5
Total Split (%)	68.5%	68.5%	68.5%	68.5%	21.7%	21.7%	9.8%	31.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.6	5.6	5.5	5.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	Max	Max	None	None	None	None	None	None
Act Effect Green (s)	64.4	64.4	64.4	64.4	8.9	8.9	17.0	16.9
Actuated g/C Ratio	0.69	0.69	0.69	0.69	0.09	0.09	0.18	0.18
v/c Ratio	0.06	0.75	0.14	0.35	0.21	0.42	0.27	0.49
Control Delay	6.3	15.6	8.2	7.7	42.8	35.6	34.0	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	15.6	8.2	7.7	42.8	35.6	34.0	34.6
LOS	A	B	A	A	D	D	C	C
Approach Delay		15.3		7.7		37.2		34.5
Approach LOS		B		A		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 93.9	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.75	
Intersection Signal Delay: 16.8	Intersection LOS: B
Intersection Capacity Utilization 75.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	958	32	449	24	79	52	163
v/c Ratio	0.06	0.75	0.14	0.35	0.21	0.42	0.27	0.49
Control Delay	6.3	15.6	8.2	7.7	42.8	35.6	34.0	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.3	15.6	8.2	7.7	42.8	35.6	34.0	34.6
Queue Length 50th (ft)	7	339	6	100	13	31	25	75
Queue Length 95th (ft)	20	589	21	172	38	75	57	135
Internal Link Dist (ft)		3985		7825		1533		854
Turn Bay Length (ft)	240		240		240		240	
Base Capacity (vph)	612	1269	228	1271	209	322	190	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.75	0.14	0.35	0.11	0.25	0.27	0.32

Intersection Summary

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

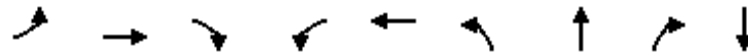
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	861	49	30	406	21	23	48	27	49	113	42
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	906	52	32	427	22	24	51	28	52	119	44
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	629	1198	69	283	1205	62	174	87	48	186	225	83
Arrive On Green	0.69	0.69	0.69	0.69	0.69	0.69	0.08	0.08	0.08	0.04	0.17	0.17
Sat Flow, veh/h	937	1745	100	584	1756	90	1218	1132	621	1774	1298	480
Grp Volume(v), veh/h	39	0	958	32	0	449	24	0	79	52	0	163
Grp Sat Flow(s),veh/h/ln	937	0	1845	584	0	1847	1218	0	1753	1774	0	1778
Q Serve(g_s), s	1.6	0.0	30.4	3.4	0.0	9.0	1.7	0.0	3.9	2.3	0.0	7.5
Cycle Q Clear(g_c), s	10.6	0.0	30.4	33.7	0.0	9.0	1.7	0.0	3.9	2.3	0.0	7.5
Prop In Lane	1.00		0.05	1.00		0.05	1.00		0.35	1.00		0.27
Lane Grp Cap(c), veh/h	629	0	1266	283	0	1267	174	0	134	186	0	308
V/C Ratio(X)	0.06	0.00	0.76	0.11	0.00	0.35	0.14	0.00	0.59	0.28	0.00	0.53
Avail Cap(c_a), veh/h	629	0	1266	283	0	1267	299	0	315	209	0	514
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.0	0.0	9.2	20.2	0.0	5.8	39.0	0.0	40.0	34.8	0.0	33.7
Incr Delay (d2), s/veh	0.2	0.0	4.3	0.2	0.0	0.2	0.4	0.0	4.1	0.8	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	16.7	0.6	0.0	4.5	0.6	0.0	2.0	1.2	0.0	3.8
LnGrp Delay(d),s/veh	8.2	0.0	13.4	20.4	0.0	6.0	39.3	0.0	44.1	35.6	0.0	35.1
LnGrp LOS	A		B	C		A	D		D	D		D
Approach Vol, veh/h		997			481			103			215	
Approach Delay, s/veh		13.2			6.9			43.0			35.3	
Approach LOS		B			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		68.5	8.7	12.5		68.5		21.1				
Change Period (Y+Rc), s		7.0	5.5	5.6		7.0		5.6				
Max Green Setting (Gmax), s		61.5	4.3	16.1		61.5		25.9				
Max Q Clear Time (g_c+I1), s		32.4	4.3	5.9		35.7		9.5				
Green Ext Time (p_c), s		11.4	0.0	1.0		10.9		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			15.9									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

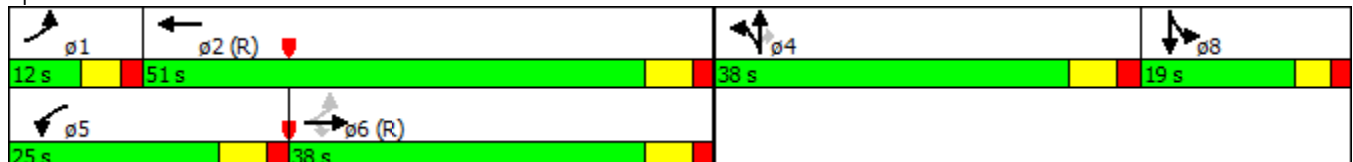


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	15	636	318	373	600	545	53	256	35
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	38.0	38.0	25.0	51.0	38.0	38.0	38.0	19.0
Total Split (%)	10.0%	31.7%	31.7%	20.8%	42.5%	31.7%	31.7%	31.7%	15.8%
Yellow Time (s)	3.6	4.3	4.3	4.3	4.3	4.3	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3	6.3	6.3	6.3	6.3	6.3	5.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	43.4	36.8	36.8	17.8	56.1	28.6	28.6	28.6	12.7
Actuated g/C Ratio	0.36	0.31	0.31	0.15	0.47	0.24	0.24	0.24	0.11
v/c Ratio	0.05	0.62	0.47	0.77	0.40	0.79	0.78	0.46	0.68
Control Delay	18.3	40.0	6.0	60.1	23.8	57.3	56.0	6.9	67.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	40.0	6.0	60.1	23.8	57.3	56.0	6.9	67.3
LOS	B	D	A	E	C	E	E	A	E
Approach Delay		28.5			37.3		41.8		67.3
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 37.0
 Intersection LOS: D
 Intersection Capacity Utilization 67.1%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

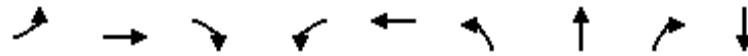
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	16	669	335	393	665	316	314	269	131
v/c Ratio	0.05	0.62	0.47	0.77	0.40	0.79	0.78	0.46	0.68
Control Delay	18.3	40.0	6.0	60.1	23.8	57.3	56.0	6.9	67.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	40.0	6.0	60.1	23.8	57.3	56.0	6.9	67.3
Queue Length 50th (ft)	6	247	0	151	170	234	232	0	94
Queue Length 95th (ft)	19	316	72	206	263	345	343	65	#164
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255			325		170			
Base Capacity (vph)	326	1083	717	534	1644	444	449	616	210
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.47	0.74	0.40	0.71	0.70	0.44	0.62

Intersection Summary






















Description: CR-510 at CR-512

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	636	318	373	600	31	545	53	256	74	35	15
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	16	669	335	393	632	33	614	0	269	78	37	16
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	370	1289	576	461	1665	87	750	0	334	95	45	19
Arrive On Green	0.02	0.36	0.36	0.13	0.49	0.49	0.21	0.00	0.21	0.09	0.09	0.09
Sat Flow, veh/h	1774	3539	1583	3442	3422	179	3548	0	1583	1055	500	216
Grp Volume(v), veh/h	16	669	335	393	327	338	614	0	269	131	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1831	1774	0	1583	1772	0	0
Q Serve(g_s), s	0.7	17.8	20.5	13.4	13.9	14.0	19.8	0.0	19.4	8.7	0.0	0.0
Cycle Q Clear(g_c), s	0.7	17.8	20.5	13.4	13.9	14.0	19.8	0.0	19.4	8.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.60		0.12
Lane Grp Cap(c), veh/h	370	1289	576	461	861	891	750	0	334	159	0	0
V/C Ratio(X)	0.04	0.52	0.58	0.85	0.38	0.38	0.82	0.00	0.80	0.82	0.00	0.00
Avail Cap(c_a), veh/h	434	1289	576	536	861	891	937	0	418	204	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.2	29.9	30.8	50.8	19.4	19.4	45.1	0.0	45.0	53.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	4.2	12.1	1.3	1.2	5.3	0.0	10.0	20.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	8.9	9.6	7.2	7.1	7.4	10.3	0.0	9.4	5.2	0.0	0.0
LnGrp Delay(d),s/veh	23.2	31.4	35.0	62.9	20.7	20.6	50.5	0.0	55.0	74.6	0.0	0.0
LnGrp LOS	C	C	D	E	C	C	D		E	E		
Approach Vol, veh/h		1020			1058			883			131	
Approach Delay, s/veh		32.5			36.3			51.9			74.6	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.7	64.7		31.7	22.4	50.0		16.0				
Change Period (Y+Rc), s	5.6	6.3		6.3	6.3	6.3		5.2				
Max Green Setting (Gmax), s	6.4	44.7		31.7	18.7	31.7		13.8				
Max Q Clear Time (g_c+I1), s	2.7	16.0		21.8	15.4	22.5		10.7				
Green Ext Time (p_c), s	0.0	15.7		3.5	0.7	6.9		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			41.1									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	45	21	730	647	12			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.3				41.8	11.9	10.3
Total Split (s)	13.2	10.4				48.0	63.4	15.0
Total Split (%)	8.8%	6.9%				32%	42%	10%
Yellow Time (s)	3.2	4.3				4.8	3.0	4.3
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	5.2	6.3						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effct Green (s)	13.9	65.3	74.2	113.7	113.7			
Actuated g/C Ratio	0.09	0.44	0.49	0.76	0.76			
v/c Ratio	0.55	0.06	0.83	0.48	0.01			
Control Delay	59.2	20.3	40.5	7.9	1.3			
Queue Delay	0.0	0.0	1.0	0.0	0.0			
Total Delay	59.2	20.3	41.5	7.9	1.3			
LOS	E	C	D	A	A			
Approach Delay	59.2		40.9	7.8				
Approach LOS	E		D	A				

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 0:, Start of Green
 Natural Cycle: 110
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 27.5
 Intersection LOS: C
 Intersection Capacity Utilization 52.5%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	22	768	681	13
v/c Ratio	0.55	0.06	0.83	0.48	0.01
Control Delay	59.2	20.3	40.5	7.9	1.3
Queue Delay	0.0	0.0	1.0	0.0	0.0
Total Delay	59.2	20.3	41.5	7.9	1.3
Queue Length 50th (ft)	70	12	524	182	0
Queue Length 95th (ft)	#184	m21	662	239	4
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	182	356	978	1468	1250
Starvation Cap Reductn	0	0	63	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.55	0.06	0.84	0.46	0.01

Intersection Summary

Description: CR-510/Mako Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	45	50	21	730	647	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		6.3	5.0	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1690		1770	1863	1863	1583
Flt Permitted	0.98		0.41	1.00	1.00	1.00
Satd. Flow (perm)	1690		756	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	47	53	22	768	681	13
RTOR Reduction (vph)	26	0	0	0	0	4
Lane Group Flow (vph)	74	0	22	768	681	9
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	13.9		66.5	66.5	115.5	115.5
Effective Green, g (s)	13.9		66.5	66.5	109.2	109.2
Actuated g/C Ratio	0.09		0.44	0.44	0.73	0.73
Clearance Time (s)	5.2		6.3			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	156		362	825	1356	1152
v/s Ratio Prot	c0.04		0.00	c0.39	c0.37	
v/s Ratio Perm			0.03	0.03		0.01
v/c Ratio	0.47		0.06	0.93	0.50	0.01
Uniform Delay, d1	64.6		23.9	39.6	8.7	5.6
Progression Factor	1.00		1.69	1.76	1.00	1.00
Incremental Delay, d2	3.1		0.1	14.0	0.4	0.0
Delay (s)	67.6		40.5	83.6	9.1	5.6
Level of Service	E		D	F	A	A
Approach Delay (s)	67.6			82.4	9.1	
Approach LOS	E			F	A	

Intersection Summary

HCM 2000 Control Delay	49.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	75	45	78	702	528	108			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.3				41.8	12.3	10.3
Total Split (s)	63.4	63.4	15.0				48.0	13.2	10.4
Total Split (%)	42.3%	42.3%	10.0%				32%	9%	7%
Yellow Time (s)	3.0	3.0	4.3				4.8	3.2	4.3
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.0	5.0	6.3						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	53.8	53.8	72.3	84.4	62.6	62.6			
Actuated g/C Ratio	0.36	0.36	0.48	0.56	0.42	0.42			
v/c Ratio	0.12	0.08	0.33	0.71	0.72	0.16			
Control Delay	31.4	7.7	25.6	29.5	30.3	5.0			
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0			
Total Delay	31.5	7.7	25.6	29.5	30.3	5.0			
LOS	C	A	C	C	C	A			
Approach Delay	22.6			29.1	26.0				
Approach LOS	C			C	C				

Intersection Summary

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 0 (0%), Referenced to phase 0:, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 27.3

Intersection LOS: C

Intersection Capacity Utilization 53.6%

ICU Level of Service A

Analysis Period (min) 15

Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	79	47	82	739	556	114
v/c Ratio	0.12	0.08	0.33	0.71	0.72	0.16
Control Delay	31.4	7.7	25.6	29.5	30.3	5.0
Queue Delay	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay	31.5	7.7	25.6	29.5	30.3	5.0
Queue Length 50th (ft)	49	0	38	546	304	9
Queue Length 95th (ft)	88	28	67	715	416	39
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	689	645	249	1064	793	724
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	138	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.07	0.33	0.69	0.70	0.16

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	75	45	78	702	528	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.3	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.19	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	347	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	79	47	82	739	556	114
RTOR Reduction (vph)	0	30	0	0	0	54
Lane Group Flow (vph)	79	17	82	739	556	60
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	53.7	53.7	71.9	71.9	63.2	63.2
Effective Green, g (s)	53.7	53.7	66.7	66.7	58.0	58.0
Actuated g/C Ratio	0.36	0.36	0.44	0.44	0.39	0.39
Clearance Time (s)	5.0	5.0	6.3			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	633	566	236	828	720	612
v/s Ratio Prot	c0.04		0.02	c0.34	0.30	
v/s Ratio Perm		0.01	0.13	0.05		0.04
v/c Ratio	0.12	0.03	0.35	0.89	0.77	0.10
Uniform Delay, d1	32.4	31.2	51.0	38.3	40.2	29.3
Progression Factor	1.00	1.00	1.00	1.00	0.85	0.81
Incremental Delay, d2	0.1	0.0	0.9	12.2	4.9	0.1
Delay (s)	32.5	31.3	51.9	50.5	39.2	23.7
Level of Service	C	C	D	D	D	C
Approach Delay (s)	32.0			50.7	36.5	
Approach LOS	C			D	D	

Intersection Summary

HCM 2000 Control Delay	43.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	167	90	245	613	344
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.3	26.8	26.8
Total Split (s)	21.0	21.0	23.0	79.0	56.0
Total Split (%)	21.0%	21.0%	23.0%	79.0%	56.0%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	6.3	6.3	5.2
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	12.0	12.0	44.8	44.8	29.4
Actuated g/C Ratio	0.17	0.17	0.65	0.65	0.42
v/c Ratio	0.57	0.27	0.61	0.53	0.78
Control Delay	37.0	9.6	13.3	8.5	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	9.6	13.3	8.5	23.7
LOS	D	A	B	A	C
Approach Delay	27.4			9.9	23.7
Approach LOS	C			A	C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 69.2
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 17.2
 Intersection LOS: B
 Intersection Capacity Utilization 69.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	176	95	258	645	603
v/c Ratio	0.57	0.27	0.61	0.53	0.78
Control Delay	37.0	9.6	13.3	8.5	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	9.6	13.3	8.5	23.7
Queue Length 50th (ft)	67	0	38	125	193
Queue Length 95th (ft)	162	41	96	216	349
Internal Link Dist (ft)	1805			2394	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	409	439	574	1764	1356
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.43	0.22	0.45	0.37	0.44

Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

1/26/2017

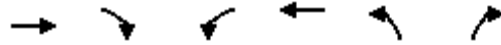


Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	167	90	245	613	344	229		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	176	95	258	645	362	241		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	237	211	457	1262	493	328		
Arrive On Green	0.13	0.13	0.11	0.68	0.47	0.47		
Sat Flow, veh/h	1774	1583	1774	1863	1045	695		
Grp Volume(v), veh/h	176	95	258	645	0	603		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1740		
Q Serve(g_s), s	6.0	3.5	4.2	10.8	0.0	17.6		
Cycle Q Clear(g_c), s	6.0	3.5	4.2	10.8	0.0	17.6		
Prop In Lane	1.00	1.00	1.00			0.40		
Lane Grp Cap(c), veh/h	237	211	457	1262	0	821		
V/C Ratio(X)	0.74	0.45	0.56	0.51	0.00	0.73		
Avail Cap(c_a), veh/h	434	387	741	2152	0	1405		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	26.2	25.1	10.1	5.0	0.0	13.4		
Incr Delay (d2), s/veh	4.6	1.5	1.1	0.3	0.0	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.2	1.6	2.1	5.5	0.0	8.7		
LnGrp Delay(d),s/veh	30.8	26.6	11.2	5.3	0.0	14.7		
LnGrp LOS	C	C	B	A		B		
Approach Vol, veh/h	271			903	603			
Approach Delay, s/veh	29.3			7.0	14.7			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.9	36.0				48.9		14.0
Change Period (Y+Rc), s	6.3	* 6.3				6.3		5.6
Max Green Setting (Gmax), s	16.7	* 51				72.7		15.4
Max Q Clear Time (g_c+I1), s	6.2	19.6				12.8		8.0
Green Ext Time (p_c), s	0.5	10.1				11.4		0.5
Intersection Summary								
HCM 2010 Ctrl Delay			13.0					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Volume (vph)	430	36	51	891	44	35
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	37.0	16.6	16.6
Total Split (s)	39.0	39.0	14.4	53.4	16.6	16.6
Total Split (%)	55.7%	55.7%	20.6%	76.3%	23.7%	23.7%
Yellow Time (s)	3.2	3.2	3.7	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	5.2	5.7	7.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effect Green (s)	49.7	49.7	55.3	56.8	10.0	10.0
Actuated g/C Ratio	0.71	0.71	0.79	0.81	0.14	0.14
v/c Ratio	0.34	0.03	0.08	0.62	0.18	0.14
Control Delay	9.2	3.3	3.2	7.7	28.5	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	3.3	3.2	7.7	28.5	11.4
LOS	A	A	A	A	C	B
Approach Delay	8.7			7.5	20.9	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 70
 Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 8.6
 Intersection LOS: A
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

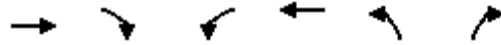
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	453	38	54	938	46	37
v/c Ratio	0.34	0.03	0.08	0.62	0.18	0.14
Control Delay	9.2	3.3	3.2	7.7	28.5	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	3.3	3.2	7.7	28.5	11.4
Queue Length 50th (ft)	116	0	6	211	18	0
Queue Length 95th (ft)	186	13	14	350	45	24
Internal Link Dist (ft)	2394			3985		1596
Turn Bay Length (ft)	250		490		275	
Base Capacity (vph)	1321	1134	717	1511	293	293
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.03	0.08	0.62	0.16	0.13

Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	430	36	51	891	44	35		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	453	38	54	938	46	37		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1040	884	610	1330	203	181		
Arrive On Green	0.56	0.56	0.07	0.71	0.11	0.11		
Sat Flow, veh/h	1863	1583	1774	1863	1774	1583		
Grp Volume(v), veh/h	453	38	54	938	46	37		
Grp Sat Flow(s),veh/h/ln	1863	1583	1774	1863	1774	1583		
Q Serve(g_s), s	9.9	0.8	0.7	20.3	1.7	1.5		
Cycle Q Clear(g_c), s	9.9	0.8	0.7	20.3	1.7	1.5		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1040	884	610	1330	203	181		
V/C Ratio(X)	0.44	0.04	0.09	0.71	0.23	0.20		
Avail Cap(c_a), veh/h	1040	884	699	1330	294	262		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.64	0.64	0.55	0.55	1.00	1.00		
Uniform Delay (d), s/veh	9.0	7.0	5.2	5.8	28.2	28.1		
Incr Delay (d2), s/veh	0.9	0.1	0.0	1.8	0.6	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.3	0.3	0.4	10.8	0.8	1.4		
LnGrp Delay(d),s/veh	9.9	7.1	5.3	7.5	28.7	28.7		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h	491			992	83			
Approach Delay, s/veh	9.6			7.4	28.7			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		57.0		13.0	10.9	46.1		
Change Period (Y+Rc), s		7.0		5.0	* 5.7	* 7		
Max Green Setting (Gmax), s		46.4		11.6	* 8.7	* 34		
Max Q Clear Time (g_c+I1), s		22.3		3.7	2.7	11.9		
Green Ext Time (p_c), s		10.4		0.1	0.0	9.9		
Intersection Summary								
HCM 2010 Ctrl Delay			9.2					
HCM 2010 LOS			A					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Intersection

Int Delay, s/veh 4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	38	450	953	193	68	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	474	1003	203	72	34

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1206	0	1659
Stage 1	-	-	1105
Stage 2	-	-	554
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	579	-	107
Stage 1	-	-	317
Stage 2	-	-	575
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	579	-	97
Mov Cap-2 Maneuver	-	-	97
Stage 1	-	-	317
Stage 2	-	-	521

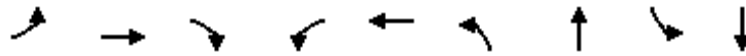
Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	80.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	579	-	-	-	97	256
HCM Lane V/C Ratio	0.069	-	-	-	0.738	0.132
HCM Control Delay (s)	11.7	0	-	-	108.9	21.2
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	3.8	0.4

Timings

7: CR 510/ 85th Street & 66th Ave

1/26/2017

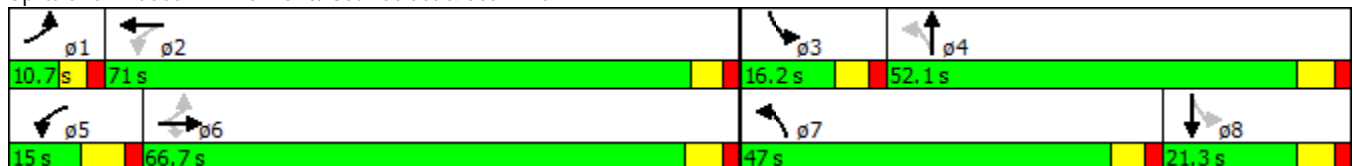


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	21	220	236	95	554	490	350	82	190
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	10.7	22.0	22.0	12.0	22.0	10.7	21.3	10.7	21.3
Total Split (s)	10.7	66.7	66.7	15.0	71.0	47.0	52.1	16.2	21.3
Total Split (%)	7.1%	44.5%	44.5%	10.0%	47.3%	31.3%	34.7%	10.8%	14.2%
Yellow Time (s)	3.2	4.3	4.3	5.0	3.6	3.7	4.3	3.7	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	6.3	6.3	7.0	5.6	5.7	6.3	5.7	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	60.4	53.8	53.8	66.4	63.2	61.5	46.1	24.7	15.1
Actuated g/C Ratio	0.42	0.38	0.38	0.47	0.44	0.43	0.32	0.17	0.11
v/c Ratio	0.18	0.33	0.33	0.21	0.96	0.87	0.41	0.41	0.63
Control Delay	22.3	32.7	4.4	21.6	62.1	50.1	38.1	37.0	67.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	32.7	4.4	21.6	62.1	50.1	38.1	37.0	67.6
LOS	C	C	A	C	E	D	D	D	E
Approach Delay		18.3			57.5		44.4		59.4
Approach LOS		B			E		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 142.2
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 45.6
 Intersection LOS: D
 Intersection Capacity Utilization 103.0%
 ICU Level of Service G
 Analysis Period (min) 15
 Description: CR510/66 th Ave

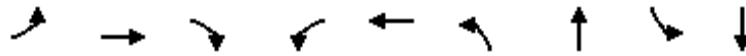
Splits and Phases: 7: CR 510/ 85th Street & 66th Ave



Queues

7: CR 510/ 85th Street & 66th Ave

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	22	232	248	100	775	516	465	86	238
v/c Ratio	0.18	0.33	0.33	0.21	0.96	0.87	0.41	0.41	0.63
Control Delay	22.3	32.7	4.4	21.6	62.1	50.1	38.1	37.0	67.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.3	32.7	4.4	21.6	62.1	50.1	38.1	37.0	67.6
Queue Length 50th (ft)	10	154	0	51	730	412	182	51	114
Queue Length 95th (ft)	26	224	55	86	#1017	#597	237	89	163
Internal Link Dist (ft)		2586			5246		667		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	120	796	818	470	837	606	1140	231	377
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.29	0.30	0.21	0.93	0.85	0.41	0.37	0.63

Intersection Summary






















Description: CR510/66 th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
7: CR 510/ 85th Street & 66th Ave

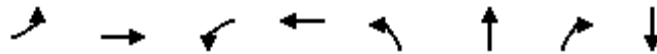
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	220	236	95	554	182	490	350	92	82	190	36
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	22	232	0	100	583	192	516	368	97	86	200	38
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	763	649	503	600	198	568	878	229	241	302	56
Arrive On Green	0.02	0.41	0.00	0.05	0.45	0.45	0.27	0.32	0.32	0.06	0.10	0.10
Sat Flow, veh/h	1774	1863	1583	1774	1343	442	1774	2780	724	1774	2978	556
Grp Volume(v), veh/h	22	232	0	100	0	775	516	233	232	86	117	121
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1785	1774	1770	1735	1774	1770	1765
Q Serve(g_s), s	1.0	12.2	0.0	4.7	0.0	61.7	36.7	15.1	15.4	6.2	9.3	9.6
Cycle Q Clear(g_c), s	1.0	12.2	0.0	4.7	0.0	61.7	36.7	15.1	15.4	6.2	9.3	9.6
Prop In Lane	1.00		1.00	1.00		0.25	1.00		0.42	1.00		0.31
Lane Grp Cap(c), veh/h	101	763	649	503	0	798	568	559	548	241	179	179
V/C Ratio(X)	0.22	0.30	0.00	0.20	0.00	0.97	0.91	0.42	0.42	0.36	0.65	0.67
Avail Cap(c_a), veh/h	132	774	658	520	0	803	594	559	548	271	183	182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	29.0	0.0	23.2	0.0	39.3	39.6	39.2	39.3	54.4	62.9	63.0
Incr Delay (d2), s/veh	1.1	1.0	0.0	0.2	0.0	24.8	17.5	0.7	0.7	0.9	9.1	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	6.5	0.0	2.3	0.0	35.9	20.7	7.5	7.5	3.1	5.0	5.2
LnGrp Delay(d),s/veh	36.2	30.0	0.0	23.4	0.0	64.1	57.1	39.9	40.0	55.3	71.9	73.4
LnGrp LOS	D	C		C		E	E	D	D	E	E	E
Approach Vol, veh/h		254			875			981			324	
Approach Delay, s/veh		30.5			59.4			49.0			68.0	
Approach LOS		C			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.1	71.3	13.7	52.2	13.6	65.9	44.9	21.0				
Change Period (Y+Rc), s	* 5.2	* 6.3	* 5.7	6.3	7.0	6.3	* 5.7	6.3				
Max Green Setting (Gmax), s	* 5.5	* 65	* 11	45.8	8.0	60.4	* 41	15.0				
Max Q Clear Time (g_c+I1), s	3.0	63.7	8.2	17.4	6.7	14.2	38.7	11.6				
Green Ext Time (p_c), s	0.0	1.3	0.0	5.9	0.0	17.5	0.5	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			53.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: CR 510/ 85th Street & 58th Ave

1/26/2017

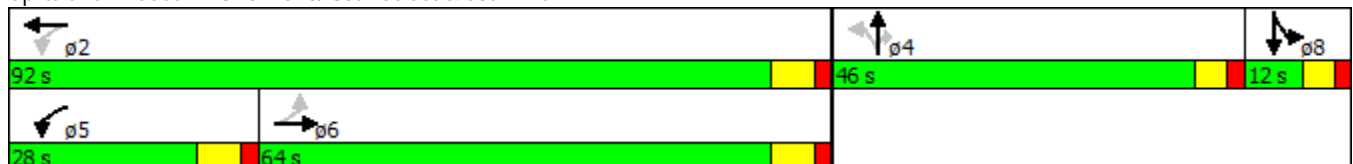


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	2	273	201	680	189	6	183	5
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.4	24.4	22.2	22.4	12.0	12.0	12.0	11.7
Total Split (s)	64.0	64.0	28.0	92.0	46.0	46.0	46.0	12.0
Total Split (%)	42.7%	42.7%	18.7%	61.3%	30.7%	30.7%	30.7%	8.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	27.6	27.6	50.6	50.6		23.5	23.5	7.1
Actuated g/C Ratio	0.29	0.29	0.54	0.54		0.25	0.25	0.08
v/c Ratio	0.01	0.73	0.45	0.72		0.68	0.36	0.23
Control Delay	29.5	39.8	17.1	24.0		47.2	6.9	50.3
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	29.5	39.8	17.1	24.0		47.2	6.9	50.3
LOS	C	D	B	C		D	A	D
Approach Delay		39.7		22.4		27.7		50.3
Approach LOS		D		C		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 94.1
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 28.0
 Intersection LOS: C
 Intersection Capacity Utilization 80.3%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/58th Ave

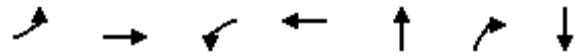
Splits and Phases: 8: CR 510/ 85th Street & 58th Ave



Queues

8: CR 510/ 85th Street & 58th Ave

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	2	388	212	724	205	193	31
v/c Ratio	0.01	0.73	0.45	0.72	0.68	0.36	0.23
Control Delay	29.5	39.8	17.1	24.0	47.2	6.9	50.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	39.8	17.1	24.0	47.2	6.9	50.3
Queue Length 50th (ft)	1	211	70	342	117	0	15
Queue Length 95th (ft)	8	400	149	647	242	57	57
Internal Link Dist (ft)		5246		872	1811		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	471	1203	575	1584	576	852	137
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.32	0.37	0.46	0.36	0.23	0.23





















Intersection Summary

Description: CR510/58th Ave

HCM 2010 Signalized Intersection Summary

8: CR 510/ 85th Street & 58th Ave

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	273	96	201	680	8	189	6	183	19	5	6
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	2	287	101	212	716	8	199	6	193	20	5	6
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	287	475	167	456	1017	11	304	9	279	42	11	13
Arrive On Green	0.36	0.36	0.36	0.10	0.55	0.55	0.18	0.18	0.18	0.04	0.04	0.04
Sat Flow, veh/h	727	1317	464	1774	1839	21	1725	52	1583	1127	282	338
Grp Volume(v), veh/h	2	0	388	212	0	724	205	0	193	31	0	0
Grp Sat Flow(s),veh/h/ln	727	0	1781	1774	0	1859	1777	0	1583	1747	0	0
Q Serve(g_s), s	0.2	0.0	13.9	5.4	0.0	22.3	8.4	0.0	8.9	1.4	0.0	0.0
Cycle Q Clear(g_c), s	7.4	0.0	13.9	5.4	0.0	22.3	8.4	0.0	8.9	1.4	0.0	0.0
Prop In Lane	1.00		0.26	1.00		0.01	0.97		1.00	0.65		0.19
Lane Grp Cap(c), veh/h	287	0	642	456	0	1029	313	0	279	66	0	0
V/C Ratio(X)	0.01	0.00	0.60	0.46	0.00	0.70	0.65	0.00	0.69	0.47	0.00	0.00
Avail Cap(c_a), veh/h	555	0	1298	750	0	2021	918	0	818	143	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	21.0	0.0	20.4	13.6	0.0	12.8	30.0	0.0	30.2	36.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	1.1	0.0	1.3	3.3	0.0	4.3	7.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	7.0	2.7	0.0	11.6	4.4	0.0	4.2	0.8	0.0	0.0
LnGrp Delay(d),s/veh	21.0	0.0	21.7	14.7	0.0	14.0	33.3	0.0	34.5	44.2	0.0	0.0
LnGrp LOS	C		C	B		B	C		C	D		
Approach Vol, veh/h		390			936			398			31	
Approach Delay, s/veh		21.7			14.2			33.9			44.2	
Approach LOS		C			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		50.3		19.4	15.1	35.2		8.5				
Change Period (Y+Rc), s		7.0		5.6	7.0	7.0		5.6				
Max Green Setting (Gmax), s		85.0		40.4	21.0	57.0		6.4				
Max Q Clear Time (g_c+I1), s		24.3		10.9	7.4	15.9		3.4				
Green Ext Time (p_c), s		13.2		2.8	0.7	12.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			20.9									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	37	390	29	907	47	116	24	46
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	21.6	21.6	9.5	21.6
Total Split (s)	68.6	68.6	68.6	68.6	21.8	21.8	9.6	31.4
Total Split (%)	68.6%	68.6%	68.6%	68.6%	21.8%	21.8%	9.6%	31.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.6	5.6	5.5	5.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	Max	Max	None	None	None	None	None	None
Act Effect Green (s)	64.8	64.8	64.8	64.8	12.5	12.5	16.2	16.1
Actuated g/C Ratio	0.69	0.69	0.69	0.69	0.13	0.13	0.17	0.17
v/c Ratio	0.22	0.34	0.05	0.79	0.28	0.64	0.15	0.25
Control Delay	11.4	7.8	6.9	18.0	40.4	47.1	31.3	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	7.8	6.9	18.0	40.4	47.1	31.3	21.1
LOS	B	A	A	B	D	D	C	C
Approach Delay		8.1		17.6		45.5		23.5
Approach LOS		A		B		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 93.5	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.79	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 77.8%	ICU Level of Service D
Analysis Period (min) 15	

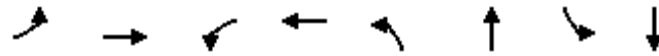
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	39	430	31	1014	49	160	25	82
v/c Ratio	0.22	0.34	0.05	0.79	0.28	0.64	0.15	0.25
Control Delay	11.4	7.8	6.9	18.0	40.4	47.1	31.3	21.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.4	7.8	6.9	18.0	40.4	47.1	31.3	21.1
Queue Length 50th (ft)	6	73	4	293	24	76	12	23
Queue Length 95th (ft)	32	185	19	#834	62	153	33	61
Internal Link Dist (ft)		3985		7825		1533		854
Turn Bay Length (ft)	240		240		240		240	
Base Capacity (vph)	179	1283	629	1280	228	323	164	508
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.34	0.05	0.79	0.21	0.50	0.15	0.16






















Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

9: 82nd Ave & CR 510/ 85th Street

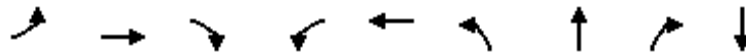
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	37	390	18	29	907	56	47	116	36	24	46	32
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	39	411	19	31	955	59	49	122	38	25	48	34
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	222	1179	54	618	1158	72	231	159	49	150	200	141
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.12	0.12	0.12	0.02	0.20	0.20
Sat Flow, veh/h	554	1767	82	954	1737	107	1311	1363	425	1774	1016	720
Grp Volume(v), veh/h	39	0	430	31	0	1014	49	0	160	25	0	82
Grp Sat Flow(s),veh/h/ln	554	0	1848	954	0	1844	1311	0	1788	1774	0	1736
Q Serve(g_s), s	5.2	0.0	9.3	1.3	0.0	37.6	3.2	0.0	8.0	1.1	0.0	3.7
Cycle Q Clear(g_c), s	42.7	0.0	9.3	10.7	0.0	37.6	3.2	0.0	8.0	1.1	0.0	3.7
Prop In Lane	1.00		0.04	1.00		0.06	1.00		0.24	1.00		0.41
Lane Grp Cap(c), veh/h	222	0	1233	618	0	1230	231	0	208	150	0	341
V/C Ratio(X)	0.18	0.00	0.35	0.05	0.00	0.82	0.21	0.00	0.77	0.17	0.00	0.24
Avail Cap(c_a), veh/h	222	0	1233	618	0	1230	308	0	314	193	0	485
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.2	0.0	6.7	9.0	0.0	11.4	37.4	0.0	39.6	33.7	0.0	31.3
Incr Delay (d2), s/veh	1.7	0.0	0.8	0.0	0.0	4.7	0.5	0.0	6.3	0.5	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	4.9	0.4	0.0	20.5	1.2	0.0	4.3	0.6	0.0	1.8
LnGrp Delay(d),s/veh	28.9	0.0	7.4	9.0	0.0	16.1	37.9	0.0	45.9	34.2	0.0	31.7
LnGrp LOS	C		A	A		B	D		D	C		C
Approach Vol, veh/h		469			1045			209				107
Approach Delay, s/veh		9.2			15.9			44.0				32.3
Approach LOS		A			B			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		68.6	7.4	16.3		68.6		23.7				
Change Period (Y+Rc), s		7.0	5.5	5.6		7.0		5.6				
Max Green Setting (Gmax), s		61.6	4.1	16.2		61.6		25.8				
Max Q Clear Time (g_c+I1), s		44.7	3.1	10.0		39.6		5.7				
Green Ext Time (p_c), s		9.2	0.0	0.7		10.7		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			18.3									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

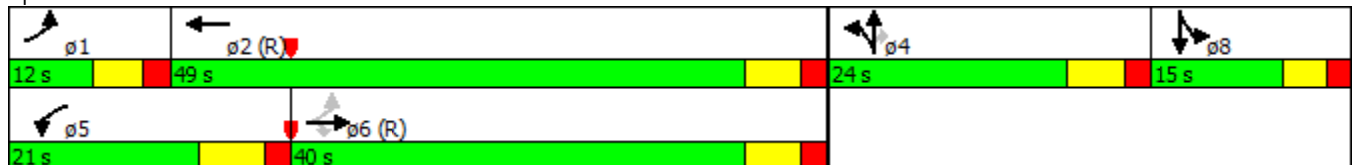


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	13	568	580	320	663	330	27	216	44
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	40.0	40.0	21.0	49.0	24.0	24.0	24.0	15.0
Total Split (%)	12.0%	40.0%	40.0%	21.0%	49.0%	24.0%	24.0%	24.0%	15.0%
Yellow Time (s)	3.7	4.3	4.3	4.8	4.3	4.3	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.7	6.3	6.3	6.8	6.3	6.3	6.3	6.3	5.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	44.4	38.0	38.0	14.1	56.5	16.2	16.2	16.2	9.6
Actuated g/C Ratio	0.44	0.38	0.38	0.14	0.56	0.16	0.16	0.16	0.10
v/c Ratio	0.04	0.45	0.62	0.70	0.37	0.69	0.69	0.51	0.58
Control Delay	11.8	26.3	5.3	49.2	14.6	52.8	52.5	9.1	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	26.3	5.3	49.2	14.6	52.8	52.5	9.1	52.1
LOS	B	C	A	D	B	D	D	A	D
Approach Delay		15.6			25.5		36.2		52.1
Approach LOS		B			C		D		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 24.5
 Intersection LOS: C
 Intersection Capacity Utilization 65.8%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

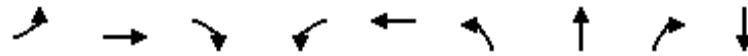
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	14	598	611	337	733	187	188	227	104
v/c Ratio	0.04	0.45	0.62	0.70	0.37	0.69	0.69	0.51	0.58
Control Delay	11.8	26.3	5.3	49.2	14.6	52.8	52.5	9.1	52.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	26.3	5.3	49.2	14.6	52.8	52.5	9.1	52.1
Queue Length 50th (ft)	4	168	0	104	138	116	117	0	57
Queue Length 95th (ft)	13	211	80	154	225	195	195	62	#115
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255			325		170			
Base Capacity (vph)	379	1375	988	499	1986	301	304	471	189
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.43	0.62	0.68	0.37	0.62	0.62	0.48	0.55

Intersection Summary






















Description: CR-510 at CR-512

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	568	580	320	663	33	330	27	216	35	44	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	14	598	611	337	698	35	367	0	227	37	46	21
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	1394	624	413	1745	87	588	0	262	47	58	27
Arrive On Green	0.02	0.39	0.39	0.12	0.51	0.51	0.17	0.00	0.17	0.07	0.07	0.07
Sat Flow, veh/h	1774	3539	1583	3442	3430	172	3548	0	1583	629	782	357
Grp Volume(v), veh/h	14	598	611	337	360	373	367	0	227	104	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1832	1774	0	1583	1768	0	0
Q Serve(g_s), s	0.5	12.3	38.1	9.6	12.5	12.6	9.6	0.0	14.0	5.8	0.0	0.0
Cycle Q Clear(g_c), s	0.5	12.3	38.1	9.6	12.5	12.6	9.6	0.0	14.0	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	0.36		0.20
Lane Grp Cap(c), veh/h	377	1394	624	413	900	932	588	0	262	132	0	0
V/C Ratio(X)	0.04	0.43	0.98	0.82	0.40	0.40	0.62	0.00	0.87	0.79	0.00	0.00
Avail Cap(c_a), veh/h	460	1394	624	489	900	932	628	0	280	173	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.6	22.1	29.9	42.9	15.1	15.1	38.8	0.0	40.6	45.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	31.4	9.8	1.3	1.3	2.1	0.0	23.5	19.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.2	22.1	5.1	6.4	6.7	4.9	0.0	7.8	3.5	0.0	0.0
LnGrp Delay(d),s/veh	17.6	23.1	61.3	52.7	16.5	16.4	41.0	0.0	64.1	64.6	0.0	0.0
LnGrp LOS	B	C	E	D	B	B	D		E	E		
Approach Vol, veh/h		1223			1070			594			104	
Approach Delay, s/veh		42.1			27.9			49.8			64.6	
Approach LOS		D			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.3	57.2		22.9	18.8	45.7		12.6				
Change Period (Y+Rc), s	* 5.7	6.3		6.3	6.8	6.3		5.2				
Max Green Setting (Gmax), s	* 6.3	42.7		17.7	14.2	33.7		9.8				
Max Q Clear Time (g_c+I1), s	2.5	14.6		16.0	11.6	40.1		7.8				
Green Ext Time (p_c), s	0.0	17.8		0.6	0.5	0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			39.3									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017

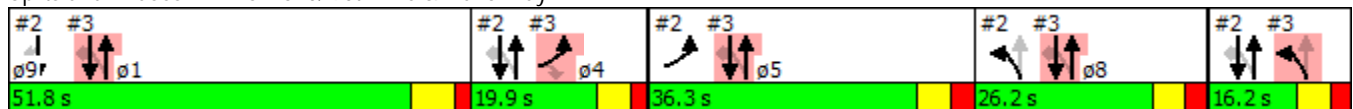


Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	21	34	559	1012	39			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.2				41.8	11.9	10.3
Total Split (s)	36.3	26.2				51.8	19.9	16.2
Total Split (%)	24.1%	17.4%				34%	13%	11%
Yellow Time (s)	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.6	2.5				2.0	2.2	2.5
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.3	6.2						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effect Green (s)	29.8	41.7	48.5	81.1	81.1			
Actuated g/C Ratio	0.20	0.28	0.33	0.55	0.55			
v/c Ratio	0.19	0.14	0.97	1.05	0.05			
Control Delay	21.3	23.2	60.8	74.0	9.4			
Queue Delay	0.0	0.0	0.0	3.0	0.0			
Total Delay	21.3	23.2	60.8	77.1	9.4			
LOS	C	C	E	E	A			
Approach Delay	21.3		58.6	74.6				
Approach LOS	C		E	E				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 148.3
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 67.0
 Intersection LOS: E
 Intersection Capacity Utilization 69.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	69	36	588	1065	41
v/c Ratio	0.19	0.14	0.97	1.05	0.05
Control Delay	21.3	23.2	60.8	74.0	9.4
Queue Delay	0.0	0.0	0.0	3.0	0.0
Total Delay	21.3	23.2	60.8	77.1	9.4
Queue Length 50th (ft)	18	17	398	~1145	8
Queue Length 95th (ft)	62	m31	m#590	#1409	28
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	374	288	609	1019	875
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	8	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.18	0.13	0.97	1.05	0.05

Intersection Summary

Description: CR-510/Mako Way

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	21	45	34	559	1012	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.3		6.2	5.9	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1665		1770	1863	1863	1583
Flt Permitted	0.98		0.17	1.00	1.00	1.00
Satd. Flow (perm)	1665		310	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	22	47	36	588	1065	41
RTOR Reduction (vph)	38	0	0	0	0	11
Lane Group Flow (vph)	31	0	36	588	1065	30
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	29.8		42.0	42.0	82.0	82.0
Effective Green, g (s)	29.8		42.0	42.0	75.8	75.8
Actuated g/C Ratio	0.20		0.28	0.28	0.51	0.51
Clearance Time (s)	6.3		6.2			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	334		265	527	952	809
v/s Ratio Prot	c0.02		0.02	c0.18	c0.57	
v/s Ratio Perm			0.02	0.14		0.02
v/c Ratio	0.09		0.14	1.12	1.12	0.04
Uniform Delay, d1	48.2		54.8	53.1	36.2	18.0
Progression Factor	1.00		1.03	0.93	1.00	1.00
Incremental Delay, d2	0.2		0.2	73.1	67.5	0.0
Delay (s)	48.4		56.7	122.4	103.7	18.1
Level of Service	D		E	F	F	B
Approach Delay (s)	48.4			118.6	100.5	
Approach LOS	D			F	F	

Intersection Summary

HCM 2000 Control Delay	104.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	148.2	Sum of lost time (s)	31.4
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017

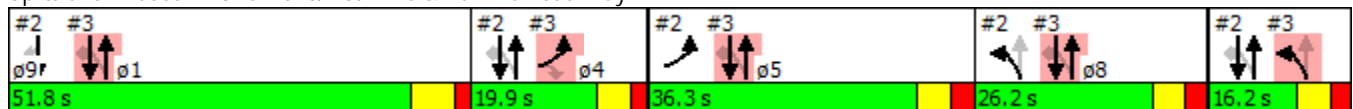


Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	148	161	253	458	801	279			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.3				41.8	12.3	10.2
Total Split (s)	19.9	19.9	16.2				51.8	36.3	26.2
Total Split (%)	13.2%	13.2%	10.8%				34%	24%	17%
Yellow Time (s)	3.7	3.7	3.7				4.8	3.7	3.7
All-Red Time (s)	2.2	2.2	2.5				2.0	2.6	2.5
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.9	5.9	6.2						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	14.0	14.0	109.8	121.6	98.6	98.6			
Actuated g/C Ratio	0.09	0.09	0.74	0.82	0.66	0.66			
v/c Ratio	0.94	0.56	0.74	0.32	0.68	0.26			
Control Delay	120.8	16.2	25.5	3.8	11.5	2.7			
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0			
Total Delay	120.8	16.2	25.5	3.8	11.6	2.7			
LOS	F	B	C	A	B	A			
Approach Delay	66.4			11.5	9.3				
Approach LOS	E			B	A				

Intersection Summary

Cycle Length: 150.4
 Actuated Cycle Length: 148.3
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.05
 Intersection Signal Delay: 18.5
 Intersection LOS: B
 Intersection Capacity Utilization 80.1%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	156	169	266	482	843	294
v/c Ratio	0.94	0.56	0.74	0.32	0.68	0.26
Control Delay	120.8	16.2	25.5	3.8	11.5	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay	120.8	16.2	25.5	3.8	11.6	2.7
Queue Length 50th (ft)	155	0	44	94	343	42
Queue Length 95th (ft)	#302	75	102	125	m338	m40
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	166	302	358	1502	1247	1151
Starvation Cap Reductn	0	0	0	0	43	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.56	0.74	0.32	0.70	0.26

Intersection Summary

Description: CR510/Hammerhead Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	148	161	253	458	801	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	5.9	6.2	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.19	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	356	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	156	169	266	482	843	294
RTOR Reduction (vph)	0	153	0	0	0	104
Lane Group Flow (vph)	156	16	266	482	843	190
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	14.0	14.0	109.1	109.1	99.1	99.1
Effective Green, g (s)	14.0	14.0	102.8	102.8	92.8	92.8
Actuated g/C Ratio	0.09	0.09	0.69	0.69	0.63	0.63
Clearance Time (s)	5.9	5.9	6.2			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	167	149	342	1292	1166	991
v/s Ratio Prot	c0.09		c0.05	0.23	0.45	
v/s Ratio Perm		0.01	c0.49	0.03		0.12
v/c Ratio	0.93	0.11	0.78	0.37	0.72	0.19
Uniform Delay, d1	66.6	61.4	41.0	9.4	18.9	11.8
Progression Factor	1.00	1.00	1.00	1.00	1.36	4.25
Incremental Delay, d2	50.8	0.4	10.6	0.2	0.6	0.0
Delay (s)	117.4	61.8	51.7	9.6	26.3	50.1
Level of Service	F	E	D	A	C	D
Approach Delay (s)	88.5			24.6	32.5	
Approach LOS	F			C	C	

Intersection Summary

HCM 2000 Control Delay	38.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	148.2	Sum of lost time (s)	31.4
Intersection Capacity Utilization	80.1%	ICU Level of Service	D
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	273	326	121	438	811
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	4.4	20.0	20.0
Minimum Split (s)	12.2	12.2	10.7	26.8	26.8
Total Split (s)	26.0	26.0	12.0	82.7	70.7
Total Split (%)	23.9%	23.9%	11.0%	76.1%	65.0%
Yellow Time (s)	3.7	3.7	3.7	4.8	4.8
All-Red Time (s)	2.5	2.5	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	5.7	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	19.2	19.2	74.3	73.2	61.2
Actuated g/C Ratio	0.18	0.18	0.70	0.69	0.58
v/c Ratio	0.89	0.70	0.71	0.36	0.95
Control Delay	72.8	21.2	39.1	7.5	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	21.2	39.1	7.5	39.9
LOS	E	C	D	A	D
Approach Delay	44.7			14.3	39.9
Approach LOS	D			B	D

Intersection Summary

Cycle Length: 108.7

Actuated Cycle Length: 105.5

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.95

Intersection Signal Delay: 34.5

Intersection LOS: C

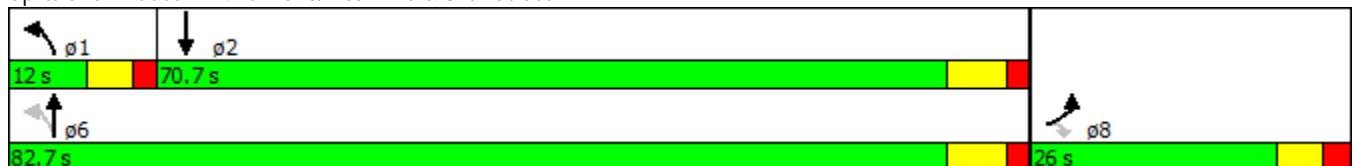
Intersection Capacity Utilization 89.3%

ICU Level of Service E

Analysis Period (min) 15

Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	287	343	127	461	1014
v/c Ratio	0.89	0.70	0.71	0.36	0.95
Control Delay	72.8	21.2	39.1	7.5	39.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	21.2	39.1	7.5	39.9
Queue Length 50th (ft)	197	60	32	114	605
Queue Length 95th (ft)	#350	166	#125	164	#936
Internal Link Dist (ft)	1805			2394	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	333	496	178	1344	1114
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.86	0.69	0.71	0.34	0.91

Intersection Summary

Description: CR510/ 87th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

1/26/2017

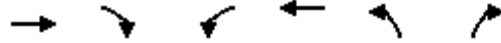


Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	273	326	121	438	811	152		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	287	343	127	461	854	160		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	331	296	188	1286	904	169		
Arrive On Green	0.19	0.19	0.04	0.69	0.59	0.59		
Sat Flow, veh/h	1774	1583	1774	1863	1526	286		
Grp Volume(v), veh/h	287	343	127	461	0	1014		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1812		
Q Serve(g_s), s	16.6	19.8	2.8	10.8	0.0	54.9		
Cycle Q Clear(g_c), s	16.6	19.8	2.8	10.8	0.0	54.9		
Prop In Lane	1.00	1.00	1.00			0.16		
Lane Grp Cap(c), veh/h	331	296	188	1286	0	1073		
V/C Ratio(X)	0.87	1.16	0.68	0.36	0.00	0.95		
Avail Cap(c_a), veh/h	331	296	214	1334	0	1093		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	41.8	43.1	25.3	6.7	0.0	20.0		
Incr Delay (d2), s/veh	21.1	102.7	6.9	0.2	0.0	15.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	10.1	17.1	2.6	5.6	0.0	32.0		
LnGrp Delay(d),s/veh	62.9	145.8	32.2	7.0	0.0	35.9		
LnGrp LOS	E	F	C	A		D		
Approach Vol, veh/h	630			588	1014			
Approach Delay, s/veh	108.0			12.4	35.9			
Approach LOS	F			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	10.4	69.5				80.0		26.0
Change Period (Y+Rc), s	* 5.7	6.8				6.8		6.2
Max Green Setting (Gmax), s	* 6.3	63.9				75.9		19.8
Max Q Clear Time (g_c+I1), s	4.8	56.9				12.8		21.8
Green Ext Time (p_c), s	0.0	5.8				28.5		0.0
Intersection Summary								
HCM 2010 Ctrl Delay			50.1					
HCM 2010 LOS			D					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

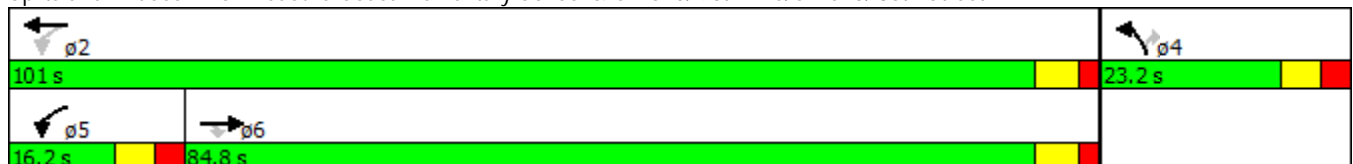


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Volume (vph)	996	260	157	439	172	209
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	29.1	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	36.1	16.6	16.6
Total Split (s)	84.8	84.8	16.2	101.0	23.2	23.2
Total Split (%)	68.3%	68.3%	13.0%	81.3%	18.7%	18.7%
Yellow Time (s)	4.0	4.0	3.7	4.0	3.7	3.7
All-Red Time (s)	2.2	2.2	2.7	2.1	2.9	2.9
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.2	6.2	6.4	6.1	6.6	6.6
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	68.4	68.4	84.5	84.8	14.9	14.9
Actuated g/C Ratio	0.61	0.61	0.75	0.75	0.13	0.13
v/c Ratio	0.93	0.26	0.76	0.33	0.78	0.55
Control Delay	34.5	2.7	48.5	5.3	72.3	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	2.7	48.5	5.3	72.3	12.0
LOS	C	A	D	A	E	B
Approach Delay	27.9			16.7	39.2	
Approach LOS	C			B	D	

Intersection Summary

Cycle Length: 124.2
 Actuated Cycle Length: 112.7
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.93
 Intersection Signal Delay: 26.8
 Intersection LOS: C
 Intersection Capacity Utilization 86.6%
 ICU Level of Service E
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1048	274	165	462	181	220
v/c Ratio	0.93	0.26	0.76	0.33	0.78	0.55
Control Delay	34.5	2.7	48.5	5.3	72.3	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	2.7	48.5	5.3	72.3	12.0
Queue Length 50th (ft)	660	13	73	100	142	0
Queue Length 95th (ft)	#1023	46	#189	139	#253	73
Internal Link Dist (ft)	2394			3985	1596	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	1331	1195	223	1555	267	425
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.23	0.74	0.30	0.68	0.52

Intersection Summary

Description: CR510/ Treasure Coast Elem.

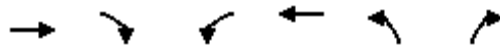
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	996	260	157	439	172	209		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1048	274	165	462	181	220		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1151	979	239	1385	257	229		
Arrive On Green	0.62	0.62	0.07	0.74	0.14	0.14		
Sat Flow, veh/h	1863	1583	1774	1863	1774	1583		
Grp Volume(v), veh/h	1048	274	165	462	181	220		
Grp Sat Flow(s),veh/h/ln	1863	1583	1774	1863	1774	1583		
Q Serve(g_s), s	56.3	9.2	3.5	9.7	11.1	15.8		
Cycle Q Clear(g_c), s	56.3	9.2	3.5	9.7	11.1	15.8		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1151	979	239	1385	257	229		
V/C Ratio(X)	0.91	0.28	0.69	0.33	0.70	0.96		
Avail Cap(c_a), veh/h	1278	1086	267	1543	257	229		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	19.1	10.1	26.3	5.0	46.7	48.7		
Incr Delay (d2), s/veh	9.3	0.2	6.5	0.1	8.4	47.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	31.5	4.0	3.7	4.9	6.1	16.0		
LnGrp Delay(d),s/veh	28.4	10.3	32.8	5.2	55.1	96.5		
LnGrp LOS	C	B	C	A	E	F		
Approach Vol, veh/h	1322			627	401			
Approach Delay, s/veh	24.6			12.4	77.8			
Approach LOS	C			B	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		91.4		23.2	14.4	77.0		
Change Period (Y+Rc), s		* 6.2		* 6.6	6.4	* 6.2		
Max Green Setting (Gmax), s		* 95		* 17	9.8	* 79		
Max Q Clear Time (g_c+I1), s		11.7		17.8	5.5	58.3		
Green Ext Time (p_c), s		22.2		0.0	0.1	12.5		
Intersection Summary								
HCM 2010 Ctrl Delay			30.4					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 TWSC
6: CR 510/ 85th Street & Power Line Rd

1/26/2017

Intersection

Int Delay, s/veh 128.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	49	1180	522	97	201	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	1242	549	102	212	56

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	652	0	1946
Stage 1	-	-	601
Stage 2	-	-	1345
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	935	-	~ 71
Stage 1	-	-	547
Stage 2	-	-	243
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	935	-	~ 58
Mov Cap-2 Maneuver	-	-	~ 58
Stage 1	-	-	547
Stage 2	-	-	~ 200

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	\$ 1062.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	935	-	-	-	58	500
HCM Lane V/C Ratio	0.055	-	-	-	3.648	0.112
HCM Control Delay (s)	9.1	0	-	\$ 1338.8	13.1	
HCM Lane LOS	A	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	22.7	0.4

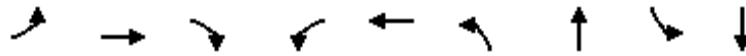
Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

7: CR 510/ 85th Street & 66th Ave

1/26/2017

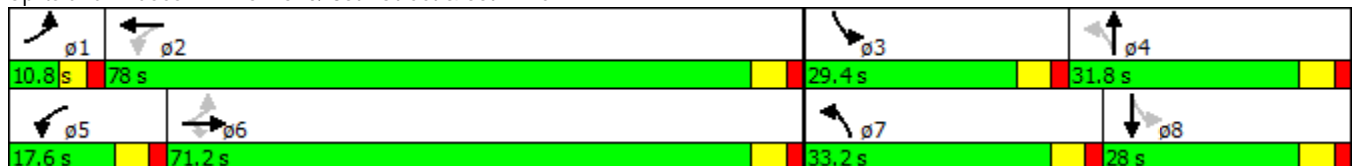


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	52	649	651	163	285	294	177	236	403
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	14.7	14.7	3.7	15.0	5.0	15.0	5.0	14.7
Minimum Split (s)	10.7	21.0	21.0	10.7	21.0	10.7	27.0	10.7	21.0
Total Split (s)	10.8	71.2	71.2	17.6	78.0	33.2	31.8	29.4	28.0
Total Split (%)	7.2%	47.5%	47.5%	11.7%	52.0%	22.1%	21.2%	19.6%	18.7%
Yellow Time (s)	3.2	4.0	4.0	3.7	4.0	3.7	4.0	3.7	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	6.0	6.0	5.7	6.0	5.7	6.0	5.7	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	71.5	65.1	65.1	83.0	74.2	52.3	27.1	41.9	21.7
Actuated g/C Ratio	0.48	0.44	0.44	0.56	0.50	0.35	0.18	0.28	0.15
v/c Ratio	0.12	0.83	0.69	0.68	0.42	0.87	0.48	0.65	0.91
Control Delay	16.2	47.2	10.9	31.5	25.2	65.4	37.5	44.5	83.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	47.2	10.9	31.5	25.2	65.4	37.5	44.5	83.5
LOS	B	D	B	C	C	E	D	D	F
Approach Delay		28.5			27.1		50.9		70.0
Approach LOS		C			C		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 147.5
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 41.5
 Intersection LOS: D
 Intersection Capacity Utilization 91.5%
 ICU Level of Service F
 Analysis Period (min) 15
 Description: CR510/66 th Ave

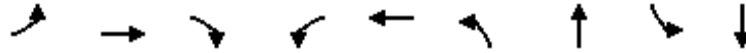
Splits and Phases: 7: CR 510/ 85th Street & 66th Ave



Queues

7: CR 510/ 85th Street & 66th Ave

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	55	683	685	172	385	309	335	248	469
v/c Ratio	0.12	0.83	0.69	0.68	0.42	0.87	0.48	0.65	0.91
Control Delay	16.2	47.2	10.9	31.5	25.2	65.4	37.5	44.5	83.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	47.2	10.9	31.5	25.2	65.4	37.5	44.5	83.5
Queue Length 50th (ft)	24	590	110	81	236	238	99	177	238
Queue Length 95th (ft)	46	776	262	#136	326	#397	155	257	#341
Internal Link Dist (ft)		2586			5246		667		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	469	823	996	253	912	376	702	424	525
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.83	0.69	0.68	0.42	0.82	0.48	0.58	0.89

Intersection Summary






















Description: CR510/66 th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
7: CR 510/ 85th Street & 66th Ave

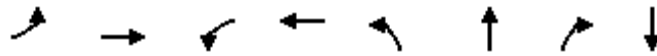
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	52	649	651	163	285	81	294	177	142	236	403	43
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	55	683	0	172	300	85	309	186	149	248	424	45
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	449	827	703	264	674	191	364	351	266	383	497	52
Arrive On Green	0.03	0.44	0.00	0.07	0.48	0.48	0.16	0.18	0.18	0.13	0.15	0.15
Sat Flow, veh/h	1774	1863	1583	1774	1397	396	1774	1921	1455	1774	3231	341
Grp Volume(v), veh/h	55	683	0	172	0	385	309	171	164	248	231	238
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1793	1774	1770	1606	1774	1770	1803
Q Serve(g_s), s	2.3	43.5	0.0	6.9	0.0	19.1	19.5	11.8	12.6	15.7	17.2	17.4
Cycle Q Clear(g_c), s	2.3	43.5	0.0	6.9	0.0	19.1	19.5	11.8	12.6	15.7	17.2	17.4
Prop In Lane	1.00		1.00	1.00		0.22	1.00		0.91	1.00		0.19
Lane Grp Cap(c), veh/h	449	827	703	264	0	865	364	323	294	383	272	277
V/C Ratio(X)	0.12	0.83	0.00	0.65	0.00	0.45	0.85	0.53	0.56	0.65	0.85	0.86
Avail Cap(c_a), veh/h	466	898	764	302	0	955	437	338	306	457	288	293
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	33.0	0.0	26.8	0.0	23.1	39.6	50.0	50.3	40.3	55.7	55.8
Incr Delay (d2), s/veh	0.1	9.2	0.0	4.0	0.0	0.5	12.6	1.9	2.8	2.4	20.8	21.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	24.5	0.0	3.7	0.0	9.5	10.7	6.0	5.8	7.9	10.0	10.3
LnGrp Delay(d),s/veh	20.0	42.2	0.0	30.9	0.0	23.6	52.2	51.9	53.1	42.7	76.5	77.3
LnGrp LOS	C	D		C		C	D	D	D	D	E	E
Approach Vol, veh/h		738			557			644			717	
Approach Delay, s/veh		40.6			25.8			52.3			65.1	
Approach LOS		D			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	71.2	23.7	30.7	14.7	66.0	27.6	26.8				
Change Period (Y+Rc), s	* 5.2	6.0	* 5.7	6.0	* 5.7	6.0	* 5.7	6.0				
Max Green Setting (Gmax), s	* 5.6	72.0	* 24	25.8	* 12	65.2	* 28	22.0				
Max Q Clear Time (g_c+I1), s	4.3	21.1	17.7	14.6	8.9	45.5	21.5	19.4				
Green Ext Time (p_c), s	0.0	28.2	0.3	4.5	0.1	14.5	0.5	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			47.0									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: CR 510/ 85th Street & 58th Ave

1/26/2017

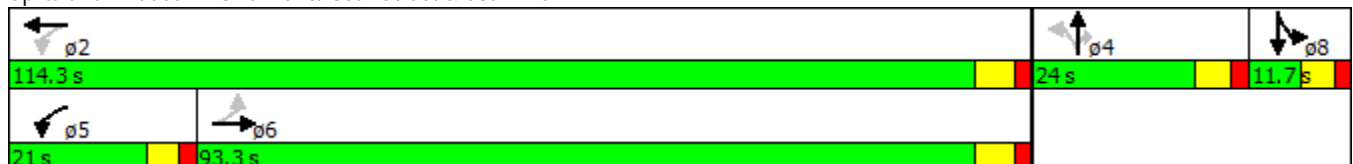


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	6	884	235	348	150	4	251	4
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.4	21.4	11.2	21.4	12.0	12.0	12.0	11.7
Total Split (s)	93.3	93.3	21.0	114.3	24.0	24.0	24.0	11.7
Total Split (%)	62.2%	62.2%	14.0%	76.2%	16.0%	16.0%	16.0%	7.8%
Yellow Time (s)	4.4	4.4	3.7	4.4	4.0	4.0	4.0	3.7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.4	6.4	5.7	6.4		6.0	6.0	5.7
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	87.0	87.0	108.8	108.1		18.0	18.0	6.0
Actuated g/C Ratio	0.60	0.60	0.75	0.74		0.12	0.12	0.04
v/c Ratio	0.01	1.08	1.04	0.29		1.18	0.62	0.29
Control Delay	13.5	80.5	112.4	7.1		185.8	13.4	67.4
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	13.5	80.5	112.4	7.1		185.8	13.4	67.4
LOS	B	F	F	A		F	B	E
Approach Delay		80.1		47.4		79.0		67.4
Approach LOS		F		D		E		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 145.3
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.18
 Intersection Signal Delay: 70.5
 Intersection LOS: E
 Intersection Capacity Utilization 101.8%
 ICU Level of Service G
 Analysis Period (min) 15
 Description: CR510/58th Ave

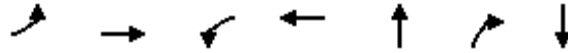
Splits and Phases: 8: CR 510/ 85th Street & 58th Ave



Queues

8: CR 510/ 85th Street & 58th Ave

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	6	1174	247	399	162	264	22
v/c Ratio	0.01	1.08	1.04	0.29	1.18	0.62	0.29
Control Delay	13.5	80.5	112.4	7.1	185.8	13.4	67.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	80.5	112.4	7.1	185.8	13.4	67.4
Queue Length 50th (ft)	2	~1311	~216	125	~193	0	17
Queue Length 95th (ft)	9	#1581	#401	171	#349	90	48
Internal Link Dist (ft)		5246		872	1811		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	588	1087	238	1370	137	427	76
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	1.08	1.04	0.29	1.18	0.62	0.29

Intersection Summary

Description: CR510/58th Ave

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.




















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

8: CR 510/ 85th Street & 58th Ave

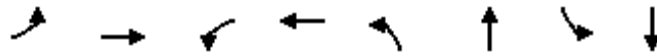
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	884	231	235	348	31	150	4	251	12	4	5
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	6	931	243	247	366	33	158	4	264	13	4	5
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	627	839	219	233	1231	111	211	5	193	25	8	10
Arrive On Green	0.59	0.59	0.59	0.10	0.73	0.73	0.12	0.12	0.12	0.02	0.02	0.02
Sat Flow, veh/h	982	1425	372	1774	1684	152	1732	44	1583	1029	317	396
Grp Volume(v), veh/h	6	0	1174	247	0	399	162	0	264	22	0	0
Grp Sat Flow(s),veh/h/ln	982	0	1797	1774	0	1836	1776	0	1583	1741	0	0
Q Serve(g_s), s	0.4	0.0	86.9	15.3	0.0	11.0	13.0	0.0	18.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.4	0.0	86.9	15.3	0.0	11.0	13.0	0.0	18.0	1.8	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.08	0.98		1.00	0.59		0.23
Lane Grp Cap(c), veh/h	627	0	1058	233	0	1342	217	0	193	42	0	0
V/C Ratio(X)	0.01	0.00	1.11	1.06	0.00	0.30	0.75	0.00	1.37	0.52	0.00	0.00
Avail Cap(c_a), veh/h	627	0	1058	233	0	1342	217	0	193	71	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.5	0.0	30.3	55.4	0.0	6.8	62.6	0.0	64.8	71.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	62.7	76.1	0.0	0.2	14.2	0.0	194.6	13.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	61.4	14.4	0.0	5.6	7.2	0.0	18.3	1.0	0.0	0.0
LnGrp Delay(d),s/veh	12.6	0.0	93.1	131.6	0.0	7.0	76.8	0.0	259.4	84.7	0.0	0.0
LnGrp LOS	B		F	F		A	E		F	F		
Approach Vol, veh/h		1180			646			426			22	
Approach Delay, s/veh		92.7			54.6			189.9			84.7	
Approach LOS		F			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		114.3		24.0	21.0	93.3		9.3				
Change Period (Y+Rc), s		6.4		6.0	* 5.7	6.4		5.7				
Max Green Setting (Gmax), s		107.9		18.0	* 15	86.9		6.0				
Max Q Clear Time (g_c+I1), s		13.0		20.0	17.3	88.9		3.8				
Green Ext Time (p_c), s		42.1		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			100.0									
HCM 2010 LOS			F									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔
Volume (vph)	43	1096	47	503	29	49	71	128
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	21.6	21.6	9.5	23.0
Total Split (s)	68.5	68.5	68.5	68.5	21.7	21.7	9.8	31.5
Total Split (%)	68.5%	68.5%	68.5%	68.5%	21.7%	21.7%	9.8%	31.5%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.6	5.6	5.5	5.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	63.4	63.4	63.4	63.4	9.4	9.4	17.4	17.3
Actuated g/C Ratio	0.68	0.68	0.68	0.68	0.10	0.10	0.19	0.19
v/c Ratio	0.09	0.97	0.62	0.45	0.26	0.46	0.38	0.54
Control Delay	6.8	36.5	50.4	8.9	44.1	33.6	36.7	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	36.5	50.4	8.9	44.1	33.6	36.7	36.2
LOS	A	D	D	A	D	C	D	D
Approach Delay		35.4		12.2		36.1		36.4
Approach LOS		D		B		D		D

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 93.3	
Natural Cycle: 110	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 29.3	Intersection LOS: C
Intersection Capacity Utilization 90.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	45	1223	49	561	31	95	75	188
v/c Ratio	0.09	0.97	0.62	0.45	0.26	0.46	0.38	0.54
Control Delay	6.8	36.5	50.4	8.9	44.1	33.6	36.7	36.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.8	36.5	50.4	8.9	44.1	33.6	36.7	36.2
Queue Length 50th (ft)	8	625	15	138	17	34	37	89
Queue Length 95th (ft)	24	#1074	#90	238	45	82	75	154
Internal Link Dist (ft)		3985		7825		1533		854
Turn Bay Length (ft)	240		240		240		240	
Base Capacity (vph)	511	1258	79	1257	205	328	195	509
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.97	0.62	0.45	0.15	0.29	0.38	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

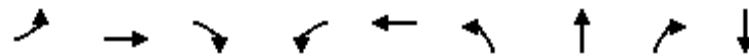
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	43	1096	66	47	503	30	29	49	41	71	128	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	45	1154	69	49	529	32	31	52	43	75	135	53
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	522	1165	70	87	1164	70	182	82	68	205	247	97
Arrive On Green	0.67	0.67	0.67	0.67	0.67	0.67	0.09	0.09	0.09	0.05	0.19	0.19
Sat Flow, veh/h	845	1740	104	454	1739	105	1191	944	781	1774	1274	500
Grp Volume(v), veh/h	45	0	1223	49	0	561	31	0	95	75	0	188
Grp Sat Flow(s),veh/h/ln	845	0	1844	454	0	1844	1191	0	1725	1774	0	1774
Q Serve(g_s), s	2.5	0.0	59.8	1.7	0.0	13.3	2.2	0.0	4.9	3.4	0.0	8.8
Cycle Q Clear(g_c), s	15.7	0.0	59.8	61.5	0.0	13.3	2.2	0.0	4.9	3.4	0.0	8.8
Prop In Lane	1.00		0.06	1.00		0.06	1.00		0.45	1.00		0.28
Lane Grp Cap(c), veh/h	522	0	1234	87	0	1234	182	0	150	205	0	344
V/C Ratio(X)	0.09	0.00	0.99	0.57	0.00	0.45	0.17	0.00	0.63	0.37	0.00	0.55
Avail Cap(c_a), veh/h	522	0	1234	87	0	1234	287	0	302	205	0	500
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.0	0.0	14.9	45.8	0.0	7.2	39.3	0.0	40.5	34.5	0.0	33.4
Incr Delay (d2), s/veh	0.3	0.0	23.5	8.3	0.0	0.3	0.4	0.0	4.3	1.1	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	38.0	1.4	0.0	6.8	0.8	0.0	2.5	1.7	0.0	4.4
LnGrp Delay(d),s/veh	11.3	0.0	38.4	54.1	0.0	7.5	39.8	0.0	44.9	35.6	0.0	34.8
LnGrp LOS	B		D	D		A	D		D	D		C
Approach Vol, veh/h		1268			610			126			263	
Approach Delay, s/veh		37.5			11.2			43.6			35.0	
Approach LOS		D			B			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		68.5	9.8	13.6		68.5		23.4				
Change Period (Y+Rc), s		7.0	5.5	5.6		7.0		5.6				
Max Green Setting (Gmax), s		61.5	4.3	16.1		61.5		25.9				
Max Q Clear Time (g_c+I1), s		61.8	5.4	6.9		63.5		10.8				
Green Ext Time (p_c), s		0.0	0.0	1.1		0.0		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			30.5									
HCM 2010 LOS			C									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

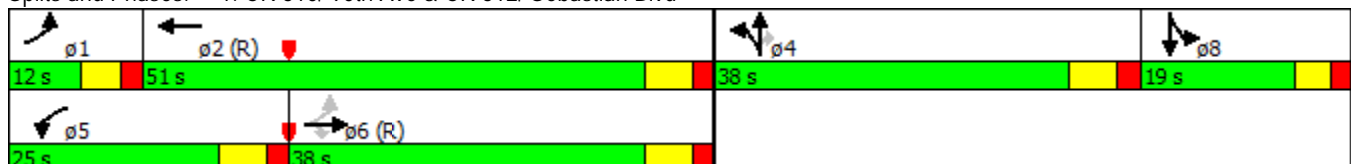


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	21	638	329	375	602	547	55	258	37
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	11.8	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	38.0	38.0	25.0	51.0	38.0	38.0	38.0	19.0
Total Split (%)	10.0%	31.7%	31.7%	20.8%	42.5%	31.7%	31.7%	31.7%	15.8%
Yellow Time (s)	3.6	4.3	4.3	4.3	4.3	4.3	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	6.3	6.3	6.3	6.3	6.3	6.3	6.3	5.2
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	Min	C-Min	None	None	None	None
Act Effct Green (s)	43.2	36.5	36.5	17.8	53.4	28.7	28.7	28.7	12.9
Actuated g/C Ratio	0.36	0.30	0.30	0.15	0.44	0.24	0.24	0.24	0.11
v/c Ratio	0.07	0.63	0.48	0.78	0.43	0.79	0.78	0.46	0.71
Control Delay	18.5	40.3	6.1	60.3	25.7	57.3	56.4	6.8	69.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	40.3	6.1	60.3	25.7	57.3	56.4	6.8	69.1
LOS	B	D	A	E	C	E	E	A	E
Approach Delay		28.5			38.6		41.9		69.1
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 37.5
 Intersection LOS: D
 Intersection Capacity Utilization 67.3%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

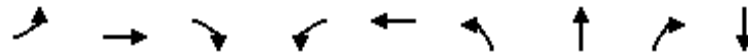
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	22	672	346	395	669	317	317	272	139
v/c Ratio	0.07	0.63	0.48	0.78	0.43	0.79	0.78	0.46	0.71
Control Delay	18.5	40.3	6.1	60.3	25.7	57.3	56.4	6.8	69.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	40.3	6.1	60.3	25.7	57.3	56.4	6.8	69.1
Queue Length 50th (ft)	9	249	0	152	206	235	234	0	100
Queue Length 95th (ft)	24	318	74	207	265	346	345	66	#183
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255			325		170			
Base Capacity (vph)	323	1075	721	534	1566	444	449	618	209
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.63	0.48	0.74	0.43	0.71	0.71	0.44	0.67

Intersection Summary

Description: CR-510 at CR-512






















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	638	329	375	602	33	547	55	258	75	37	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	22	672	346	395	634	35	617	0	272	79	39	21
Adj No. of Lanes	1	2	1	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	371	1267	567	462	1626	90	753	0	336	95	47	25
Arrive On Green	0.02	0.36	0.36	0.13	0.48	0.48	0.21	0.00	0.21	0.09	0.09	0.09
Sat Flow, veh/h	1774	3539	1583	3442	3411	188	3548	0	1583	1003	495	267
Grp Volume(v), veh/h	22	672	346	395	329	340	617	0	272	139	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1721	1770	1830	1774	0	1583	1766	0	0
Q Serve(g_s), s	0.9	18.1	21.5	13.5	14.3	14.4	19.9	0.0	19.6	9.3	0.0	0.0
Cycle Q Clear(g_c), s	0.9	18.1	21.5	13.5	14.3	14.4	19.9	0.0	19.6	9.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.57		0.15
Lane Grp Cap(c), veh/h	371	1267	567	462	843	872	753	0	336	167	0	0
V/C Ratio(X)	0.06	0.53	0.61	0.85	0.39	0.39	0.82	0.00	0.81	0.83	0.00	0.00
Avail Cap(c_a), veh/h	428	1267	567	536	843	872	937	0	418	203	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.4	30.5	31.6	50.8	20.2	20.2	45.1	0.0	45.0	53.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.6	4.8	12.2	1.4	1.3	5.4	0.0	10.5	23.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	9.1	10.2	7.2	7.3	7.6	10.3	0.0	9.6	5.6	0.0	0.0
LnGrp Delay(d),s/veh	23.4	32.1	36.5	63.0	21.5	21.5	50.5	0.0	55.5	76.3	0.0	0.0
LnGrp LOS	C	C	D	E	C	C	D		E	E		
Approach Vol, veh/h		1040			1064			889			139	
Approach Delay, s/veh		33.4			36.9			52.0			76.3	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	63.5		31.8	22.4	49.3		16.6				
Change Period (Y+Rc), s	5.6	6.3		6.3	6.3	6.3		5.2				
Max Green Setting (Gmax), s	6.4	44.7		31.7	18.7	31.7		13.8				
Max Q Clear Time (g_c+I1), s	2.9	16.4		21.9	15.5	23.5		11.3				
Green Ext Time (p_c), s	0.0	15.7		3.5	0.7	6.3		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			41.8									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	47	32	812	721	16			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.3	10.3				41.8	11.9	10.3
Total Split (s)	13.2	10.4				48.0	63.4	15.0
Total Split (%)	8.8%	6.9%				32%	42%	10%
Yellow Time (s)	3.2	4.3				4.8	3.0	4.3
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	5.2	6.3						
Lead/Lag	Lead	Lag				Lead	Lag	
Lead-Lag Optimize?	Yes	Yes				Yes	Yes	
Recall Mode	None	None				None	None	None
Act Effct Green (s)	10.2	67.7	76.6	117.4	117.4			
Actuated g/C Ratio	0.07	0.45	0.51	0.78	0.78			
v/c Ratio	0.82	0.10	0.90	0.52	0.01			
Control Delay	83.8	20.9	44.2	7.3	1.2			
Queue Delay	0.0	0.0	3.1	0.0	0.0			
Total Delay	83.8	20.9	47.3	7.3	1.2			
LOS	F	C	D	A	A			
Approach Delay	83.8		46.3	7.2				
Approach LOS	F		D	A				

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 0:, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 31.9
 Intersection LOS: C
 Intersection Capacity Utilization 58.1%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	122	34	855	759	17
v/c Ratio	0.82	0.10	0.90	0.52	0.01
Control Delay	83.8	20.9	44.2	7.3	1.2
Queue Delay	0.0	0.0	3.1	0.0	0.0
Total Delay	83.8	20.9	47.3	7.3	1.2
Queue Length 50th (ft)	84	20	618	217	0
Queue Length 95th (ft)	#222	m27	#761	284	5
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			
Base Capacity (vph)	149	346	978	1485	1265
Starvation Cap Reductn	0	0	62	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.82	0.10	0.93	0.51	0.01

Intersection Summary

Description: CR-510/Mako Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	47	69	32	812	721	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2		6.3	5.0	6.8	6.8
Lane Util. Factor	1.00		1.00	1.00	1.00	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1679		1770	1863	1863	1583
Flt Permitted	0.98		0.38	1.00	1.00	1.00
Satd. Flow (perm)	1679		703	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	49	73	34	855	759	17
RTOR Reduction (vph)	35	0	0	0	0	4
Lane Group Flow (vph)	87	0	34	855	759	13
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	10.2		69.0	69.0	119.2	119.2
Effective Green, g (s)	10.2		69.0	69.0	112.9	112.9
Actuated g/C Ratio	0.07		0.46	0.46	0.75	0.75
Clearance Time (s)	5.2		6.3			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	114		352	856	1402	1191
v/s Ratio Prot	c0.05		0.00	c0.43	c0.41	
v/s Ratio Perm			0.04	0.03		0.01
v/c Ratio	0.76		0.10	1.00	0.54	0.01
Uniform Delay, d1	68.7		23.0	40.5	7.7	4.6
Progression Factor	1.00		1.71	1.73	1.00	1.00
Incremental Delay, d2	26.1		0.1	24.4	0.5	0.0
Delay (s)	94.8		39.3	94.3	8.3	4.6
Level of Service	F		D	F	A	A
Approach Delay (s)	94.8			92.2	8.2	
Approach LOS	F			F	A	

Intersection Summary

HCM 2000 Control Delay	55.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	80	57	96	779	608	113			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	11.9	11.9	10.3				41.8	12.3	10.3
Total Split (s)	63.4	63.4	15.0				48.0	13.2	10.4
Total Split (%)	42.3%	42.3%	10.0%				32%	9%	7%
Yellow Time (s)	3.0	3.0	4.3				4.8	3.2	4.3
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	5.0	5.0	6.3						
Lead/Lag	Lag	Lag					Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes					Yes	Yes	Yes
Recall Mode	None	None	None				None	None	None
Act Effct Green (s)	56.2	56.2	69.9	82.0	60.2	60.2			
Actuated g/C Ratio	0.37	0.37	0.47	0.55	0.40	0.40			
v/c Ratio	0.13	0.10	0.63	0.80	0.86	0.17			
Control Delay	30.5	6.9	48.6	35.9	40.3	6.2			
Queue Delay	0.1	0.0	0.0	0.2	0.0	0.0			
Total Delay	30.6	6.9	48.6	36.1	40.3	6.2			
LOS	C	A	D	D	D	A			
Approach Delay	20.7			37.4	34.9				
Approach LOS	C			D	C				

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 150
 Offset: 0 (0%), Referenced to phase 0:, Start of Green
 Natural Cycle: 120
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 35.1
 Intersection LOS: D
 Intersection Capacity Utilization 57.4%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	84	60	101	820	640	119
v/c Ratio	0.13	0.10	0.63	0.80	0.86	0.17
Control Delay	30.5	6.9	48.6	35.9	40.3	6.2
Queue Delay	0.1	0.0	0.0	0.2	0.0	0.0
Total Delay	30.6	6.9	48.6	36.1	40.3	6.2
Queue Length 50th (ft)	52	0	47	653	374	15
Queue Length 95th (ft)	92	31	#113	858	#597	m44
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			
Base Capacity (vph)	689	652	160	1019	748	683
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	160	0	0	16	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.09	0.63	0.82	0.86	0.17

Intersection Summary

Description: CR510/Hammerhead Way

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

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	80	57	96	779	608	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	6.3	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	1863	1863	1583
Flt Permitted	0.95	1.00	0.08	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	144	1863	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	60	101	820	640	119
RTOR Reduction (vph)	0	38	0	0	0	50
Lane Group Flow (vph)	84	22	101	820	640	69
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	56.2	56.2	69.4	69.4	60.7	60.7
Effective Green, g (s)	56.2	56.2	64.2	64.2	55.5	55.5
Actuated g/C Ratio	0.37	0.37	0.43	0.43	0.37	0.37
Clearance Time (s)	5.0	5.0	6.3			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	663	593	155	797	689	585
v/s Ratio Prot	c0.05		0.04	c0.38	0.34	
v/s Ratio Perm		0.01	0.24	0.06		0.04
v/c Ratio	0.13	0.04	0.65	1.03	0.93	0.12
Uniform Delay, d1	30.8	29.8	62.6	42.9	45.4	31.1
Progression Factor	1.00	1.00	1.00	1.00	0.85	0.80
Incremental Delay, d2	0.1	0.0	9.4	39.5	16.9	0.1
Delay (s)	30.9	29.8	72.0	82.4	55.5	24.8
Level of Service	C	C	E	F	E	C
Approach Delay (s)	30.4			81.2	50.7	
Approach LOS	C			F	D	

Intersection Summary

HCM 2000 Control Delay	64.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	29.6
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017

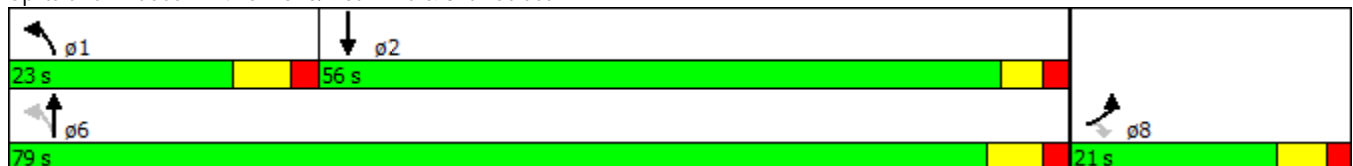


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	173	109	292	702	412
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.3	26.8	26.8
Total Split (s)	21.0	21.0	23.0	79.0	56.0
Total Split (%)	21.0%	21.0%	23.0%	79.0%	56.0%
Yellow Time (s)	3.6	3.6	4.3	4.3	3.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.6	5.6	6.3	6.3	5.2
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	12.7	12.7	52.1	52.1	34.9
Actuated g/C Ratio	0.16	0.16	0.67	0.67	0.45
v/c Ratio	0.63	0.32	0.78	0.59	0.85
Control Delay	44.4	10.3	28.1	8.8	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	10.3	28.1	8.8	28.5
LOS	D	B	C	A	C
Approach Delay	31.2			14.5	28.5
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 77.3
 Natural Cycle: 70
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 76.8%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	182	115	307	739	694
v/c Ratio	0.63	0.32	0.78	0.59	0.85
Control Delay	44.4	10.3	28.1	8.8	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.4	10.3	28.1	8.8	28.5
Queue Length 50th (ft)	81	0	73	166	264
Queue Length 95th (ft)	#197	48	#183	261	472
Internal Link Dist (ft)	1805			2394	1485
Turn Bay Length (ft)	175		630		
Base Capacity (vph)	371	423	510	1663	1237
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.49	0.27	0.60	0.44	0.56

Intersection Summary

Description: CR510/ 87th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	173	109	292	702	412	247		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	182	115	307	739	434	260		
Adj No. of Lanes	1	1	1	1	1	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	236	210	431	1311	555	332		
Arrive On Green	0.13	0.13	0.11	0.70	0.51	0.51		
Sat Flow, veh/h	1774	1583	1774	1863	1093	655		
Grp Volume(v), veh/h	182	115	307	739	0	694		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	0	1747		
Q Serve(g_s), s	7.2	4.9	5.4	14.2	0.0	23.6		
Cycle Q Clear(g_c), s	7.2	4.9	5.4	14.2	0.0	23.6		
Prop In Lane	1.00	1.00	1.00			0.37		
Lane Grp Cap(c), veh/h	236	210	431	1311	0	887		
V/C Ratio(X)	0.77	0.55	0.71	0.56	0.00	0.78		
Avail Cap(c_a), veh/h	375	335	642	1859	0	1218		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00		
Uniform Delay (d), s/veh	30.5	29.5	13.0	5.3	0.0	14.7		
Incr Delay (d2), s/veh	5.3	2.2	2.2	0.4	0.0	2.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	3.9	2.3	3.6	7.3	0.0	11.8		
LnGrp Delay(d),s/veh	35.9	31.8	15.2	5.7	0.0	17.0		
LnGrp LOS	D	C	B	A		B		
Approach Vol, veh/h	297			1046	694			
Approach Delay, s/veh	34.3			8.5	17.0			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.3	43.3				57.6		15.3
Change Period (Y+Rc), s	6.3	* 6.3				6.3		5.6
Max Green Setting (Gmax), s	16.7	* 51				72.7		15.4
Max Q Clear Time (g_c+I1), s	7.4	25.6				16.2		9.2
Green Ext Time (p_c), s	0.6	11.3				14.6		0.5

Intersection Summary

HCM 2010 Ctrl Delay	15.1
HCM 2010 LOS	B

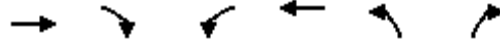
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Volume (vph)	543	37	61	1047	45	46
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.2	36.2	14.4	37.0	16.6	16.6
Total Split (s)	39.0	39.0	14.4	53.4	16.6	16.6
Total Split (%)	55.7%	55.7%	20.6%	76.3%	23.7%	23.7%
Yellow Time (s)	3.2	3.2	3.7	5.0	3.0	3.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	5.2	5.7	7.0	5.0	5.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	C-Min	C-Min	None	C-Min	None	None
Act Effect Green (s)	45.6	45.6	52.3	52.4	10.0	10.0
Actuated g/C Ratio	0.65	0.65	0.75	0.75	0.14	0.14
v/c Ratio	0.47	0.04	0.11	0.79	0.19	0.18
Control Delay	11.2	3.3	3.6	13.8	28.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	3.3	3.6	13.8	28.5	10.8
LOS	B	A	A	B	C	B
Approach Delay	10.7			13.3	19.6	
Approach LOS	B			B	B	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Green

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 12.8

Intersection LOS: B

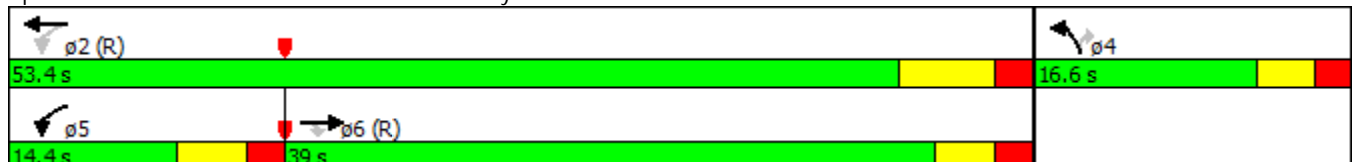
Intersection Capacity Utilization 73.4%

ICU Level of Service D

Analysis Period (min) 15

Description: CR510/ Treasure Coast Elem.

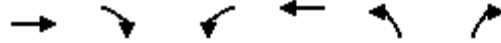
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	572	39	64	1102	47	48
v/c Ratio	0.47	0.04	0.11	0.79	0.19	0.18
Control Delay	11.2	3.3	3.6	13.8	28.5	10.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	3.3	3.6	13.8	28.5	10.8
Queue Length 50th (ft)	160	0	7	300	18	0
Queue Length 95th (ft)	254	13	16	#648	46	27
Internal Link Dist (ft)	2394			3985	1596	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	1214	1045	580	1394	293	302
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.04	0.11	0.79	0.16	0.16

Intersection Summary

Description: CR510/ Treasure Coast Elem.

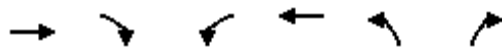
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↑	↑	↑	↑	↑		
Volume (veh/h)	543	37	61	1047	45	46		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	572	39	64	1102	47	48		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1016	864	525	1319	213	191		
Arrive On Green	0.55	0.55	0.08	0.71	0.12	0.12		
Sat Flow, veh/h	1863	1583	1774	1863	1774	1583		
Grp Volume(v), veh/h	572	39	64	1102	47	48		
Grp Sat Flow(s),veh/h/ln	1863	1583	1774	1863	1774	1583		
Q Serve(g_s), s	14.1	0.8	0.9	29.6	1.7	1.9		
Cycle Q Clear(g_c), s	14.1	0.8	0.9	29.6	1.7	1.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1016	864	525	1319	213	191		
V/C Ratio(X)	0.56	0.05	0.12	0.84	0.22	0.25		
Avail Cap(c_a), veh/h	1016	864	601	1319	294	262		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.55	0.55	0.19	0.19	1.00	1.00		
Uniform Delay (d), s/veh	10.4	7.4	6.3	7.3	27.8	27.9		
Incr Delay (d2), s/veh	1.2	0.1	0.0	1.3	0.5	0.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	7.5	0.4	0.4	15.2	0.9	1.8		
LnGrp Delay(d),s/veh	11.7	7.5	6.3	8.6	28.3	28.6		
LnGrp LOS	B	A	A	A	C	C		
Approach Vol, veh/h	611			1166	95			
Approach Delay, s/veh	11.4			8.5	28.5			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.6		13.4	11.4	45.2		
Change Period (Y+Rc), s		7.0		5.0	* 5.7	* 7		
Max Green Setting (Gmax), s		46.4		11.6	* 8.7	* 34		
Max Q Clear Time (g_c+I1), s		31.6		3.9	2.9	16.1		
Green Ext Time (p_c), s		9.9		0.1	0.0	11.2		
Intersection Summary								
HCM 2010 Ctrl Delay			10.4					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 TWSC
6: CR 510/ 85th Street & Power Line Rd

1/26/2017

Intersection

Int Delay, s/veh 21.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Vol, veh/h	44	588	1144	239	87	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	300	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	619	1204	252	92	37

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1456	0	2042
Stage 1	-	-	1330
Stage 2	-	-	712
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	465	-	~ 62
Stage 1	-	-	247
Stage 2	-	-	486
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	465	-	~ 53
Mov Cap-2 Maneuver	-	-	~ 53
Stage 1	-	-	247
Stage 2	-	-	413

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	\$ 378.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	465	-	-	-	53	189
HCM Lane V/C Ratio	0.1	-	-	-	1.728	0.195
HCM Control Delay (s)	13.6	0	-	-\$ 518.9	28.6	
HCM Lane LOS	B	A	-	-	F	D
HCM 95th %tile Q(veh)	0.3	-	-	-	8.7	0.7

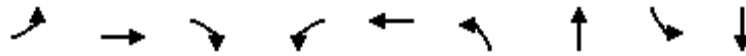
Notes

-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Timings

7: CR 510/ 85th Street & 66th Ave

1/26/2017

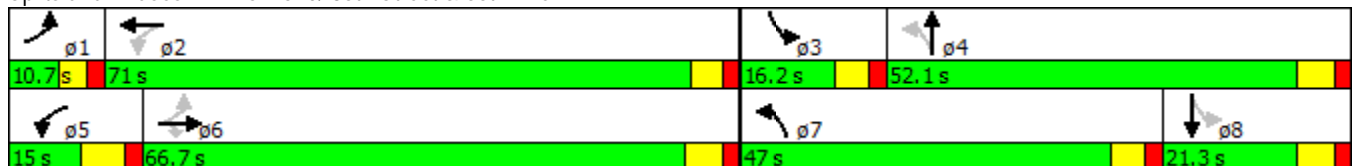


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	26	297	298	136	642	586	379	92	202
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	pm+pt	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2		4		8	
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	10.7	22.0	22.0	12.0	22.0	10.7	21.3	10.7	21.3
Total Split (s)	10.7	66.7	66.7	15.0	71.0	47.0	52.1	16.2	21.3
Total Split (%)	7.1%	44.5%	44.5%	10.0%	47.3%	31.3%	34.7%	10.8%	14.2%
Yellow Time (s)	3.2	4.3	4.3	5.0	3.6	3.7	4.3	3.7	4.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.2	6.3	6.3	7.0	5.6	5.7	6.3	5.7	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	62.6	56.0	56.0	68.7	65.5	62.7	47.0	25.0	15.0
Actuated g/C Ratio	0.43	0.38	0.38	0.47	0.45	0.43	0.32	0.17	0.10
v/c Ratio	0.23	0.44	0.39	0.35	1.08	1.05	0.49	0.48	0.70
Control Delay	23.6	35.2	4.3	23.8	93.9	88.3	39.5	39.5	71.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	35.2	4.3	23.8	93.9	88.3	39.5	39.5	71.7
LOS	C	D	A	C	F	F	D	D	E
Approach Delay		19.9			84.1		65.4		62.8
Approach LOS		B			F		E		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 145.7
 Natural Cycle: 150
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 61.8
 Intersection LOS: E
 Intersection Capacity Utilization 113.8%
 ICU Level of Service H
 Analysis Period (min) 15
 Description: CR510/66 th Ave

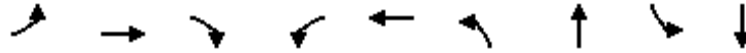
Splits and Phases: 7: CR 510/ 85th Street & 66th Ave



Queues

7: CR 510/ 85th Street & 66th Ave

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	27	313	314	143	882	617	545	97	255
v/c Ratio	0.23	0.44	0.39	0.35	1.08	1.05	0.49	0.48	0.70
Control Delay	23.6	35.2	4.3	23.8	93.9	88.3	39.5	39.5	71.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.6	35.2	4.3	23.8	93.9	88.3	39.5	39.5	71.7
Queue Length 50th (ft)	13	218	0	75	-981	-593	216	58	123
Queue Length 95th (ft)	30	305	60	118	#1243	#836	276	98	174
Internal Link Dist (ft)		2586			5246		667		1302
Turn Bay Length (ft)	290		300	225		145		190	
Base Capacity (vph)	117	773	840	410	815	585	1119	217	366
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.40	0.37	0.35	1.08	1.05	0.49	0.45	0.70

Intersection Summary

Description: CR510/66 th Ave

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.






















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

7: CR 510/ 85th Street & 66th Ave

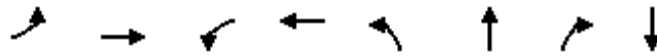
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	26	297	298	136	642	196	586	379	139	92	202	40
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	27	313	0	143	676	206	617	399	146	97	213	42
Adj No. of Lanes	1	1	1	1	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	89	744	632	440	607	185	572	800	289	239	282	55
Arrive On Green	0.02	0.40	0.00	0.05	0.44	0.44	0.28	0.31	0.31	0.06	0.10	0.10
Sat Flow, veh/h	1774	1863	1583	1774	1371	418	1774	2548	922	1774	2958	573
Grp Volume(v), veh/h	27	313	0	143	0	882	617	276	269	97	126	129
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	0	1789	1774	1770	1700	1774	1770	1762
Q Serve(g_s), s	1.3	17.9	0.0	6.9	0.0	65.4	41.3	18.7	19.1	7.2	10.2	10.6
Cycle Q Clear(g_c), s	1.3	17.9	0.0	6.9	0.0	65.4	41.3	18.7	19.1	7.2	10.2	10.6
Prop In Lane	1.00		1.00	1.00		0.23	1.00		0.54	1.00		0.33
Lane Grp Cap(c), veh/h	89	744	632	440	0	792	572	555	534	239	169	168
V/C Ratio(X)	0.30	0.42	0.00	0.32	0.00	1.11	1.08	0.50	0.50	0.41	0.75	0.77
Avail Cap(c_a), veh/h	115	762	648	440	0	792	572	555	534	257	180	179
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.8	32.0	0.0	24.6	0.0	41.1	41.8	41.2	41.3	55.5	65.0	65.2
Incr Delay (d2), s/veh	1.9	1.7	0.0	0.4	0.0	67.6	60.7	1.0	1.1	1.1	16.0	18.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	9.6	0.0	3.4	0.0	47.0	12.7	9.3	9.1	3.6	5.8	6.0
LnGrp Delay(d),s/veh	38.7	33.8	0.0	25.0	0.0	108.8	102.6	42.1	42.4	56.6	81.0	83.7
LnGrp LOS	D	C		C		F	F	D	D	E	F	F
Approach Vol, veh/h		340			1025			1162			352	
Approach Delay, s/veh		34.2			97.1			74.3			75.3	
Approach LOS		C			F			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.5	71.7	14.8	52.6	15.0	65.2	47.0	20.4				
Change Period (Y+Rc), s	* 5.2	* 6.3	* 5.7	6.3	7.0	6.3	* 5.7	6.3				
Max Green Setting (Gmax), s	* 5.5	* 65	* 11	45.8	8.0	60.4	* 41	15.0				
Max Q Clear Time (g_c+I1), s	3.3	67.4	9.2	21.1	8.9	19.9	43.3	12.6				
Green Ext Time (p_c), s	0.0	0.0	0.0	6.6	0.0	21.6	0.0	0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			77.8									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Timings

8: CR 510/ 85th Street & 58th Ave

1/26/2017

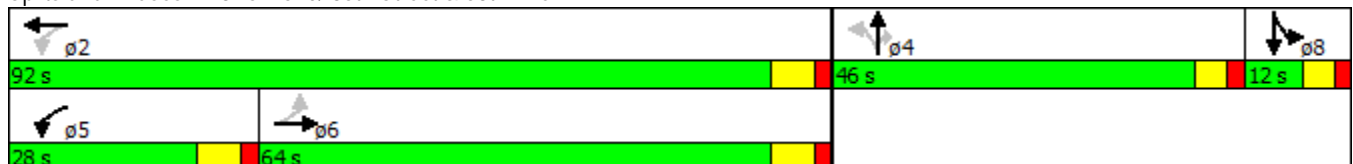


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	3	352	240	801	218	7	207	6
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	24.4	24.4	22.2	22.4	12.0	12.0	12.0	11.7
Total Split (s)	64.0	64.0	28.0	92.0	46.0	46.0	46.0	12.0
Total Split (%)	42.7%	42.7%	18.7%	61.3%	30.7%	30.7%	30.7%	8.0%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.6	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0		5.6	5.6	5.6
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	40.0	40.0	65.1	65.1		29.9	29.9	7.0
Actuated g/C Ratio	0.35	0.35	0.57	0.57		0.26	0.26	0.06
v/c Ratio	0.02	0.81	0.63	0.81		0.76	0.38	0.34
Control Delay	29.7	46.1	23.0	29.5		59.9	7.2	63.0
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	29.7	46.1	23.0	29.5		59.9	7.2	63.0
LOS	C	D	C	C		E	A	E
Approach Delay		46.0		28.0		34.6		63.0
Approach LOS		D		C		C		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 114.7
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 34.4
 Intersection LOS: C
 Intersection Capacity Utilization 89.4%
 ICU Level of Service E
 Analysis Period (min) 15
 Description: CR510/58th Ave

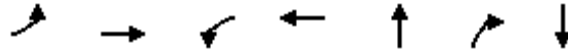
Splits and Phases: 8: CR 510/ 85th Street & 58th Ave



Queues

8: CR 510/ 85th Street & 58th Ave

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	3	513	253	854	236	218	38
v/c Ratio	0.02	0.81	0.63	0.81	0.76	0.38	0.34
Control Delay	29.7	46.1	23.0	29.5	59.9	7.2	63.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	46.1	23.0	29.5	59.9	7.2	63.0
Queue Length 50th (ft)	2	363	103	551	173	0	24
Queue Length 95th (ft)	9	568	186	850	#325	65	72
Internal Link Dist (ft)		5246		872	1811		1357
Turn Bay Length (ft)	125		190				
Base Capacity (vph)	221	975	472	1409	457	743	113
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.53	0.54	0.61	0.52	0.29	0.34

Intersection Summary

Description: CR510/58th Ave




















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

8: CR 510/ 85th Street & 58th Ave

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	352	135	240	801	10	218	7	207	23	6	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	371	142	253	843	11	229	7	218	24	6	8
Adj No. of Lanes	1	1	0	1	1	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	532	204	416	1084	14	317	10	291	43	11	14
Arrive On Green	0.41	0.41	0.41	0.11	0.59	0.59	0.18	0.18	0.18	0.04	0.04	0.04
Sat Flow, veh/h	644	1284	492	1774	1835	24	1724	53	1583	1101	275	367
Grp Volume(v), veh/h	3	0	513	253	0	854	236	0	218	38	0	0
Grp Sat Flow(s),veh/h/ln	644	0	1776	1774	0	1859	1777	0	1583	1743	0	0
Q Serve(g_s), s	0.3	0.0	23.3	7.5	0.0	34.0	12.2	0.0	12.8	2.1	0.0	0.0
Cycle Q Clear(g_c), s	17.1	0.0	23.3	7.5	0.0	34.0	12.2	0.0	12.8	2.1	0.0	0.0
Prop In Lane	1.00		0.28	1.00		0.01	0.97		1.00	0.63		0.21
Lane Grp Cap(c), veh/h	230	0	735	416	0	1098	326	0	291	69	0	0
V/C Ratio(X)	0.01	0.00	0.70	0.61	0.00	0.78	0.72	0.00	0.75	0.55	0.00	0.00
Avail Cap(c_a), veh/h	338	0	1034	610	0	1614	733	0	653	114	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.2	0.0	23.6	16.7	0.0	15.2	37.6	0.0	37.8	46.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	2.0	0.0	2.0	4.3	0.0	5.4	9.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	11.8	3.8	0.0	17.9	6.4	0.0	6.0	1.2	0.0	0.0
LnGrp Delay(d),s/veh	28.2	0.0	25.3	18.7	0.0	17.1	41.9	0.0	43.3	55.7	0.0	0.0
LnGrp LOS	C		C	B		B	D		D	E		
Approach Vol, veh/h		516			1107			454				38
Approach Delay, s/veh		25.4			17.5			42.6				55.7
Approach LOS		C			B			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		64.9		23.6	17.3	47.5		9.5				
Change Period (Y+Rc), s		7.0		5.6	7.0	7.0		5.6				
Max Green Setting (Gmax), s		85.0		40.4	21.0	57.0		6.4				
Max Q Clear Time (g_c+I1), s		36.0		14.8	9.5	25.3		4.1				
Green Ext Time (p_c), s		18.2		3.2	0.8	15.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			25.5									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

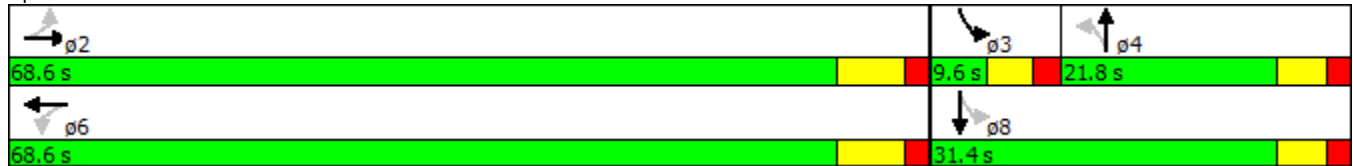


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	44	503	46	1085	60	124	35	51
Turn Type	Perm	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases		2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	2	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.0	23.0	23.0	23.0	21.6	21.6	9.5	21.6
Total Split (s)	68.6	68.6	68.6	68.6	21.8	21.8	9.6	31.4
Total Split (%)	68.6%	68.6%	68.6%	68.6%	21.8%	21.8%	9.6%	31.4%
Yellow Time (s)	5.0	5.0	5.0	5.0	3.6	3.6	3.5	3.6
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	5.6	5.6	5.5	5.6
Lead/Lag					Lag	Lag	Lead	
Lead-Lag Optimize?					Yes	Yes	Yes	
Recall Mode	Max	Max	None	None	None	None	None	None
Act Effct Green (s)	64.1	64.1	64.1	64.1	13.4	13.4	19.0	18.9
Actuated g/C Ratio	0.67	0.67	0.67	0.67	0.14	0.14	0.20	0.20
v/c Ratio	0.61	0.45	0.10	0.99	0.35	0.71	0.22	0.25
Control Delay	51.2	10.0	8.1	42.0	42.8	50.5	32.0	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	10.0	8.1	42.0	42.8	50.5	32.0	21.0
LOS	D	B	A	D	D	D	C	C
Approach Delay		13.2		40.8		48.6		24.1
Approach LOS		B		D		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 95.7	
Natural Cycle: 110	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 33.3	Intersection LOS: C
Intersection Capacity Utilization 90.1%	ICU Level of Service E
Analysis Period (min) 15	

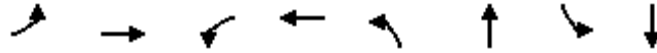
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	555	48	1224	63	188	37	94
v/c Ratio	0.61	0.45	0.10	0.99	0.35	0.71	0.22	0.25
Control Delay	51.2	10.0	8.1	42.0	42.8	50.5	32.0	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.2	10.0	8.1	42.0	42.8	50.5	32.0	21.0
Queue Length 50th (ft)	16	168	11	~847	36	101	18	28
Queue Length 95th (ft)	#89	256	27	#1130	76	175	43	69
Internal Link Dist (ft)		3985		7825		1533		854
Turn Bay Length (ft)	240		240		240		240	
Base Capacity (vph)	76	1241	497	1237	220	318	165	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.45	0.10	0.99	0.29	0.59	0.22	0.19






















Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

9: 82nd Ave & CR 510/ 85th Street

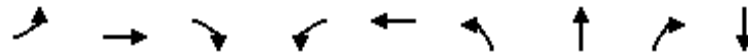
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	503	25	46	1085	78	60	124	54	35	51	38
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	529	26	48	1142	82	63	131	57	37	54	40
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	1146	56	502	1118	80	247	162	71	157	215	159
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.13	0.13	0.13	0.03	0.22	0.22
Sat Flow, veh/h	454	1761	87	850	1718	123	1297	1232	536	1774	995	737
Grp Volume(v), veh/h	46	0	555	48	0	1224	63	0	188	37	0	94
Grp Sat Flow(s),veh/h/ln	454	0	1847	850	0	1841	1297	0	1768	1774	0	1733
Q Serve(g_s), s	0.0	0.0	14.2	2.8	0.0	61.6	4.2	0.0	9.8	1.7	0.0	4.3
Cycle Q Clear(g_c), s	61.6	0.0	14.2	17.0	0.0	61.6	4.2	0.0	9.8	1.7	0.0	4.3
Prop In Lane	1.00		0.05	1.00		0.07	1.00		0.30	1.00		0.43
Lane Grp Cap(c), veh/h	76	0	1202	502	0	1198	247	0	233	157	0	375
V/C Ratio(X)	0.60	0.00	0.46	0.10	0.00	1.02	0.26	0.00	0.81	0.24	0.00	0.25
Avail Cap(c_a), veh/h	76	0	1202	502	0	1198	298	0	303	187	0	472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	47.3	0.0	8.3	12.5	0.0	16.5	37.5	0.0	39.9	33.3	0.0	30.7
Incr Delay (d2), s/veh	30.9	0.0	1.3	0.1	0.0	31.6	0.5	0.0	11.5	0.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	7.5	0.7	0.0	41.1	1.5	0.0	5.5	0.8	0.0	2.1
LnGrp Delay(d),s/veh	78.2	0.0	9.5	12.6	0.0	48.2	38.0	0.0	51.5	34.1	0.0	31.1
LnGrp LOS	E		A	B		F	D		D	C		C
Approach Vol, veh/h		601			1272			251				131
Approach Delay, s/veh		14.8			46.8			48.1				31.9
Approach LOS		B			D			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		68.6	8.0	18.1		68.6		26.1				
Change Period (Y+Rc), s		7.0	5.5	5.6		7.0		5.6				
Max Green Setting (Gmax), s		61.6	4.1	16.2		61.6		25.8				
Max Q Clear Time (g_c+I1), s		63.6	3.7	11.8		63.6		6.3				
Green Ext Time (p_c), s		0.0	0.0	0.7		0.0		1.7				
Intersection Summary												
HCM 2010 Ctrl Delay			37.6									
HCM 2010 LOS			D									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	8	462	415	283	531	245	25	211	38
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	33.0	33.0	23.0	44.0	28.0	28.0	28.0	16.0
Total Split (%)	12.0%	33.0%	33.0%	23.0%	44.0%	28.0%	28.0%	28.0%	16.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	43.7	38.1	38.1	13.6	56.1	15.4	15.4	15.4	9.6
Actuated g/C Ratio	0.44	0.38	0.38	0.14	0.56	0.15	0.15	0.15	0.10
v/c Ratio	0.02	0.36	0.33	0.64	0.30	0.55	0.54	0.49	0.50
Control Delay	13.9	26.1	3.6	47.2	14.6	46.2	45.9	7.1	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	26.1	3.6	47.2	14.6	46.2	45.9	7.1	48.5
LOS	B	C	A	D	B	D	D	A	D
Approach Delay		15.4			25.5		28.9		48.5
Approach LOS		B			C		C		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 23.2
 Intersection LOS: C
 Intersection Capacity Utilization 55.8%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510 at CR-512

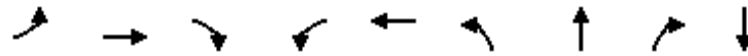
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	8	486	437	298	591	142	142	222	89
v/c Ratio	0.02	0.36	0.33	0.64	0.30	0.55	0.54	0.49	0.50
Control Delay	13.9	26.1	3.6	47.2	14.6	46.2	45.9	7.1	48.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.9	26.1	3.6	47.2	14.6	46.2	45.9	7.1	48.5
Queue Length 50th (ft)	2	123	0	93	100	89	88	0	49
Queue Length 95th (ft)	10	191	39	133	195	144	144	45	99
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	402	1348	1332	556	1972	356	360	531	198
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.36	0.33	0.54	0.30	0.40	0.39	0.42	0.45

Intersection Summary

Description: CR-510 at CR-512

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	462	415	283	531	30	245	25	211	32	38	14
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	8	486	437	298	559	32	277	0	222	34	40	15
Adj No. of Lanes	1	2	2	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	1416	1115	376	1700	97	599	0	267	44	52	19
Arrive On Green	0.01	0.40	0.40	0.11	0.50	0.50	0.17	0.00	0.17	0.06	0.06	0.06
Sat Flow, veh/h	1774	3539	2787	3442	3403	195	3548	0	1583	678	798	299
Grp Volume(v), veh/h	8	486	437	298	290	301	277	0	222	89	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1721	1770	1828	1774	0	1583	1776	0	0
Q Serve(g_s), s	0.3	9.5	11.2	8.4	9.8	9.9	7.0	0.0	13.6	4.9	0.0	0.0
Cycle Q Clear(g_c), s	0.3	9.5	11.2	8.4	9.8	9.9	7.0	0.0	13.6	4.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	0.38		0.17
Lane Grp Cap(c), veh/h	419	1416	1115	376	884	913	599	0	267	115	0	0
V/C Ratio(X)	0.02	0.34	0.39	0.79	0.33	0.33	0.46	0.00	0.83	0.77	0.00	0.00
Avail Cap(c_a), veh/h	493	1416	1115	558	884	913	752	0	336	190	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.5	20.9	21.3	43.4	15.0	15.0	37.5	0.0	40.2	46.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	1.0	4.7	1.0	1.0	0.8	0.0	14.8	14.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	8.4	7.9	7.6	8.7	8.9	6.4	0.0	11.4	5.2	0.0	0.0
LnGrp Delay(d),s/veh	17.5	21.5	22.4	48.1	16.0	16.0	38.3	0.0	54.9	60.4	0.0	0.0
LnGrp LOS	B	C	C	D	B	B	D		D	E		
Approach Vol, veh/h		931			889			499			89	
Approach Delay, s/veh		21.9			26.7			45.7			60.4	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	56.8		23.7	17.7	46.8		11.8				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		5.3				
Max Green Setting (Gmax), s	5.2	37.2		21.2	16.2	26.2		10.7				
Max Q Clear Time (g_c+I1), s	2.3	11.9		15.6	10.4	13.2		6.9				
Green Ext Time (p_c), s	0.0	12.9		1.3	0.5	8.4		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			30.0									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	17	9	461	767	26			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	31.7	10.8				41.8	12.8	10.8
Total Split (s)	31.7	10.8				53.0	32.0	23.0
Total Split (%)	21.1%	7.2%				35%	21%	15%
Yellow Time (s)	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.8	6.8						
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None				Min	None	None
Act Effect Green (s)	18.8	41.8	48.7	93.6	93.6			
Actuated g/C Ratio	0.14	0.30	0.36	0.68	0.68			
v/c Ratio	0.14	0.08	0.39	0.33	0.02			
Control Delay	35.1	17.3	15.8	9.7	3.4			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	35.1	17.3	15.8	9.7	3.4			
LOS	D	B	B	A	A			
Approach Delay	35.1		15.8	9.5				
Approach LOS	D		B	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 137.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 12.4
 Intersection LOS: B
 Intersection Capacity Utilization 45.5%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	34	9	485	807	27
v/c Ratio	0.14	0.08	0.39	0.33	0.02
Control Delay	35.1	17.3	15.8	9.7	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	35.1	17.3	15.8	9.7	3.4
Queue Length 50th (ft)	15	2	75	146	1
Queue Length 95th (ft)	49	m10	124	200	12
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			100
Base Capacity (vph)	325	106	1366	2480	1116
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.08	0.36	0.33	0.02

Intersection Summary

Description: CR-510/Mako Way

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	17	15	9	461	767	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1699		1770	3539	3539	1583
Flt Permitted	0.97		0.11	1.00	1.00	1.00
Satd. Flow (perm)	1699		197	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	18	16	9	485	807	27
RTOR Reduction (vph)	14	0	0	0	0	7
Lane Group Flow (vph)	20	0	9	485	807	20
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	18.8		41.9	41.9	93.4	93.4
Effective Green, g (s)	18.8		41.9	41.9	93.4	93.4
Actuated g/C Ratio	0.14		0.31	0.31	0.68	0.68
Clearance Time (s)	6.8		6.8			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	233		107	1260	2418	1081
v/s Ratio Prot	c0.01		0.00	c0.11	c0.23	
v/s Ratio Perm			0.02	0.03		0.01
v/c Ratio	0.09		0.08	0.38	0.33	0.02
Uniform Delay, d1	51.5		60.8	37.3	8.9	6.9
Progression Factor	1.00		0.86	0.82	1.00	1.00
Incremental Delay, d2	0.2		0.3	0.3	0.1	0.0
Delay (s)	51.7		52.9	30.9	9.0	7.0
Level of Service	D		D	C	A	A
Approach Delay (s)	51.7			31.3	8.9	
Approach LOS	D			C	A	

Intersection Summary

HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	136.7	Sum of lost time (s)	34.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	143	110	172	353	508	263			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.8	12.8	10.8				41.8	31.7	10.8
Total Split (s)	32.0	32.0	23.0				53.0	31.7	10.8
Total Split (%)	21.3%	21.3%	15.3%				35%	21%	7%
Yellow Time (s)	4.8	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	6.8	6.8	6.8						
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	21.9	21.9	87.6	101.4	71.7	71.7			
Actuated g/C Ratio	0.16	0.16	0.64	0.74	0.52	0.52			
v/c Ratio	0.53	0.33	0.29	0.14	0.29	0.29			
Control Delay	62.1	11.7	8.2	5.5	9.8	4.6			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	62.1	11.7	8.2	5.5	9.8	4.6			
LOS	E	B	A	A	A	A			
Approach Delay	40.2			6.4	8.0				
Approach LOS	D			A	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 137.1
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 12.7
 Intersection LOS: B
 Intersection Capacity Utilization 63.6%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	151	116	181	372	535	277
v/c Ratio	0.53	0.33	0.29	0.14	0.29	0.29
Control Delay	62.1	11.7	8.2	5.5	9.8	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.1	11.7	8.2	5.5	9.8	4.6
Queue Length 50th (ft)	131	0	46	50	113	89
Queue Length 95th (ft)	214	58	69	65	132	153
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			100
Base Capacity (vph)	329	389	621	2711	1989	1003
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.30	0.29	0.14	0.27	0.28

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	143	110	172	353	508	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.42	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	782	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	151	116	181	372	535	277
RTOR Reduction (vph)	0	97	0	0	0	123
Lane Group Flow (vph)	151	19	181	372	535	154
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	21.9	21.9	87.6	87.6	71.7	71.7
Effective Green, g (s)	21.9	21.9	87.6	87.6	71.7	71.7
Actuated g/C Ratio	0.16	0.16	0.64	0.64	0.52	0.52
Clearance Time (s)	6.8	6.8	6.8			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	283	253	616	2619	1856	830
v/s Ratio Prot	c0.09		c0.03	0.07	0.15	
v/s Ratio Perm		0.01	c0.15	0.03		0.10
v/c Ratio	0.53	0.07	0.29	0.14	0.29	0.19
Uniform Delay, d1	52.7	48.8	13.8	9.7	18.2	17.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	2.98
Incremental Delay, d2	2.5	0.2	0.3	0.0	0.1	0.1
Delay (s)	55.2	48.9	14.0	9.7	18.4	51.2
Level of Service	E	D	B	A	B	D
Approach Delay (s)	52.5			11.1	29.6	
Approach LOS	D			B	C	

Intersection Summary

HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	136.7	Sum of lost time (s)	34.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017

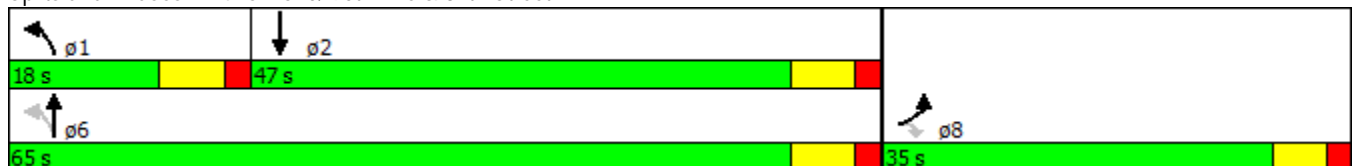


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	194	287	105	330	529
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.8	26.8	26.8
Total Split (s)	35.0	35.0	18.0	65.0	47.0
Total Split (%)	35.0%	35.0%	18.0%	65.0%	47.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.8	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	14.0	14.0	33.3	33.3	22.2
Actuated g/C Ratio	0.23	0.23	0.55	0.55	0.37
v/c Ratio	0.50	0.51	0.25	0.18	0.51
Control Delay	26.5	6.4	8.5	7.3	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	6.4	8.5	7.3	17.9
LOS	C	A	A	A	B
Approach Delay	14.5			7.6	17.9
Approach LOS	B			A	B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 60.7
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 13.9
 Intersection LOS: B
 Intersection Capacity Utilization 50.4%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	204	302	111	347	651
v/c Ratio	0.50	0.51	0.25	0.18	0.51
Control Delay	26.5	6.4	8.5	7.3	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	26.5	6.4	8.5	7.3	17.9
Queue Length 50th (ft)	66	0	17	28	96
Queue Length 95th (ft)	141	56	45	58	174
Internal Link Dist (ft)	1804			2426	1485
Turn Bay Length (ft)	175		215		
Base Capacity (vph)	881	939	523	3255	2395
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.32	0.21	0.11	0.27













Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

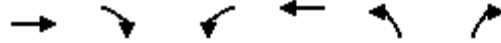
1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	194	287	105	330	529	89		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	204	302	111	347	557	94		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	445	398	401	1876	1039	175		
Arrive On Green	0.25	0.25	0.07	0.53	0.34	0.34		
Sat Flow, veh/h	1774	1583	1774	3632	3125	510		
Grp Volume(v), veh/h	204	302	111	347	324	327		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1773		
Q Serve(g_s), s	5.7	10.3	2.2	3.0	8.6	8.7		
Cycle Q Clear(g_c), s	5.7	10.3	2.2	3.0	8.6	8.7		
Prop In Lane	1.00	1.00	1.00			0.29		
Lane Grp Cap(c), veh/h	445	398	401	1876	606	607		
V/C Ratio(X)	0.46	0.76	0.28	0.18	0.53	0.54		
Avail Cap(c_a), veh/h	879	785	614	3520	1216	1218		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	18.5	20.3	10.6	7.2	15.5	15.5		
Incr Delay (d2), s/veh	1.0	4.2	0.4	0.1	1.0	1.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.2	8.6	1.9	2.6	7.7	7.8		
LnGrp Delay(d),s/veh	19.6	24.5	11.0	7.2	16.5	16.6		
LnGrp LOS	B	C	B	A	B	B		
Approach Vol, veh/h	506			458	651			
Approach Delay, s/veh	22.5			8.1	16.5			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.0	26.9				37.8		20.7
Change Period (Y+Rc), s	6.8	6.8				6.8		6.0
Max Green Setting (Gmax), s	11.2	40.2				58.2		29.0
Max Q Clear Time (g_c+I1), s	4.2	10.7				5.0		12.3
Green Ext Time (p_c), s	0.1	9.4				10.7		2.4
Intersection Summary								
HCM 2010 Ctrl Delay			16.0					
HCM 2010 LOS			B					

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

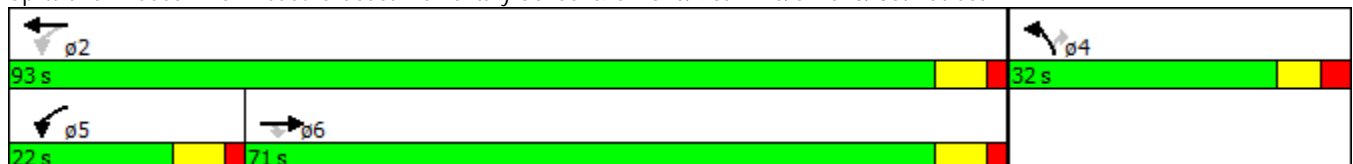


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Volume (vph)	604	260	103	297	172	128
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.8	36.8	14.8	36.8	17.0	17.0
Total Split (s)	71.0	71.0	22.0	93.0	32.0	32.0
Total Split (%)	56.8%	56.8%	17.6%	74.4%	25.6%	25.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	33.9	33.9	46.5	46.5	14.3	14.3
Actuated g/C Ratio	0.45	0.45	0.62	0.62	0.19	0.19
v/c Ratio	0.40	0.32	0.21	0.14	0.54	0.33
Control Delay	16.3	3.2	7.0	6.2	36.3	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	3.2	7.0	6.2	36.3	8.4
LOS	B	A	A	A	D	A
Approach Delay	12.4			6.4	24.4	
Approach LOS	B			A	C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 75.2
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	636	274	108	313	181	135
v/c Ratio	0.40	0.32	0.21	0.14	0.54	0.33
Control Delay	16.3	3.2	7.0	6.2	36.3	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	3.2	7.0	6.2	36.3	8.4
Queue Length 50th (ft)	104	0	17	26	74	0
Queue Length 95th (ft)	183	44	42	52	168	48
Internal Link Dist (ft)	2426		3978		1175	
Turn Bay Length (ft)	250		490		275	
Base Capacity (vph)	3003	1385	610	3451	611	635
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.20	0.18	0.09	0.30	0.21

Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	604	260	103	297	172	128		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	636	274	108	313	181	135		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1717	768	494	2380	252	225		
Arrive On Green	0.49	0.49	0.10	0.67	0.14	0.14		
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583		
Grp Volume(v), veh/h	636	274	108	313	181	135		
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583		
Q Serve(g_s), s	8.4	8.0	1.9	2.4	7.3	6.0		
Cycle Q Clear(g_c), s	8.4	8.0	1.9	2.4	7.3	6.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1717	768	494	2380	252	225		
V/C Ratio(X)	0.37	0.36	0.22	0.13	0.72	0.60		
Avail Cap(c_a), veh/h	3053	1366	686	4099	596	532		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.0	11.9	7.0	4.4	30.5	29.9		
Incr Delay (d2), s/veh	0.5	1.0	0.2	0.1	5.3	3.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.5	6.7	1.7	2.1	7.1	9.2		
LnGrp Delay(d),s/veh	12.5	13.0	7.2	4.5	35.8	33.5		
LnGrp LOS	B	B	A	A	D	C		
Approach Vol, veh/h	910			421	316			
Approach Delay, s/veh	12.6			5.2	34.9			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		56.8		17.6	13.9	42.9		
Change Period (Y+Rc), s		6.8		7.0	6.8	6.8		
Max Green Setting (Gmax), s		86.2		25.0	15.2	64.2		
Max Q Clear Time (g_c+I1), s		4.4		9.3	3.9	10.4		
Green Ext Time (p_c), s		30.0		1.3	0.2	25.7		
Intersection Summary								
HCM 2010 Ctrl Delay			15.0					
HCM 2010 LOS			B					

Timings

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑	↑↑	↖	↗
Volume (vph)	38	818	338	93	44
Turn Type	Perm	NA	NA	Prot	Perm
Protected Phases		6	2	8	
Permitted Phases	6				8
Detector Phase	6	6	2	8	8
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5
Total Split (s)	66.0	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.5	7.5	7.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effect Green (s)	19.5	19.5	19.0	8.5	8.5
Actuated g/C Ratio	0.55	0.55	0.54	0.24	0.24
v/c Ratio	0.08	0.44	0.21	0.23	0.12
Control Delay	7.2	8.5	7.1	15.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	8.5	7.1	15.9	6.9
LOS	A	A	A	B	A
Approach Delay		8.5	7.1	13.0	
Approach LOS		A	A	B	

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 35.5	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.44	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 39.7%	ICU Level of Service A
Analysis Period (min) 15	

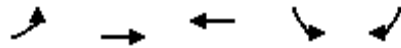
Splits and Phases: 6: CR 510/ 85th Street & Power Line Rd



Queues

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	40	861	400	98	46
v/c Ratio	0.08	0.44	0.21	0.23	0.12
Control Delay	7.2	8.5	7.1	15.9	6.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.2	8.5	7.1	15.9	6.9
Queue Length 50th (ft)	5	66	25	18	0
Queue Length 95th (ft)	17	116	50	53	19
Internal Link Dist (ft)		7834	2586	1343	
Turn Bay Length (ft)	150			300	
Base Capacity (vph)	961	3539	3479	1294	1054
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.04	0.24	0.11	0.08	0.04

Intersection Summary

HCM 2010 Signalized Intersection Summary

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

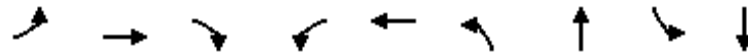


Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	38	818	338	42	93	44		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	40	861	356	44	98	46		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	616	1722	1545	190	161	129		
Arrive On Green	0.49	0.49	0.49	0.49	0.09	0.09		
Sat Flow, veh/h	981	3632	3267	390	1774	1425		
Grp Volume(v), veh/h	40	861	197	203	98	46		
Grp Sat Flow(s),veh/h/ln	981	1770	1770	1794	1774	1425		
Q Serve(g_s), s	0.9	5.9	2.3	2.3	1.9	1.1		
Cycle Q Clear(g_c), s	3.2	5.9	2.3	2.3	1.9	1.1		
Prop In Lane	1.00			0.22	1.00	1.00		
Lane Grp Cap(c), veh/h	616	1722	861	873	161	129		
V/C Ratio(X)	0.06	0.50	0.23	0.23	0.61	0.36		
Avail Cap(c_a), veh/h	1775	5904	2917	2957	1325	1064		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	6.2	6.2	5.3	5.3	15.5	15.2		
Incr Delay (d2), s/veh	0.0	0.2	0.1	0.1	3.7	1.7		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.4	5.0	2.0	2.1	2.0	0.9		
LnGrp Delay(d),s/veh	6.2	6.4	5.4	5.4	19.2	16.8		
LnGrp LOS	A	A	A	A	B	B		
Approach Vol, veh/h		901	400		144			
Approach Delay, s/veh		6.4	5.4		18.4			
Approach LOS		A	A		B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		24.8				24.8		10.7
Change Period (Y+Rc), s		7.5				* 7.5		7.5
Max Green Setting (Gmax), s		58.5				* 59		26.5
Max Q Clear Time (g_c+I1), s		4.3				7.9		3.9
Green Ext Time (p_c), s		9.4				9.4		0.4
Intersection Summary								
HCM 2010 Ctrl Delay			7.3					
HCM 2010 LOS			A					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

7: 66th Ave & CR 510/ 85th Street

1/26/2017

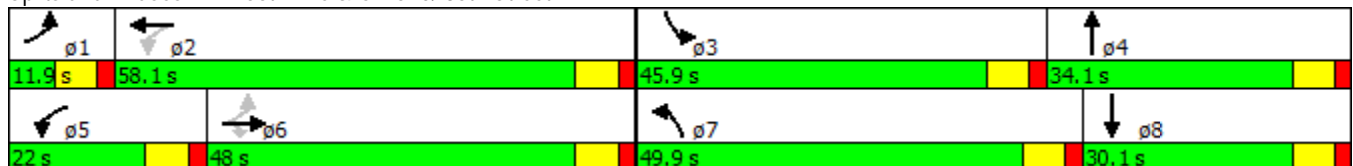


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↘	↖	↗	↖	↗	↖	↗
Volume (vph)	36	458	432	78	161	197	155	228	396
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2					
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	11.8	21.8	21.8	11.8	21.8	11.8	27.8	11.8	21.8
Total Split (s)	11.9	48.0	48.0	22.0	58.1	49.9	34.1	45.9	30.1
Total Split (%)	7.9%	32.0%	32.0%	14.7%	38.7%	33.3%	22.7%	30.6%	20.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	40.4	36.6	36.6	49.4	43.5	12.4	16.0	20.4	24.0
Actuated g/C Ratio	0.38	0.34	0.34	0.46	0.40	0.12	0.15	0.19	0.22
v/c Ratio	0.08	0.40	0.54	0.20	0.16	0.52	0.46	0.72	0.57
Control Delay	17.4	29.8	5.5	17.5	18.8	52.9	38.0	55.8	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	29.8	5.5	17.5	18.8	52.9	38.0	55.8	42.3
LOS	B	C	A	B	B	D	D	E	D
Approach Delay		18.0			18.4		44.7		47.0
Approach LOS		B			B		D		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 107.5
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 31.3
 Intersection LOS: C
 Intersection Capacity Utilization 64.8%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/66 th Ave

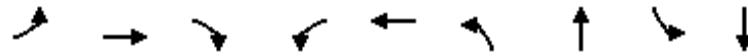
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	38	482	455	82	226	207	251	240	449
v/c Ratio	0.08	0.40	0.54	0.20	0.16	0.52	0.46	0.72	0.57
Control Delay	17.4	29.8	5.5	17.5	18.8	52.9	38.0	55.8	42.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	29.8	5.5	17.5	18.8	52.9	38.0	55.8	42.3
Queue Length 50th (ft)	14	135	0	30	45	75	68	168	157
Queue Length 95th (ft)	37	221	80	67	84	125	124	273	230
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		250		200	
Base Capacity (vph)	459	1410	904	473	1706	1431	928	669	840
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.34	0.50	0.17	0.13	0.14	0.27	0.36	0.53

Intersection Summary

Description: CR510/66 th Ave

HCM 2010 Signalized Intersection Summary
 7: 66th Ave & CR 510/ 85th Street

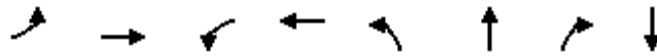
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	36	458	432	78	161	54	197	155	84	228	396	30
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	38	482	0	82	169	57	207	163	88	240	417	32
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	440	1021	457	335	798	260	308	402	206	287	833	64
Arrive On Green	0.03	0.29	0.00	0.05	0.30	0.30	0.09	0.18	0.18	0.16	0.25	0.25
Sat Flow, veh/h	1774	3539	1583	1774	2625	857	3442	2263	1164	1774	3333	255
Grp Volume(v), veh/h	38	482	0	82	112	114	207	126	125	240	221	228
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1712	1721	1770	1657	1774	1770	1818
Q Serve(g_s), s	1.3	9.5	0.0	2.7	4.0	4.2	4.9	5.3	5.7	11.1	9.0	9.1
Cycle Q Clear(g_c), s	1.3	9.5	0.0	2.7	4.0	4.2	4.9	5.3	5.7	11.1	9.0	9.1
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.70	1.00		0.14
Lane Grp Cap(c), veh/h	440	1021	457	335	538	520	308	314	294	287	442	454
V/C Ratio(X)	0.09	0.47	0.00	0.24	0.21	0.22	0.67	0.40	0.43	0.84	0.50	0.50
Avail Cap(c_a), veh/h	485	1725	772	564	1074	1039	1755	571	535	820	488	501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	24.8	0.0	20.0	21.9	21.9	37.3	30.8	30.9	34.3	27.2	27.2
Incr Delay (d2), s/veh	0.1	1.6	0.0	0.4	0.3	0.3	2.6	1.2	1.4	6.3	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	8.4	0.0	2.4	3.5	3.7	4.4	4.8	4.9	9.9	8.1	8.3
LnGrp Delay(d),s/veh	19.9	26.3	0.0	20.3	22.1	22.2	39.9	32.0	32.3	40.7	28.4	28.4
LnGrp LOS	B	C		C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		520			308			458			689	
Approach Delay, s/veh		25.9			21.7			35.6			32.7	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.8	32.5	20.5	21.8	11.1	31.2	14.4	27.9				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	5.1	51.3	39.1	27.3	15.2	41.2	43.1	23.3				
Max Q Clear Time (g_c+I1), s	3.3	6.2	13.1	7.7	4.7	11.5	6.9	11.1				
Green Ext Time (p_c), s	0.0	15.5	0.6	5.2	0.1	12.9	0.7	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: 58th Ave & CR 510/ 85th Street

1/26/2017

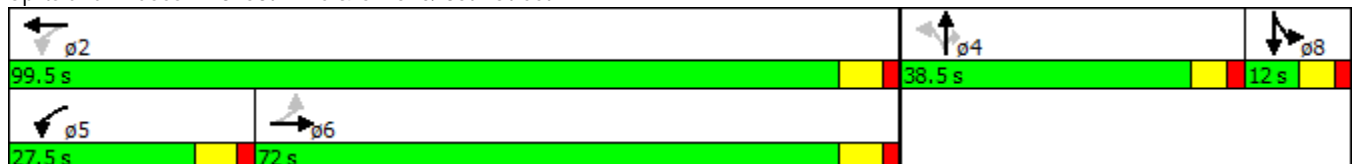


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	3	611	138	196	81	2	149	2
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.8	21.8	11.8	21.8	12.0	12.0	12.0	12.0
Total Split (s)	72.0	72.0	27.5	99.5	38.5	38.5	38.5	12.0
Total Split (%)	48.0%	48.0%	18.3%	66.3%	25.7%	25.7%	25.7%	8.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	26.1	26.1	46.6	46.6		13.2	13.2	6.4
Actuated g/C Ratio	0.35	0.35	0.62	0.62		0.18	0.18	0.09
v/c Ratio	0.01	0.66	0.31	0.10		0.52	0.39	0.05
Control Delay	20.3	24.2	8.8	6.3		44.6	9.2	38.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.3	24.2	8.8	6.3		44.6	9.2	38.6
LOS	C	C	A	A		D	A	D
Approach Delay		24.2		7.3		21.8		38.6
Approach LOS		C		A		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 75.1
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 19.5
 Intersection LOS: B
 Intersection Capacity Utilization 53.5%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/58th Ave

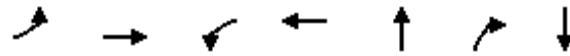
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

1/26/2017






















Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	3	796	145	226	87	157	8
v/c Ratio	0.01	0.66	0.31	0.10	0.52	0.39	0.05
Control Delay	20.3	24.2	8.8	6.3	44.6	9.2	38.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.3	24.2	8.8	6.3	44.6	9.2	38.6
Queue Length 50th (ft)	1	141	21	15	34	0	2
Queue Length 95th (ft)	8	315	74	50	112	57	21
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	200		190				
Base Capacity (vph)	991	2997	631	3365	439	815	151
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.27	0.23	0.07	0.20	0.19	0.05

Intersection Summary

Description: CR510/58th Ave

HCM 2010 Signalized Intersection Summary
 8: 58th Ave & CR 510/ 85th Street

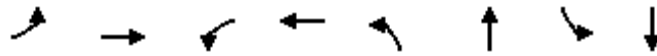
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	611	145	138	196	19	81	2	149	4	2	2
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	3	643	153	145	206	20	85	2	157	4	2	2
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	547	1083	257	381	1831	176	251	6	229	11	5	5
Arrive On Green	0.38	0.38	0.38	0.08	0.56	0.56	0.14	0.14	0.14	0.01	0.01	0.01
Sat Flow, veh/h	1150	2839	675	1774	3263	314	1735	41	1583	871	436	436
Grp Volume(v), veh/h	3	401	395	145	111	115	87	0	157	8	0	0
Grp Sat Flow(s),veh/h/ln	1150	1770	1744	1774	1770	1807	1776	0	1583	1742	0	0
Q Serve(g_s), s	0.1	12.1	12.1	3.0	2.0	2.0	2.9	0.0	6.3	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.1	12.1	12.1	3.0	2.0	2.0	2.9	0.0	6.3	0.3	0.0	0.0
Prop In Lane	1.00		0.39	1.00		0.17	0.98		1.00	0.50		0.25
Lane Grp Cap(c), veh/h	547	675	665	381	993	1014	256	0	229	22	0	0
V/C Ratio(X)	0.01	0.59	0.59	0.38	0.11	0.11	0.34	0.00	0.69	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1234	1732	1707	795	2463	2515	867	0	773	157	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.8	16.5	16.5	11.4	6.8	6.9	25.6	0.0	27.1	32.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	1.2	0.9	0.1	0.1	1.1	0.0	5.1	14.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	10.0	9.9	2.8	1.8	1.8	2.7	0.0	5.5	0.4	0.0	0.0
LnGrp Delay(d),s/veh	12.8	17.6	17.7	12.3	6.9	6.9	26.7	0.0	32.2	47.0	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	C		C	D		
Approach Vol, veh/h		799			371			244			8	
Approach Delay, s/veh		17.6			9.0			30.3			47.0	
Approach LOS		B			A			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		44.2		15.6	11.9	32.2		6.8				
Change Period (Y+Rc), s		6.8		6.0	6.8	6.8		6.0				
Max Green Setting (Gmax), s		92.7		32.5	20.7	65.2		6.0				
Max Q Clear Time (g_c+I1), s		4.0		8.3	5.0	14.1		2.3				
Green Ext Time (p_c), s		11.8		1.5	0.5	11.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.7									
HCM 2010 LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

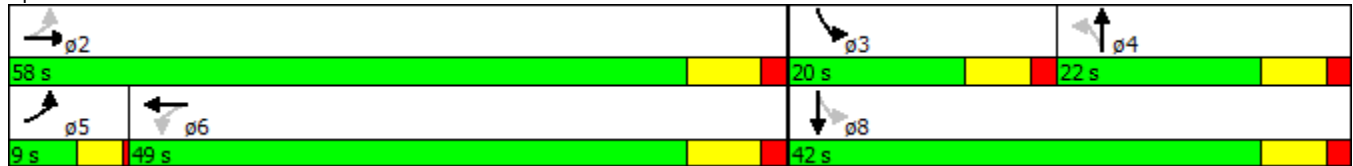


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Volume (vph)	62	686	4	348	11	71	84	82
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	11.0	20.0
Total Split (s)	9.0	58.0	49.0	49.0	22.0	22.0	20.0	42.0
Total Split (%)	9.0%	58.0%	49.0%	49.0%	22.0%	22.0%	20.0%	42.0%
Yellow Time (s)	3.5	5.5	5.5	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	0.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.5	7.5	7.5	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	None	Min	Min	None	None
Act Effect Green (s)	22.3	18.5	13.9	13.9	8.3	8.3	18.9	18.9
Actuated g/C Ratio	0.42	0.35	0.26	0.26	0.16	0.16	0.36	0.36
v/c Ratio	0.16	0.59	0.02	0.46	0.06	0.30	0.22	0.26
Control Delay	11.6	16.9	19.2	19.8	24.2	25.1	13.4	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	16.9	19.2	19.8	24.2	25.1	13.4	10.1
LOS	B	B	B	B	C	C	B	B
Approach Delay		16.5		19.8		25.0		11.2
Approach LOS		B		B		C		B

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 53	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 17.1	Intersection LOS: B
Intersection Capacity Utilization 51.9%	ICU Level of Service A
Analysis Period (min) 15	

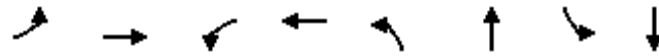
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	65	727	4	423	12	88	88	168
v/c Ratio	0.16	0.59	0.02	0.46	0.06	0.30	0.22	0.26
Control Delay	11.6	16.9	19.2	19.8	24.2	25.1	13.4	10.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	16.9	19.2	19.8	24.2	25.1	13.4	10.1
Queue Length 50th (ft)	13	101	1	65	4	26	19	25
Queue Length 95th (ft)	36	167	8	114	18	68	48	66
Internal Link Dist (ft)		3978		7834		1105		1015
Turn Bay Length (ft)	300		300		300		300	
Base Capacity (vph)	414	3150	539	2681	379	574	577	1199
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.23	0.01	0.16	0.03	0.15	0.15	0.14

Intersection Summary

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

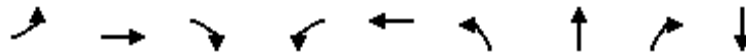
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (veh/h)	62	686	5	4	348	54	11	71	12	84	82	78
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	65	722	5	4	366	57	12	75	13	88	86	82
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	403	1465	10	333	853	132	275	165	29	330	266	254
Arrive On Green	0.05	0.41	0.41	0.28	0.28	0.28	0.11	0.11	0.11	0.06	0.30	0.30
Sat Flow, veh/h	1774	3603	25	725	3074	475	1212	1547	268	1774	878	837
Grp Volume(v), veh/h	65	355	372	4	209	214	12	0	88	88	0	168
Grp Sat Flow(s),veh/h/ln	1774	1770	1858	725	1770	1779	1212	0	1815	1774	0	1715
Q Serve(g_s), s	1.2	7.3	7.3	0.2	4.8	4.9	0.4	0.0	2.2	2.0	0.0	3.7
Cycle Q Clear(g_c), s	1.2	7.3	7.3	1.2	4.8	4.9	0.4	0.0	2.2	2.0	0.0	3.7
Prop In Lane	1.00		0.01	1.00		0.27	1.00		0.15	1.00		0.49
Lane Grp Cap(c), veh/h	403	720	756	333	491	494	275	0	193	330	0	520
V/C Ratio(X)	0.16	0.49	0.49	0.01	0.43	0.43	0.04	0.00	0.46	0.27	0.00	0.32
Avail Cap(c_a), veh/h	498	1813	1904	742	1490	1498	520	0	560	700	0	1225
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	10.9	10.9	13.6	14.6	14.6	19.9	0.0	20.7	16.5	0.0	13.3
Incr Delay (d2), s/veh	0.2	0.5	0.5	0.0	0.6	0.6	0.1	0.0	1.7	0.4	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	6.6	6.9	0.1	4.3	4.4	0.3	0.0	2.2	1.8	0.0	3.3
LnGrp Delay(d),s/veh	11.0	11.4	11.4	13.7	15.2	15.2	19.9	0.0	22.4	17.0	0.0	13.6
LnGrp LOS	B	B	B	B	B	B	B		C	B		B
Approach Vol, veh/h		792			427			100			256	
Approach Delay, s/veh		11.3			15.2			22.1			14.8	
Approach LOS		B			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		27.5	9.7	12.0	6.4	21.2		21.8				
Change Period (Y+Rc), s		7.5	6.8	6.8	4.0	7.5		6.8				
Max Green Setting (Gmax), s		50.5	13.2	15.2	5.0	41.5		35.2				
Max Q Clear Time (g_c+I1), s		9.3	4.0	4.2	3.2	6.9		5.7				
Green Ext Time (p_c), s		7.0	0.1	1.0	0.0	6.8		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			13.6									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

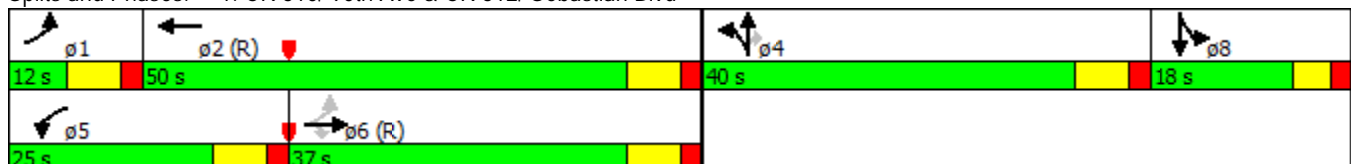


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	13	633	319	370	598	535	52	255	32
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	37.0	37.0	25.0	50.0	40.0	40.0	40.0	18.0
Total Split (%)	10.0%	30.8%	30.8%	20.8%	41.7%	33.3%	33.3%	33.3%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	41.8	36.3	36.3	17.2	55.6	28.9	28.9	28.9	11.9
Actuated g/C Ratio	0.35	0.30	0.30	0.14	0.46	0.24	0.24	0.24	0.10
v/c Ratio	0.05	0.62	0.31	0.79	0.41	0.77	0.75	0.46	0.67
Control Delay	19.5	40.6	4.6	61.9	24.3	55.1	54.0	6.7	69.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	40.6	4.6	61.9	24.3	55.1	54.0	6.7	69.0
LOS	B	D	A	E	C	E	D	A	E
Approach Delay		28.4			38.2		40.0		69.0
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 36.7
 Intersection LOS: D
 Intersection Capacity Utilization 67.5%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

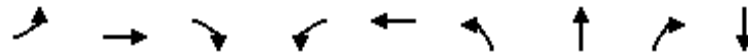
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	14	666	336	389	662	310	308	268	121
v/c Ratio	0.05	0.62	0.31	0.79	0.41	0.77	0.75	0.46	0.67
Control Delay	19.5	40.6	4.6	61.9	24.3	55.1	54.0	6.7	69.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.5	40.6	4.6	61.9	24.3	55.1	54.0	6.7	69.0
Queue Length 50th (ft)	6	246	0	149	167	230	227	0	88
Queue Length 95th (ft)	18	321	39	205	268	332	328	64	#161
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	306	1071	1078	523	1629	465	470	631	192
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.31	0.74	0.41	0.67	0.66	0.42	0.63

Intersection Summary






















Description: CR-510 at CR-512

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	633	319	370	598	31	535	52	255	71	32	11
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	14	666	336	389	629	33	602	0	268	75	34	12
Adj No. of Lanes	1	2	2	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	364	1278	1007	450	1630	85	746	0	333	92	42	15
Arrive On Green	0.02	0.36	0.36	0.13	0.48	0.48	0.21	0.00	0.21	0.08	0.08	0.08
Sat Flow, veh/h	1774	3539	2787	3442	3421	179	3548	0	1583	1101	499	176
Grp Volume(v), veh/h	14	666	336	389	325	337	602	0	268	121	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1721	1770	1831	1774	0	1583	1777	0	0
Q Serve(g_s), s	0.6	17.8	10.5	13.3	14.1	14.2	19.4	0.0	19.3	8.0	0.0	0.0
Cycle Q Clear(g_c), s	0.6	17.8	10.5	13.3	14.1	14.2	19.4	0.0	19.3	8.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.62		0.10
Lane Grp Cap(c), veh/h	364	1278	1007	450	843	873	746	0	333	148	0	0
V/C Ratio(X)	0.04	0.52	0.33	0.86	0.39	0.39	0.81	0.00	0.81	0.82	0.00	0.00
Avail Cap(c_a), veh/h	413	1278	1007	522	843	873	982	0	438	188	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	23.5	30.2	27.8	51.1	20.1	20.1	45.1	0.0	45.0	54.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.9	12.6	1.3	1.3	4.5	0.0	9.3	21.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	13.9	7.5	11.5	11.6	11.9	15.1	0.0	14.3	8.4	0.0	0.0
LnGrp Delay(d),s/veh	23.5	31.7	28.7	63.7	21.5	21.4	49.5	0.0	54.4	75.6	0.0	0.0
LnGrp LOS	C	C	C	E	C	C	D		D	E		
Approach Vol, veh/h		1016			1051			870			121	
Approach Delay, s/veh		30.6			37.1			51.0			75.6	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	64.0		32.0	22.5	50.1		15.3				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		5.3				
Max Green Setting (Gmax), s	5.2	43.2		33.2	18.2	30.2		12.7				
Max Q Clear Time (g_c+I1), s	2.6	16.2		21.4	15.3	19.8		10.0				
Green Ext Time (p_c), s	0.0	15.3		3.9	0.4	7.7		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017

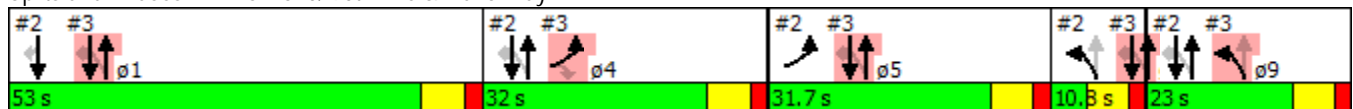


Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	42	10	719	653	12			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	31.7	10.8				41.8	12.8	10.8
Total Split (s)	31.7	10.8				53.0	32.0	23.0
Total Split (%)	21.1%	7.2%				35%	21%	15%
Yellow Time (s)	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.8	6.8						
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None				Min	None	None
Act Effct Green (s)	22.3	43.6	50.5	95.9	95.9			
Actuated g/C Ratio	0.16	0.31	0.35	0.67	0.67			
v/c Ratio	0.27	0.11	0.61	0.29	0.01			
Control Delay	42.7	19.3	21.7	10.1	3.6			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	42.7	19.3	21.7	10.1	3.6			
LOS	D	B	C	B	A			
Approach Delay	42.7		21.6	9.9				
Approach LOS	D		C	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 142.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 45.5%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	77	11	757	687	13
v/c Ratio	0.27	0.11	0.61	0.29	0.01
Control Delay	42.7	19.3	21.7	10.1	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	42.7	19.3	21.7	10.1	3.6
Queue Length 50th (ft)	48	4	167	134	0
Queue Length 95th (ft)	100	12	203	165	8
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			100
Base Capacity (vph)	316	101	1303	2387	1072
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.24	0.11	0.58	0.29	0.01

Intersection Summary

Description: CR-510/Mako Way

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	42	31	10	719	653	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1706		1770	3539	3539	1583
Flt Permitted	0.97		0.10	1.00	1.00	1.00
Satd. Flow (perm)	1706		188	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	44	33	11	757	687	13
RTOR Reduction (vph)	18	0	0	0	0	4
Lane Group Flow (vph)	59	0	11	757	687	9
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	22.3		43.6	43.6	95.8	95.8
Effective Green, g (s)	22.3		43.6	43.6	95.8	95.8
Actuated g/C Ratio	0.16		0.31	0.31	0.67	0.67
Clearance Time (s)	6.8		6.8			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	266		101	1251	2379	1064
v/s Ratio Prot	c0.03		0.00	c0.17	c0.19	
v/s Ratio Perm			0.03	0.05		0.01
v/c Ratio	0.22		0.11	0.61	0.29	0.01
Uniform Delay, d1	52.5		63.9	42.1	9.5	7.7
Progression Factor	1.00		0.92	0.96	1.00	1.00
Incremental Delay, d2	0.6		0.5	0.9	0.1	0.0
Delay (s)	53.1		59.0	41.2	9.6	7.7
Level of Service	D		E	D	A	A
Approach Delay (s)	53.1			41.5	9.6	
Approach LOS	D			D	A	

Intersection Summary

HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	142.5	Sum of lost time (s)	34.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	73	37	63	671	523	102			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.8	12.8	10.8				41.8	31.7	10.8
Total Split (s)	32.0	32.0	23.0				53.0	31.7	10.8
Total Split (%)	21.3%	21.3%	15.3%				35%	21%	7%
Yellow Time (s)	4.8	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	6.8	6.8	6.8						
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	24.0	24.0	91.4	105.1	75.8	75.8			
Actuated g/C Ratio	0.17	0.17	0.64	0.74	0.53	0.53			
v/c Ratio	0.26	0.13	0.11	0.27	0.29	0.12			
Control Delay	56.2	16.0	6.4	6.5	10.3	3.6			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	56.2	16.0	6.4	6.5	10.3	3.6			
LOS	E	B	A	A	B	A			
Approach Delay	42.7			6.5	9.2				
Approach LOS	D			A	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 142.8
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 10.4
 Intersection LOS: B
 Intersection Capacity Utilization 54.7%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	77	39	66	706	551	107
v/c Ratio	0.26	0.13	0.11	0.27	0.29	0.12
Control Delay	56.2	16.0	6.4	6.5	10.3	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.2	16.0	6.4	6.5	10.3	3.6
Queue Length 50th (ft)	67	0	16	105	124	23
Queue Length 95th (ft)	119	35	29	129	156	35
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			100
Base Capacity (vph)	314	313	607	2679	1952	916
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.12	0.11	0.26	0.28	0.12

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	73	37	63	671	523	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.41	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	765	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	77	39	66	706	551	107
RTOR Reduction (vph)	0	32	0	0	0	45
Lane Group Flow (vph)	77	7	66	706	551	62
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	24.0	24.0	91.3	91.3	75.7	75.7
Effective Green, g (s)	24.0	24.0	91.3	91.3	75.7	75.7
Actuated g/C Ratio	0.17	0.17	0.64	0.64	0.53	0.53
Clearance Time (s)	6.8	6.8	6.8			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	298	266	600	2605	1880	840
v/s Ratio Prot	c0.04		0.01	c0.14	c0.16	
v/s Ratio Perm		0.00	0.06	0.06		0.04
v/c Ratio	0.26	0.02	0.11	0.27	0.29	0.07
Uniform Delay, d1	51.5	49.5	12.5	11.1	18.5	16.3
Progression Factor	1.00	1.00	1.00	1.00	1.04	1.75
Incremental Delay, d2	0.6	0.1	0.1	0.1	0.1	0.0
Delay (s)	52.1	49.5	12.6	11.2	19.4	28.5
Level of Service	D	D	B	B	B	C
Approach Delay (s)	51.3			11.3	20.9	
Approach LOS	D			B	C	

Intersection Summary

HCM 2000 Control Delay	18.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	142.5	Sum of lost time (s)	34.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	169	73	210	565	336
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.8	26.8	26.8
Total Split (s)	28.0	28.0	32.0	72.0	40.0
Total Split (%)	28.0%	28.0%	32.0%	72.0%	40.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.8	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	12.6	12.6	37.3	37.3	20.7
Actuated g/C Ratio	0.20	0.20	0.59	0.59	0.33
v/c Ratio	0.50	0.20	0.43	0.28	0.49
Control Delay	28.1	7.5	9.2	7.0	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	7.5	9.2	7.0	14.1
LOS	C	A	A	A	B
Approach Delay	21.9			7.6	14.1
Approach LOS	C			A	B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 62.9
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 12.1
 Intersection LOS: B
 Intersection Capacity Utilization 54.0%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	178	77	221	595	590
v/c Ratio	0.50	0.20	0.43	0.28	0.49
Control Delay	28.1	7.5	9.2	7.0	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	28.1	7.5	9.2	7.0	14.1
Queue Length 50th (ft)	59	0	34	50	62
Queue Length 95th (ft)	125	30	76	92	126
Internal Link Dist (ft)	1804			2426	1485
Turn Bay Length (ft)	175		215		
Base Capacity (vph)	625	609	819	3452	1854
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.28	0.13	0.27	0.17	0.32













Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

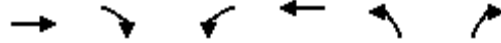
1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	169	73	210	565	336	224		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	178	77	221	595	354	236		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	262	234	531	2169	768	503		
Arrive On Green	0.15	0.15	0.11	0.61	0.37	0.37		
Sat Flow, veh/h	1774	1583	1774	3632	2144	1344		
Grp Volume(v), veh/h	178	77	221	595	305	285		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1626		
Q Serve(g_s), s	5.1	2.3	3.6	4.2	6.9	7.1		
Cycle Q Clear(g_c), s	5.1	2.3	3.6	4.2	6.9	7.1		
Prop In Lane	1.00	1.00	1.00			0.83		
Lane Grp Cap(c), veh/h	262	234	531	2169	663	609		
V/C Ratio(X)	0.68	0.33	0.42	0.27	0.46	0.47		
Avail Cap(c_a), veh/h	731	652	1170	4320	1100	1010		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.6	20.4	8.0	4.8	12.6	12.7		
Incr Delay (d2), s/veh	4.4	1.2	0.5	0.1	0.7	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.0	2.0	3.1	3.6	6.3	6.0		
LnGrp Delay(d),s/veh	26.0	21.6	8.5	4.9	13.3	13.5		
LnGrp LOS	C	C	A	A	B	B		
Approach Vol, veh/h	255			816	590			
Approach Delay, s/veh	24.6			5.9	13.4			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.7	26.8				39.5		13.9
Change Period (Y+Rc), s	6.8	6.8				6.8		6.0
Max Green Setting (Gmax), s	25.2	33.2				65.2		22.0
Max Q Clear Time (g_c+I1), s	5.6	9.1				6.2		7.1
Green Ext Time (p_c), s	0.5	10.7				14.2		1.0
Intersection Summary								
HCM 2010 Ctrl Delay			11.4					
HCM 2010 LOS			B					

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

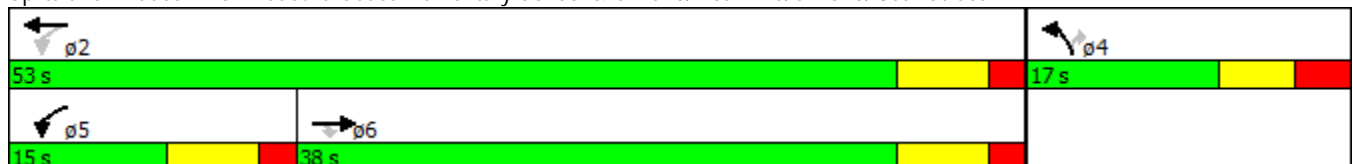


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Volume (vph)	340	37	34	768	45	21
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.8	36.8	14.8	36.8	17.0	17.0
Total Split (s)	38.0	38.0	15.0	53.0	17.0	17.0
Total Split (%)	54.3%	54.3%	21.4%	75.7%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	40.4	40.4	42.4	45.5	10.2	10.2
Actuated g/C Ratio	0.69	0.69	0.72	0.77	0.17	0.17
v/c Ratio	0.15	0.04	0.05	0.30	0.15	0.08
Control Delay	8.2	4.4	4.4	4.5	25.3	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	4.4	4.4	4.5	25.3	12.8
LOS	A	A	A	A	C	B
Approach Delay	7.9			4.5	21.3	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 58.9
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 6.4
 Intersection LOS: A
 Intersection Capacity Utilization 48.1%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

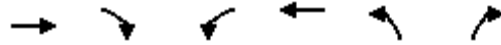
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	358	39	36	808	47	22
v/c Ratio	0.15	0.04	0.05	0.30	0.15	0.08
Control Delay	8.2	4.4	4.4	4.5	25.3	12.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	4.4	4.4	4.5	25.3	12.8
Queue Length 50th (ft)	25	0	5	68	13	0
Queue Length 95th (ft)	73	15	13	94	45	18
Internal Link Dist (ft)	2426			3978		1175
Turn Bay Length (ft)	250		490		275	
Base Capacity (vph)	2470	1116	741	2823	305	291
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.03	0.05	0.29	0.15	0.08







Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	340	37	34	768	45	21		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	358	39	36	808	47	22		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1736	777	650	2341	200	179		
Arrive On Green	0.49	0.49	0.06	0.66	0.11	0.11		
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583		
Grp Volume(v), veh/h	358	39	36	808	47	22		
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583		
Q Serve(g_s), s	3.5	0.8	0.5	6.1	1.5	0.8		
Cycle Q Clear(g_c), s	3.5	0.8	0.5	6.1	1.5	0.8		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1736	777	650	2341	200	179		
V/C Ratio(X)	0.21	0.05	0.06	0.35	0.23	0.12		
Avail Cap(c_a), veh/h	1805	808	782	2673	290	259		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.8	8.1	5.7	4.5	24.7	24.4		
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.3	0.8	0.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	3.1	0.6	0.5	5.4	1.4	1.3		
LnGrp Delay(d),s/veh	9.0	8.2	5.7	4.9	25.6	24.8		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h	397			844	69			
Approach Delay, s/veh	9.0			4.9	25.3			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		47.3		13.9	10.5	36.8		
Change Period (Y+Rc), s		6.8		7.0	6.8	6.8		
Max Green Setting (Gmax), s		46.2		10.0	8.2	31.2		
Max Q Clear Time (g_c+I1), s		8.1		3.5	2.5	5.5		
Green Ext Time (p_c), s		22.5		0.1	0.0	17.2		
Intersection Summary								
HCM 2010 Ctrl Delay			7.2					
HCM 2010 LOS			A					

Timings

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑	↑↑	↖	↖
Volume (vph)	39	362	806	54	32
Turn Type	Perm	NA	NA	Prot	Perm
Protected Phases		6	2	8	
Permitted Phases	6				8
Detector Phase	6	6	2	8	8
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5
Total Split (s)	75.0	75.0	75.0	25.0	25.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.5	7.5	7.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effect Green (s)	24.5	24.5	24.1	7.7	7.7
Actuated g/C Ratio	0.70	0.70	0.69	0.22	0.22
v/c Ratio	0.12	0.15	0.43	0.15	0.10
Control Delay	6.9	5.0	6.5	16.8	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	5.0	6.5	16.8	8.4
LOS	A	A	A	B	A
Approach Delay		5.2	6.5	13.7	
Approach LOS		A	A	B	

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 34.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.43	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 47.7%	ICU Level of Service A
Analysis Period (min) 15	

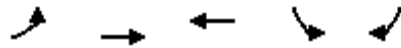
Splits and Phases: 6: CR 510/ 85th Street & Power Line Rd



Queues

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	41	381	1030	57	34
v/c Ratio	0.12	0.15	0.43	0.15	0.10
Control Delay	6.9	5.0	6.5	16.8	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	6.9	5.0	6.5	16.8	8.4
Queue Length 50th (ft)	5	23	78	11	0
Queue Length 95th (ft)	18	44	133	39	18
Internal Link Dist (ft)		7834	2586	1343	
Turn Bay Length (ft)	150			300	
Base Capacity (vph)	505	3539	3444	1038	849
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.30	0.05	0.04

Intersection Summary

HCM 2010 Signalized Intersection Summary

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

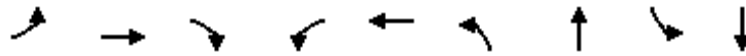


Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	39	362	806	173	54	32		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	41	381	848	182	57	34		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	388	1994	1634	351	113	90		
Arrive On Green	0.56	0.56	0.56	0.56	0.06	0.06		
Sat Flow, veh/h	545	3632	2993	622	1774	1425		
Grp Volume(v), veh/h	41	381	517	513	57	34		
Grp Sat Flow(s),veh/h/ln	545	1770	1770	1753	1774	1425		
Q Serve(g_s), s	2.0	2.1	7.3	7.3	1.2	0.9		
Cycle Q Clear(g_c), s	9.3	2.1	7.3	7.3	1.2	0.9		
Prop In Lane	1.00			0.36	1.00	1.00		
Lane Grp Cap(c), veh/h	388	1994	997	988	113	90		
V/C Ratio(X)	0.11	0.19	0.52	0.52	0.51	0.38		
Avail Cap(c_a), veh/h	1006	6004	2971	2943	772	620		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	8.3	4.3	5.4	5.4	18.2	18.1		
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.4	3.5	2.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.6	1.8	6.4	6.4	1.3	0.8		
LnGrp Delay(d),s/veh	8.4	4.3	5.8	5.8	21.7	20.6		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h		422	1030		91			
Approach Delay, s/veh		4.7	5.8		21.3			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		30.1				30.1		10.1
Change Period (Y+Rc), s		7.5				* 7.5		7.5
Max Green Setting (Gmax), s		67.5				* 68		17.5
Max Q Clear Time (g_c+I1), s		9.3				11.3		3.2
Green Ext Time (p_c), s		11.4				11.4		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			6.4					
HCM 2010 LOS			A					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

7: 66th Ave & CR 510/ 85th Street

1/26/2017

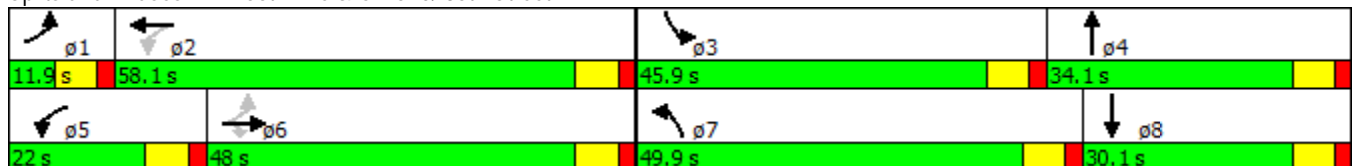


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Volume (vph)	17	186	192	75	544	421	319	80	182
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2					
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	11.8	21.8	21.8	11.8	21.8	11.8	27.8	11.8	21.8
Total Split (s)	11.9	48.0	48.0	22.0	58.1	49.9	34.1	45.9	30.1
Total Split (%)	7.9%	32.0%	32.0%	14.7%	38.7%	33.3%	22.7%	30.6%	20.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	26.6	22.7	22.7	34.6	31.1	18.2	27.4	10.4	16.0
Actuated g/C Ratio	0.29	0.25	0.25	0.38	0.34	0.20	0.30	0.12	0.18
v/c Ratio	0.08	0.22	0.37	0.18	0.64	0.64	0.39	0.41	0.37
Control Delay	18.5	29.2	6.4	18.5	27.5	39.2	29.7	47.9	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	29.2	6.4	18.5	27.5	39.2	29.7	47.9	36.7
LOS	B	C	A	B	C	D	C	D	D
Approach Delay		17.7			26.7		34.6		39.7
Approach LOS		B			C		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 90.4
 Natural Cycle: 80
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 29.6
 Intersection LOS: C
 Intersection Capacity Utilization 72.1%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/66 th Ave

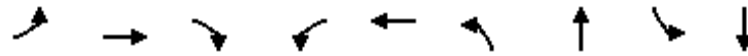
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	18	196	202	79	761	443	411	84	228
v/c Ratio	0.08	0.22	0.37	0.18	0.64	0.64	0.39	0.41	0.37
Control Delay	18.5	29.2	6.4	18.5	27.5	39.2	29.7	47.9	36.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	29.2	6.4	18.5	27.5	39.2	29.7	47.9	36.7
Queue Length 50th (ft)	6	48	0	27	163	113	93	43	55
Queue Length 95th (ft)	21	88	55	63	305	208	186	110	119
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		250		200	
Base Capacity (vph)	223	1676	856	515	2022	1700	1164	795	934
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.12	0.24	0.15	0.38	0.26	0.35	0.11	0.24






















Intersection Summary

Description: CR510/66 th Ave

HCM 2010 Signalized Intersection Summary

7: 66th Ave & CR 510/ 85th Street

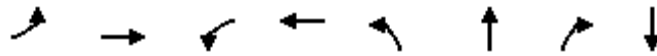
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	186	192	75	544	179	421	319	71	80	182	34
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	18	196	0	79	573	188	443	336	75	84	192	36
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	229	1119	501	492	902	295	562	776	171	111	501	92
Arrive On Green	0.02	0.32	0.00	0.05	0.34	0.34	0.16	0.27	0.27	0.06	0.17	0.17
Sat Flow, veh/h	1774	3539	1583	1774	2623	858	3442	2884	636	1774	2986	550
Grp Volume(v), veh/h	18	196	0	79	386	375	443	205	206	84	112	116
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1711	1721	1770	1751	1774	1770	1766
Q Serve(g_s), s	0.6	3.6	0.0	2.6	16.4	16.4	11.0	8.5	8.7	4.2	5.0	5.2
Cycle Q Clear(g_c), s	0.6	3.6	0.0	2.6	16.4	16.4	11.0	8.5	8.7	4.2	5.0	5.2
Prop In Lane	1.00		1.00	1.00		0.50	1.00		0.36	1.00		0.31
Lane Grp Cap(c), veh/h	229	1119	501	492	609	589	562	476	471	111	297	297
V/C Ratio(X)	0.08	0.18	0.00	0.16	0.63	0.64	0.79	0.43	0.44	0.76	0.38	0.39
Avail Cap(c_a), veh/h	294	1632	730	709	1016	983	1661	541	535	777	462	461
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	22.1	0.0	19.0	24.6	24.6	35.9	27.0	27.1	41.2	33.0	33.1
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.2	1.6	1.6	2.5	0.9	0.9	10.1	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.5	3.2	0.0	2.3	12.9	12.6	9.2	7.6	7.8	4.2	4.6	4.7
LnGrp Delay(d),s/veh	21.1	22.5	0.0	19.1	26.1	26.2	38.4	27.9	28.0	51.4	34.1	34.3
LnGrp LOS	C	C		B	C	C	D	C	C	D	C	C
Approach Vol, veh/h		214			840			854			312	
Approach Delay, s/veh		22.3			25.5			33.4			38.8	
Approach LOS		C			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.6	37.5	12.4	30.8	11.1	35.0	21.4	21.8				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	5.1	51.3	39.1	27.3	15.2	41.2	43.1	23.3				
Max Q Clear Time (g_c+I1), s	2.6	18.4	6.2	10.7	4.6	5.6	13.0	7.2				
Green Ext Time (p_c), s	0.0	12.3	0.2	4.4	0.1	12.7	1.5	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: 58th Ave & CR 510/ 85th Street

1/26/2017

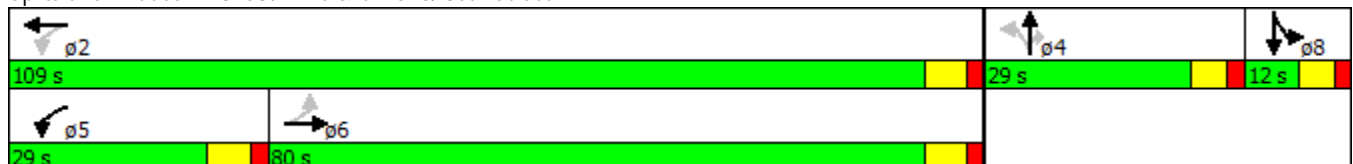


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	1	228	177	596	153	5	167	4
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.8	21.8	11.8	21.8	12.0	12.0	12.0	12.0
Total Split (s)	80.0	80.0	29.0	109.0	29.0	29.0	29.0	12.0
Total Split (%)	53.3%	53.3%	19.3%	72.7%	19.3%	19.3%	19.3%	8.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	15.8	15.8	36.3	36.3		17.0	17.0	6.2
Actuated g/C Ratio	0.22	0.22	0.52	0.52		0.24	0.24	0.09
v/c Ratio	0.01	0.41	0.32	0.35		0.53	0.34	0.16
Control Delay	28.0	24.1	13.1	12.2		32.2	6.6	34.6
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	28.0	24.1	13.1	12.2		32.2	6.6	34.6
LOS	C	C	B	B		C	A	C
Approach Delay		24.1		12.4		19.0		34.6
Approach LOS		C		B		B		C

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 70.4
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 16.8
 Intersection LOS: B
 Intersection Capacity Utilization 57.0%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/58th Ave

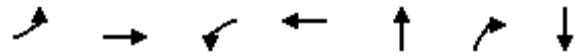
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

1/26/2017






















Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	1	326	186	633	166	176	26
v/c Ratio	0.01	0.41	0.32	0.35	0.53	0.34	0.16
Control Delay	28.0	24.1	13.1	12.2	32.2	6.6	34.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	24.1	13.1	12.2	32.2	6.6	34.6
Queue Length 50th (ft)	0	50	35	68	56	0	8
Queue Length 95th (ft)	5	116	103	159	144	48	38
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	200		190				
Base Capacity (vph)	724	3209	714	3536	439	650	158
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.10	0.26	0.18	0.38	0.27	0.16

Intersection Summary

Description: CR510/58th Ave

HCM 2010 Signalized Intersection Summary
 8: 58th Ave & CR 510/ 85th Street

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	228	82	177	596	6	153	5	167	17	4	4
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	1	240	86	186	627	6	161	5	176	18	4	4
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	709	247	516	1772	17	287	9	264	42	9	9
Arrive On Green	0.28	0.28	0.28	0.11	0.49	0.49	0.17	0.17	0.17	0.03	0.03	0.03
Sat Flow, veh/h	791	2575	899	1774	3592	34	1723	54	1583	1215	270	270
Grp Volume(v), veh/h	1	163	163	186	309	324	166	0	176	26	0	0
Grp Sat Flow(s),veh/h/ln	791	1770	1704	1774	1770	1857	1777	0	1583	1754	0	0
Q Serve(g_s), s	0.1	4.5	4.7	4.2	6.6	6.6	5.3	0.0	6.4	0.9	0.0	0.0
Cycle Q Clear(g_c), s	0.1	4.5	4.7	4.2	6.6	6.6	5.3	0.0	6.4	0.9	0.0	0.0
Prop In Lane	1.00		0.53	1.00		0.02	0.97		1.00	0.69		0.15
Lane Grp Cap(c), veh/h	335	487	469	516	873	916	296	0	264	61	0	0
V/C Ratio(X)	0.00	0.33	0.35	0.36	0.35	0.35	0.56	0.00	0.67	0.42	0.00	0.00
Avail Cap(c_a), veh/h	1057	2104	2026	965	2937	3082	664	0	591	171	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.2	17.8	17.9	12.2	9.6	9.6	23.6	0.0	24.1	29.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.6	0.6	0.3	0.3	2.4	0.0	4.1	6.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	4.1	4.1	3.8	5.9	6.1	5.0	0.0	5.6	1.0	0.0	0.0
LnGrp Delay(d),s/veh	16.2	18.4	18.5	12.8	9.9	9.9	26.0	0.0	28.2	35.6	0.0	0.0
LnGrp LOS	B	B	B	B	A	A	C		C	D		
Approach Vol, veh/h		327			819			342				26
Approach Delay, s/veh		18.4			10.6			27.1				35.6
Approach LOS		B			B			C				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		37.2		16.3	13.4	23.7		8.2				
Change Period (Y+Rc), s		6.8		6.0	6.8	6.8		6.0				
Max Green Setting (Gmax), s		102.2		23.0	22.2	73.2		6.0				
Max Q Clear Time (g_c+I1), s		8.6		8.4	6.2	6.7		2.9				
Green Ext Time (p_c), s		10.3		1.9	0.7	10.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			16.4									
HCM 2010 LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Volume (vph)	54	336	6	746	18	77	79	85
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	11.0	20.0
Total Split (s)	11.0	69.0	58.0	58.0	20.0	20.0	11.0	31.0
Total Split (%)	11.0%	69.0%	58.0%	58.0%	20.0%	20.0%	11.0%	31.0%
Yellow Time (s)	3.5	5.5	5.5	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	0.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.5	7.5	7.5	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	None	Min	Min	None	None
Act Effct Green (s)	31.9	28.0	22.6	22.6	8.9	8.9	17.0	17.0
Actuated g/C Ratio	0.52	0.46	0.37	0.37	0.15	0.15	0.28	0.28
v/c Ratio	0.16	0.22	0.02	0.68	0.11	0.32	0.29	0.31
Control Delay	8.4	10.0	15.0	20.0	30.2	30.9	22.3	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.0	15.0	20.0	30.2	30.9	22.3	17.7
LOS	A	A	B	C	C	C	C	B
Approach Delay		9.8		20.0		30.8		19.3
Approach LOS		A		B		C		B

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 61	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 18.0	Intersection LOS: B
Intersection Capacity Utilization 56.9%	ICU Level of Service B
Analysis Period (min) 15	

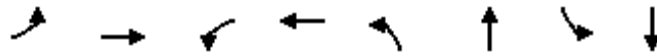
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	57	358	6	877	19	88	83	158
v/c Ratio	0.16	0.22	0.02	0.68	0.11	0.32	0.29	0.31
Control Delay	8.4	10.0	15.0	20.0	30.2	30.9	22.3	17.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.4	10.0	15.0	20.0	30.2	30.9	22.3	17.7
Queue Length 50th (ft)	10	40	2	162	7	33	26	39
Queue Length 95th (ft)	26	67	9	238	27	80	65	95
Internal Link Dist (ft)		3978		7834		1105		1015
Turn Bay Length (ft)	300		300		300		300	
Base Capacity (vph)	371	3189	808	2814	295	447	285	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.11	0.01	0.31	0.06	0.20	0.29	0.20

Intersection Summary

HCM 2010 Signalized Intersection Summary

9: 82nd Ave & CR 510/ 85th Street

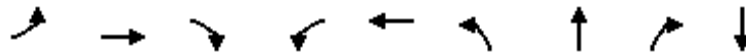
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	336	4	6	746	87	18	77	7	79	85	66
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	57	354	4	6	785	92	19	81	7	83	89	69
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	305	1736	20	505	1192	140	241	160	14	286	261	202
Arrive On Green	0.04	0.48	0.48	0.37	0.37	0.37	0.09	0.09	0.09	0.05	0.27	0.27
Sat Flow, veh/h	1774	3585	40	1019	3192	374	1223	1691	146	1774	974	755
Grp Volume(v), veh/h	57	175	183	6	435	442	19	0	88	83	0	158
Grp Sat Flow(s),veh/h/ln	1774	1770	1856	1019	1770	1797	1223	0	1837	1774	0	1729
Q Serve(g_s), s	1.1	3.3	3.3	0.2	11.8	11.8	0.8	0.0	2.6	2.3	0.0	4.2
Cycle Q Clear(g_c), s	1.1	3.3	3.3	0.2	11.8	11.8	0.8	0.0	2.6	2.3	0.0	4.2
Prop In Lane	1.00		0.02	1.00		0.21	1.00		0.08	1.00		0.44
Lane Grp Cap(c), veh/h	305	857	899	505	661	671	241	0	174	286	0	463
V/C Ratio(X)	0.19	0.20	0.20	0.01	0.66	0.66	0.08	0.00	0.51	0.29	0.00	0.34
Avail Cap(c_a), veh/h	447	1888	1980	1018	1551	1574	405	0	421	318	0	726
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	8.5	8.5	11.4	15.0	15.0	24.0	0.0	24.8	20.3	0.0	17.0
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.0	1.1	1.1	0.1	0.0	2.3	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	2.8	3.0	0.1	9.9	10.0	0.5	0.0	2.6	2.1	0.0	3.7
LnGrp Delay(d),s/veh	11.1	8.6	8.6	11.4	16.1	16.1	24.1	0.0	27.1	20.9	0.0	17.4
LnGrp LOS	B	A	A	B	B	B	C		C	C		B
Approach Vol, veh/h		415			883			107			241	
Approach Delay, s/veh		9.0			16.1			26.5			18.6	
Approach LOS		A			B			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		35.4	10.0	12.3	6.4	29.0		22.2				
Change Period (Y+Rc), s		7.5	6.8	6.8	4.0	7.5		6.8				
Max Green Setting (Gmax), s		61.5	4.2	13.2	7.0	50.5		24.2				
Max Q Clear Time (g_c+I1), s		5.3	4.3	4.6	3.1	13.8		6.2				
Green Ext Time (p_c), s		8.0	0.0	0.8	0.0	7.7		1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			15.3									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

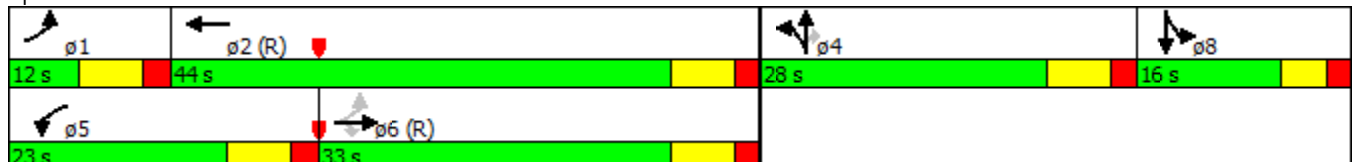


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	10	497	525	316	580	310	27	228	44
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	33.0	33.0	23.0	44.0	28.0	28.0	28.0	16.0
Total Split (%)	12.0%	33.0%	33.0%	23.0%	44.0%	28.0%	28.0%	28.0%	16.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	41.1	35.6	35.6	14.4	54.4	17.0	17.0	17.0	9.8
Actuated g/C Ratio	0.41	0.36	0.36	0.14	0.54	0.17	0.17	0.17	0.10
v/c Ratio	0.03	0.42	0.41	0.68	0.34	0.62	0.62	0.51	0.54
Control Delay	14.4	28.3	3.6	47.7	15.8	47.3	47.2	8.0	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	28.3	3.6	47.7	15.8	47.3	47.2	8.0	50.7
LOS	B	C	A	D	B	D	D	A	D
Approach Delay		15.6			26.7		31.4		50.7
Approach LOS		B			C		C		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 24.2
 Intersection LOS: C
 Intersection Capacity Utilization 58.6%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510 at CR-512

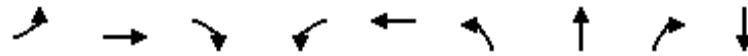
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	11	523	553	333	644	176	178	240	99
v/c Ratio	0.03	0.42	0.41	0.68	0.34	0.62	0.62	0.51	0.54
Control Delay	14.4	28.3	3.6	47.7	15.8	47.3	47.2	8.0	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.4	28.3	3.6	47.7	15.8	47.3	47.2	8.0	50.7
Queue Length 50th (ft)	3	141	0	104	117	109	111	0	56
Queue Length 95th (ft)	13	206	43	148	215	175	177	57	108
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	367	1260	1348	558	1911	356	360	531	198
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.42	0.41	0.60	0.34	0.49	0.49	0.45	0.50

Intersection Summary

Description: CR-510 at CR-512

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	497	525	316	580	31	310	27	228	34	44	16
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	11	523	553	333	611	33	346	0	240	36	46	17
Adj No. of Lanes	1	2	2	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	381	1318	1038	411	1635	88	638	0	285	46	59	22
Arrive On Green	0.01	0.37	0.37	0.12	0.48	0.48	0.18	0.00	0.18	0.07	0.07	0.07
Sat Flow, veh/h	1774	3539	2787	3442	3416	184	3548	0	1583	646	825	305
Grp Volume(v), veh/h	11	523	553	333	316	328	346	0	240	99	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1721	1770	1830	1774	0	1583	1777	0	0
Q Serve(g_s), s	0.4	10.9	15.5	9.4	11.3	11.4	8.9	0.0	14.7	5.5	0.0	0.0
Cycle Q Clear(g_c), s	0.4	10.9	15.5	9.4	11.3	11.4	8.9	0.0	14.7	5.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.36		0.17
Lane Grp Cap(c), veh/h	381	1318	1038	411	847	876	638	0	285	127	0	0
V/C Ratio(X)	0.03	0.40	0.53	0.81	0.37	0.37	0.54	0.00	0.84	0.78	0.00	0.00
Avail Cap(c_a), veh/h	450	1318	1038	558	847	876	752	0	336	190	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.0	23.1	24.6	42.9	16.6	16.6	37.3	0.0	39.6	45.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.9	2.0	6.4	1.3	1.2	1.0	0.0	16.6	14.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	9.3	10.4	8.5	9.8	10.1	7.9	0.0	12.3	5.8	0.0	0.0
LnGrp Delay(d),s/veh	19.0	24.0	26.5	49.4	17.8	17.8	38.3	0.0	56.2	60.5	0.0	0.0
LnGrp LOS	B	C	C	D	B	B	D		E	E		
Approach Vol, veh/h		1087			977			586			99	
Approach Delay, s/veh		25.2			28.6			45.6			60.5	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	54.7		24.8	18.7	44.0		12.4				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		5.3				
Max Green Setting (Gmax), s	5.2	37.2		21.2	16.2	26.2		10.7				
Max Q Clear Time (g_c+I1), s	2.4	13.4		16.7	11.4	17.5		7.5				
Green Ext Time (p_c), s	0.0	14.2		1.3	0.5	6.6		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			32.0									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	23	15	557	939	34			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	31.7	10.8				41.8	12.8	10.8
Total Split (s)	31.7	10.8				53.0	32.0	23.0
Total Split (%)	21.1%	7.2%				35%	21%	15%
Yellow Time (s)	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.8	6.8						
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None				Min	None	None
Act Effect Green (s)	22.8	44.6	51.4	99.0	99.0			
Actuated g/C Ratio	0.16	0.30	0.35	0.68	0.68			
v/c Ratio	0.18	0.16	0.47	0.41	0.03			
Control Delay	32.1	20.1	18.0	11.4	4.0			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	32.1	20.1	18.0	11.4	4.0			
LOS	C	C	B	B	A			
Approach Delay	32.1		18.1	11.1				
Approach LOS	C		B	B				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 146.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 14.2
 Intersection LOS: B
 Intersection Capacity Utilization 45.5%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	50	16	586	988	36
v/c Ratio	0.18	0.16	0.47	0.41	0.03
Control Delay	32.1	20.1	18.0	11.4	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	32.1	20.1	18.0	11.4	4.0
Queue Length 50th (ft)	20	5	101	216	3
Queue Length 95th (ft)	61	m14	155	258	16
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			100
Base Capacity (vph)	310	99	1266	2417	1089
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.16	0.16	0.46	0.41	0.03

Intersection Summary

Description: CR-510/Mako Way

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	23	25	15	557	939	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1691		1770	3539	3539	1583
Flt Permitted	0.98		0.10	1.00	1.00	1.00
Satd. Flow (perm)	1691		184	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	24	26	16	586	988	36
RTOR Reduction (vph)	22	0	0	0	0	8
Lane Group Flow (vph)	28	0	16	586	988	28
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	22.8		44.6	44.6	99.0	99.0
Effective Green, g (s)	22.8		44.6	44.6	99.0	99.0
Actuated g/C Ratio	0.16		0.31	0.31	0.68	0.68
Clearance Time (s)	6.8		6.8			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	263		99	1244	2396	1071
v/s Ratio Prot	c0.02		0.00	c0.13	c0.28	
v/s Ratio Perm			0.04	0.03		0.02
v/c Ratio	0.11		0.16	0.47	0.41	0.03
Uniform Delay, d1	53.0		65.9	41.2	10.6	7.8
Progression Factor	1.00		0.86	0.85	1.00	1.00
Incremental Delay, d2	0.2		0.8	0.4	0.2	0.0
Delay (s)	53.2		57.5	35.3	10.7	7.8
Level of Service	D		E	D	B	A
Approach Delay (s)	53.2			35.9	10.6	
Approach LOS	D			D	B	

Intersection Summary

HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	146.2	Sum of lost time (s)	34.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	153	140	219	405	672	284			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.8	12.8	10.8				41.8	31.7	10.8
Total Split (s)	32.0	32.0	23.0				53.0	31.7	10.8
Total Split (%)	21.3%	21.3%	15.3%				35%	21%	7%
Yellow Time (s)	4.8	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	6.8	6.8	6.8						
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	24.4	24.4	94.7	108.3	78.4	78.4			
Actuated g/C Ratio	0.17	0.17	0.65	0.74	0.54	0.54			
v/c Ratio	0.55	0.38	0.44	0.16	0.37	0.32			
Control Delay	64.5	10.8	11.8	5.8	10.6	5.3			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	64.5	10.8	11.8	5.8	10.6	5.3			
LOS	E	B	B	A	B	A			
Approach Delay	38.9			7.9	9.1				
Approach LOS	D			A	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 146.3
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 13.3
 Intersection LOS: B
 Intersection Capacity Utilization 66.8%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	161	147	231	426	707	299
v/c Ratio	0.55	0.38	0.44	0.16	0.37	0.32
Control Delay	64.5	10.8	11.8	5.8	10.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	64.5	10.8	11.8	5.8	10.6	5.3
Queue Length 50th (ft)	147	0	61	58	171	70
Queue Length 95th (ft)	227	64	88	75	155	101
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			100
Base Capacity (vph)	305	395	526	2630	1907	950
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.37	0.44	0.16	0.37	0.31

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	153	140	219	405	672	284
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.33	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	614	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	161	147	231	426	707	299
RTOR Reduction (vph)	0	122	0	0	0	98
Lane Group Flow (vph)	161	25	231	426	707	201
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	24.4	24.4	94.6	94.6	78.4	78.4
Effective Green, g (s)	24.4	24.4	94.6	94.6	78.4	78.4
Actuated g/C Ratio	0.17	0.17	0.65	0.65	0.54	0.54
Clearance Time (s)	6.8	6.8	6.8			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	295	264	525	2619	1897	848
v/s Ratio Prot	c0.09		c0.05	0.09	0.20	
v/s Ratio Perm		0.02	c0.24	0.03		0.13
v/c Ratio	0.55	0.09	0.44	0.16	0.37	0.24
Uniform Delay, d1	55.8	51.5	19.7	10.2	19.6	18.0
Progression Factor	1.00	1.00	1.00	1.00	1.01	1.64
Incremental Delay, d2	2.6	0.2	0.6	0.0	0.2	0.2
Delay (s)	58.4	51.7	20.3	10.2	20.0	29.7
Level of Service	E	D	C	B	B	C
Approach Delay (s)	55.2			13.8	22.9	
Approach LOS	E			B	C	

Intersection Summary

HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	146.2	Sum of lost time (s)	34.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	239	322	119	385	691
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.8	26.8	26.8
Total Split (s)	35.0	35.0	18.0	65.0	47.0
Total Split (%)	35.0%	35.0%	18.0%	65.0%	47.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.8	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	17.8	17.8	39.2	39.2	27.8
Actuated g/C Ratio	0.25	0.25	0.55	0.55	0.39
v/c Ratio	0.57	0.54	0.34	0.21	0.62
Control Delay	31.1	7.8	10.6	8.3	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	7.8	10.6	8.3	20.8
LOS	C	A	B	A	C
Approach Delay	17.7			8.8	20.8
Approach LOS	B			A	C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 70.8
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 16.7
 Intersection LOS: B
 Intersection Capacity Utilization 59.1%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	252	339	125	405	854
v/c Ratio	0.57	0.54	0.34	0.21	0.62
Control Delay	31.1	7.8	10.6	8.3	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	7.8	10.6	8.3	20.8
Queue Length 50th (ft)	96	8	23	40	155
Queue Length 95th (ft)	208	80	58	82	276
Internal Link Dist (ft)	1804			2426	1485
Turn Bay Length (ft)	175		215		
Base Capacity (vph)	781	874	439	2889	2127
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.39	0.28	0.14	0.40













Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

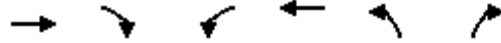
1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	239	322	119	385	691	121		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	252	339	125	405	727	127		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	471	420	344	1950	1169	204		
Arrive On Green	0.27	0.27	0.07	0.55	0.39	0.39		
Sat Flow, veh/h	1774	1583	1774	3632	3106	526		
Grp Volume(v), veh/h	252	339	125	405	427	427		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1770		
Q Serve(g_s), s	8.5	14.0	2.7	4.0	13.6	13.6		
Cycle Q Clear(g_c), s	8.5	14.0	2.7	4.0	13.6	13.6		
Prop In Lane	1.00	1.00	1.00			0.30		
Lane Grp Cap(c), veh/h	471	420	344	1950	687	687		
V/C Ratio(X)	0.54	0.81	0.36	0.21	0.62	0.62		
Avail Cap(c_a), veh/h	738	659	513	2955	1020	1021		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	21.9	23.9	12.2	7.9	17.2	17.2		
Incr Delay (d2), s/veh	1.3	5.5	0.6	0.1	1.3	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.7	10.9	2.4	3.6	11.0	11.0		
LnGrp Delay(d),s/veh	23.3	29.4	12.9	8.0	18.5	18.5		
LnGrp LOS	C	C	B	A	B	B		
Approach Vol, veh/h	591			530	854			
Approach Delay, s/veh	26.8			9.2	18.5			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	11.4	33.9				45.2		24.5
Change Period (Y+Rc), s	6.8	6.8				6.8		6.0
Max Green Setting (Gmax), s	11.2	40.2				58.2		29.0
Max Q Clear Time (g_c+I1), s	4.7	15.6				6.0		16.0
Green Ext Time (p_c), s	0.1	11.5				15.0		2.6
Intersection Summary								
HCM 2010 Ctrl Delay			18.5					
HCM 2010 LOS			B					

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

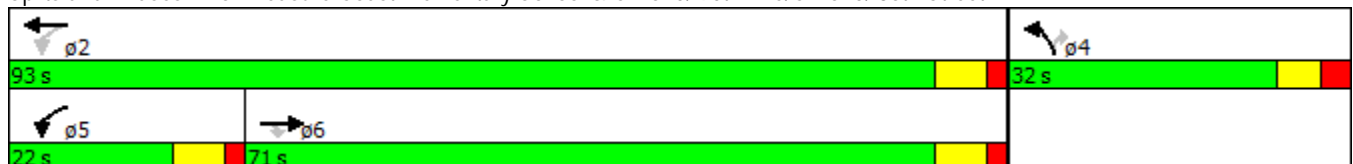


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↙	↑↑	↙	↙
Volume (vph)	804	262	111	359	173	156
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.8	36.8	14.8	36.8	17.0	17.0
Total Split (s)	71.0	71.0	22.0	93.0	32.0	32.0
Total Split (%)	56.8%	56.8%	17.6%	74.4%	25.6%	25.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	41.9	41.9	59.5	59.5	15.7	15.7
Actuated g/C Ratio	0.47	0.47	0.66	0.66	0.18	0.18
v/c Ratio	0.51	0.31	0.27	0.16	0.59	0.40
Control Delay	18.1	2.8	7.2	6.0	45.0	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	2.8	7.2	6.0	45.0	9.4
LOS	B	A	A	A	D	A
Approach Delay	14.3			6.3	28.1	
Approach LOS	B			A	C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 89.7
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 14.7
 Intersection LOS: B
 Intersection Capacity Utilization 58.4%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	846	276	117	378	182	164
v/c Ratio	0.51	0.31	0.27	0.16	0.59	0.40
Control Delay	18.1	2.8	7.2	6.0	45.0	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	2.8	7.2	6.0	45.0	9.4
Queue Length 50th (ft)	159	0	20	35	89	0
Queue Length 95th (ft)	274	42	48	67	209	58
Internal Link Dist (ft)	2426			3978	1175	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	2649	1254	521	3237	516	577
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.22	0.22	0.12	0.35	0.28

Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

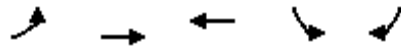
1/26/2017

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	804	262	111	359	173	156		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	846	276	117	378	182	164		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1900	850	432	2484	247	220		
Arrive On Green	0.54	0.54	0.09	0.70	0.14	0.14		
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583		
Grp Volume(v), veh/h	846	276	117	378	182	164		
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583		
Q Serve(g_s), s	12.6	8.5	2.2	3.1	8.5	8.6		
Cycle Q Clear(g_c), s	12.6	8.5	2.2	3.1	8.5	8.6		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1900	850	432	2484	247	220		
V/C Ratio(X)	0.45	0.32	0.27	0.15	0.74	0.74		
Avail Cap(c_a), veh/h	2619	1171	589	3516	511	456		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	12.2	11.3	7.4	4.3	35.8	35.9		
Incr Delay (d2), s/veh	0.6	0.8	0.3	0.1	6.0	6.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	10.4	7.0	1.9	2.7	8.1	12.3		
LnGrp Delay(d),s/veh	12.8	12.1	7.7	4.4	41.8	42.8		
LnGrp LOS	B	B	A	A	D	D		
Approach Vol, veh/h	1122			495	346			
Approach Delay, s/veh	12.6			5.2	42.3			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		67.7		19.1	14.3	53.4		
Change Period (Y+Rc), s		6.8		7.0	6.8	6.8		
Max Green Setting (Gmax), s		86.2		25.0	15.2	64.2		
Max Q Clear Time (g_c+I1), s		5.1		10.6	4.2	14.6		
Green Ext Time (p_c), s		42.2		1.4	0.2	31.9		
Intersection Summary								
HCM 2010 Ctrl Delay			16.0					
HCM 2010 LOS			B					

Timings

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

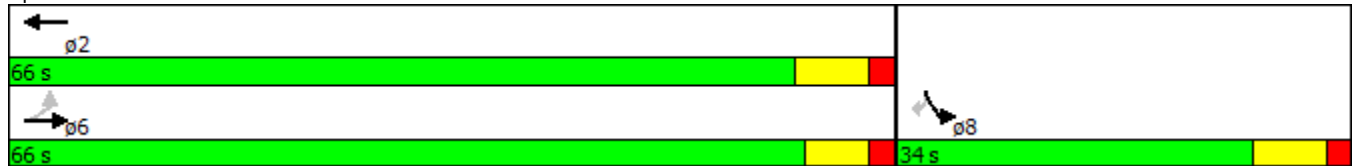


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗↗	↗↖	↖	↗
Volume (vph)	44	1046	450	146	52
Turn Type	Perm	NA	NA	Prot	Perm
Protected Phases		6	2	8	
Permitted Phases	6				8
Detector Phase	6	6	2	8	8
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5
Total Split (s)	66.0	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.5	7.5	7.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	26.5	26.5	26.0	10.5	10.5
Actuated g/C Ratio	0.59	0.59	0.58	0.24	0.24
v/c Ratio	0.09	0.52	0.27	0.37	0.15
Control Delay	7.6	9.5	7.4	20.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	9.5	7.4	20.7	7.4
LOS	A	A	A	C	A
Approach Delay		9.4	7.4	17.2	
Approach LOS		A	A	B	

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 44.6	
Natural Cycle: 55	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.52	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 48.9%	ICU Level of Service A
Analysis Period (min) 15	

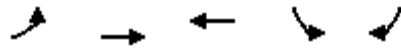
Splits and Phases: 6: CR 510/ 85th Street & Power Line Rd



Queues

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	46	1101	542	154	55
v/c Ratio	0.09	0.52	0.27	0.37	0.15
Control Delay	7.6	9.5	7.4	20.7	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	7.6	9.5	7.4	20.7	7.4
Queue Length 50th (ft)	6	105	41	35	0
Queue Length 95th (ft)	22	185	78	95	24
Internal Link Dist (ft)		7834	2586	1343	
Turn Bay Length (ft)	150			300	
Base Capacity (vph)	831	3509	3435	1116	919
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.31	0.16	0.14	0.06

Intersection Summary

HCM 2010 Signalized Intersection Summary

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	44	1046	450	65	146	52		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	46	1101	474	68	154	55		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	558	1947	1711	244	227	183		
Arrive On Green	0.55	0.55	0.55	0.55	0.13	0.13		
Sat Flow, veh/h	860	3632	3203	444	1774	1425		
Grp Volume(v), veh/h	46	1101	269	273	154	55		
Grp Sat Flow(s),veh/h/ln	860	1770	1770	1784	1774	1425		
Q Serve(g_s), s	1.4	9.5	3.8	3.8	3.9	1.6		
Cycle Q Clear(g_c), s	5.2	9.5	3.8	3.8	3.9	1.6		
Prop In Lane	1.00			0.25	1.00	1.00		
Lane Grp Cap(c), veh/h	558	1947	974	982	227	183		
V/C Ratio(X)	0.08	0.57	0.28	0.28	0.68	0.30		
Avail Cap(c_a), veh/h	1177	4493	2220	2239	1008	810		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	7.0	6.8	5.6	5.6	19.4	18.4		
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.2	3.5	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.6	8.2	3.3	3.4	3.8	1.2		
LnGrp Delay(d),s/veh	7.0	7.1	5.7	5.7	22.9	19.3		
LnGrp LOS	A	A	A	A	C	B		
Approach Vol, veh/h		1147	542		209			
Approach Delay, s/veh		7.1	5.7		22.0			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		33.2				33.2		13.5
Change Period (Y+Rc), s		7.5				* 7.5		7.5
Max Green Setting (Gmax), s		58.5				* 59		26.5
Max Q Clear Time (g_c+I1), s		5.8				11.5		5.9
Green Ext Time (p_c), s		14.4				14.2		0.5

Intersection Summary

HCM 2010 Ctrl Delay	8.3
HCM 2010 LOS	A

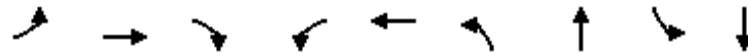
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings

7: 66th Ave & CR 510/ 85th Street

1/26/2017

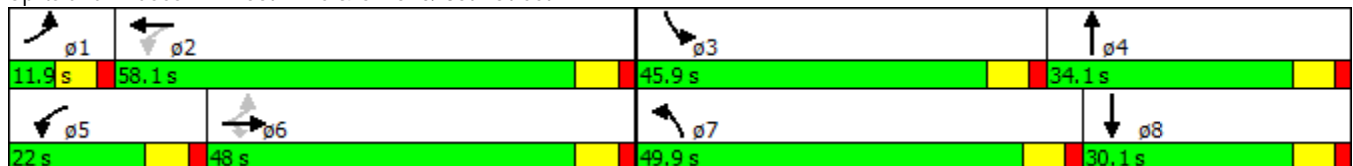


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑	↗	↖	↑↑	↖↗	↑↑	↖	↑↑
Volume (vph)	48	605	537	110	244	245	158	246	398
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2					
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	11.8	21.8	21.8	11.8	21.8	11.8	27.8	11.8	21.8
Total Split (s)	11.9	48.0	48.0	22.0	58.1	49.9	34.1	45.9	30.1
Total Split (%)	7.9%	32.0%	32.0%	14.7%	38.7%	33.3%	22.7%	30.6%	20.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	46.0	40.9	40.9	59.1	50.2	14.4	15.7	22.4	23.7
Actuated g/C Ratio	0.39	0.35	0.35	0.50	0.43	0.12	0.13	0.19	0.20
v/c Ratio	0.12	0.52	0.62	0.31	0.23	0.62	0.53	0.77	0.65
Control Delay	18.4	34.0	6.0	19.2	21.8	57.0	37.3	61.8	48.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	34.0	6.0	19.2	21.8	57.0	37.3	61.8	48.3
LOS	B	C	A	B	C	E	D	E	D
Approach Delay		20.7			21.2		46.8		53.2
Approach LOS		C			C		D		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 118.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 33.4
 Intersection LOS: C
 Intersection Capacity Utilization 71.6%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/66 th Ave

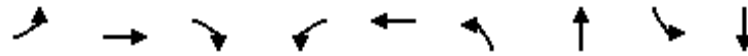
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	51	637	565	116	333	258	275	259	461
v/c Ratio	0.12	0.52	0.62	0.31	0.23	0.62	0.53	0.77	0.65
Control Delay	18.4	34.0	6.0	19.2	21.8	57.0	37.3	61.8	48.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	34.0	6.0	19.2	21.8	57.0	37.3	61.8	48.3
Queue Length 50th (ft)	19	199	0	44	77	96	69	188	169
Queue Length 95th (ft)	48	311	94	94	132	154	126	297	244
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		250		200	
Base Capacity (vph)	431	1244	922	412	1524	1262	844	590	745
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.51	0.61	0.28	0.22	0.20	0.33	0.44	0.62

Intersection Summary

Description: CR510/66 th Ave

HCM 2010 Signalized Intersection Summary
 7: 66th Ave & CR 510/ 85th Street

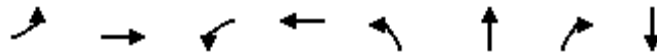
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	605	537	110	244	72	245	158	104	246	398	40
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	51	637	0	116	257	76	258	166	109	259	419	42
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	439	1165	521	328	955	277	353	327	203	301	726	72
Arrive On Green	0.04	0.33	0.00	0.06	0.35	0.35	0.10	0.16	0.16	0.17	0.22	0.22
Sat Flow, veh/h	1774	3539	1583	1774	2709	784	3442	2098	1304	1774	3251	324
Grp Volume(v), veh/h	51	637	0	116	166	167	258	139	136	259	227	234
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1724	1721	1770	1633	1774	1770	1806
Q Serve(g_s), s	1.8	14.2	0.0	4.1	6.4	6.7	7.0	6.9	7.4	13.6	11.0	11.1
Cycle Q Clear(g_c), s	1.8	14.2	0.0	4.1	6.4	6.7	7.0	6.9	7.4	13.6	11.0	11.1
Prop In Lane	1.00		1.00	1.00		0.45	1.00		0.80	1.00		0.18
Lane Grp Cap(c), veh/h	439	1165	521	328	624	608	353	276	255	301	395	403
V/C Ratio(X)	0.12	0.55	0.00	0.35	0.27	0.27	0.73	0.50	0.54	0.86	0.57	0.58
Avail Cap(c_a), veh/h	464	1517	678	499	944	920	1543	502	464	721	429	438
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	26.4	0.0	20.3	22.2	22.3	41.9	37.2	37.4	38.8	33.3	33.3
Incr Delay (d2), s/veh	0.1	1.8	0.0	0.6	0.3	0.3	2.9	2.0	2.5	7.1	2.1	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	11.6	0.0	3.7	5.7	5.8	6.3	6.4	6.3	11.7	9.5	9.7
LnGrp Delay(d),s/veh	20.0	28.2	0.0	20.9	22.6	22.7	44.8	39.2	39.9	45.9	35.4	35.5
LnGrp LOS	C	C		C	C	C	D	D	D	D	D	D
Approach Vol, veh/h		688			449			533			720	
Approach Delay, s/veh		27.6			22.2			42.1			39.2	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	40.7	23.1	21.8	12.8	38.5	16.6	28.3				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	5.1	51.3	39.1	27.3	15.2	41.2	43.1	23.3				
Max Q Clear Time (g_c+I1), s	3.8	8.7	15.6	9.4	6.1	16.2	9.0	13.1				
Green Ext Time (p_c), s	0.0	21.5	0.7	5.3	0.2	15.5	0.9	3.9				
Intersection Summary												
HCM 2010 Ctrl Delay			33.3									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: 58th Ave & CR 510/ 85th Street

1/26/2017

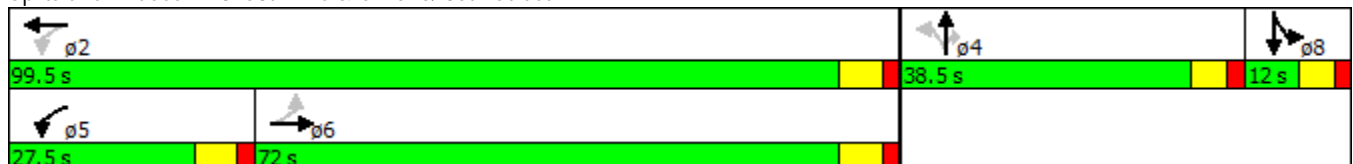


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	5	840	175	308	114	3	184	3
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.8	21.8	11.8	21.8	12.0	12.0	12.0	12.0
Total Split (s)	72.0	72.0	27.5	99.5	38.5	38.5	38.5	12.0
Total Split (%)	48.0%	48.0%	18.3%	66.3%	25.7%	25.7%	25.7%	8.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	42.2	42.2	66.5	66.5		19.1	19.1	6.6
Actuated g/C Ratio	0.41	0.41	0.64	0.64		0.19	0.19	0.06
v/c Ratio	0.01	0.76	0.48	0.16		0.62	0.43	0.12
Control Delay	22.8	30.7	17.8	8.3		58.4	9.5	55.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	22.8	30.7	17.8	8.3		58.4	9.5	55.9
LOS	C	C	B	A		E	A	E
Approach Delay		30.7		11.5		28.5		55.9
Approach LOS		C		B		C		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 103.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 25.2
 Intersection LOS: C
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/58th Ave

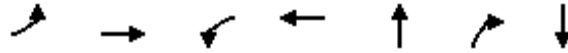
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	5	1081	184	356	123	194	14
v/c Ratio	0.01	0.76	0.48	0.16	0.62	0.43	0.12
Control Delay	22.8	30.7	17.8	8.3	58.4	9.5	55.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	30.7	17.8	8.3	58.4	9.5	55.9
Queue Length 50th (ft)	2	272	35	34	67	0	6
Queue Length 95th (ft)	12	527	146	95	180	66	36
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	200		190				
Base Capacity (vph)	695	2391	475	3030	371	673	114
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.45	0.39	0.12	0.33	0.29	0.12




















Intersection Summary

Description: CR510/58th Ave

HCM 2010 Signalized Intersection Summary

8: 58th Ave & CR 510/ 85th Street

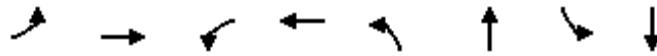
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	840	187	175	308	30	114	3	184	8	3	3
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	5	884	197	184	324	32	120	3	194	8	3	3
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	547	1319	294	334	1995	196	277	7	253	20	7	7
Arrive On Green	0.46	0.46	0.46	0.08	0.61	0.61	0.16	0.16	0.16	0.02	0.02	0.02
Sat Flow, veh/h	1021	2878	641	1774	3256	319	1733	43	1583	998	374	374
Grp Volume(v), veh/h	5	543	538	184	175	181	123	0	194	14	0	0
Grp Sat Flow(s),veh/h/ln	1021	1770	1750	1774	1770	1806	1776	0	1583	1747	0	0
Q Serve(g_s), s	0.2	21.7	21.8	4.6	3.8	3.9	5.7	0.0	10.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	0.2	21.7	21.8	4.6	3.8	3.9	5.7	0.0	10.6	0.7	0.0	0.0
Prop In Lane	1.00		0.37	1.00		0.18	0.98		1.00	0.57		0.21
Lane Grp Cap(c), veh/h	547	811	802	334	1084	1107	284	0	253	34	0	0
V/C Ratio(X)	0.01	0.67	0.67	0.55	0.16	0.16	0.43	0.00	0.77	0.41	0.00	0.00
Avail Cap(c_a), veh/h	815	1275	1261	599	1813	1850	638	0	569	116	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	19.2	19.2	14.6	7.5	7.5	34.3	0.0	36.4	43.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	1.4	2.0	0.1	0.1	1.5	0.0	6.7	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	16.3	16.1	4.3	3.4	3.5	5.2	0.0	8.8	0.8	0.0	0.0
LnGrp Delay(d),s/veh	13.4	20.5	20.6	16.6	7.6	7.6	35.8	0.0	43.1	54.5	0.0	0.0
LnGrp LOS	B	C	C	B	A	A	D		D	D		
Approach Vol, veh/h		1086			540			317			14	
Approach Delay, s/veh		20.5			10.7			40.3			54.5	
Approach LOS		C			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		62.2		20.5	14.0	48.3		7.8				
Change Period (Y+Rc), s		6.8		6.0	6.8	6.8		6.0				
Max Green Setting (Gmax), s		92.7		32.5	20.7	65.2		6.0				
Max Q Clear Time (g_c+I1), s		5.9		12.6	6.6	23.8		2.7				
Green Ext Time (p_c), s		21.3		1.9	0.6	17.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			21.3									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

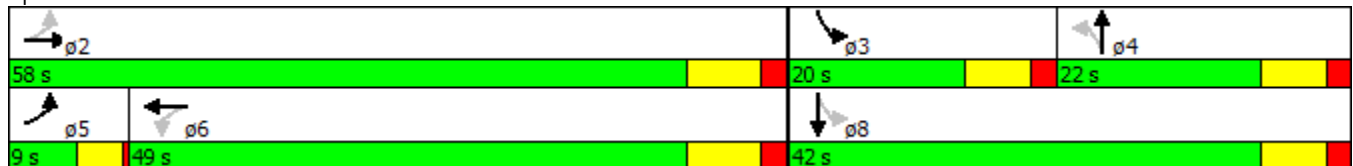


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Volume (vph)	68	881	7	388	14	73	119	99
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	11.0	20.0
Total Split (s)	9.0	58.0	49.0	49.0	22.0	22.0	20.0	42.0
Total Split (%)	9.0%	58.0%	49.0%	49.0%	22.0%	22.0%	20.0%	42.0%
Yellow Time (s)	3.5	5.5	5.5	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	0.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.5	7.5	7.5	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	None	Min	Min	None	None
Act Effct Green (s)	27.6	23.9	17.2	17.2	9.0	9.0	20.7	20.7
Actuated g/C Ratio	0.46	0.40	0.29	0.29	0.15	0.15	0.35	0.35
v/c Ratio	0.17	0.66	0.04	0.48	0.09	0.35	0.31	0.32
Control Delay	11.9	18.4	19.7	20.8	27.9	28.3	16.2	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	18.4	19.7	20.8	27.9	28.3	16.2	12.4
LOS	B	B	B	C	C	C	B	B
Approach Delay		17.9		20.7		28.2		13.9
Approach LOS		B		C		C		B

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 59.9	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 18.5	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

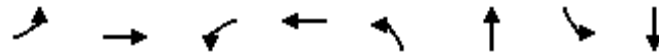
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	72	934	7	482	15	96	125	204
v/c Ratio	0.17	0.66	0.04	0.48	0.09	0.35	0.31	0.32
Control Delay	11.9	18.4	19.7	20.8	27.9	28.3	16.2	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	18.4	19.7	20.8	27.9	28.3	16.2	12.4
Queue Length 50th (ft)	15	147	2	78	5	29	29	35
Queue Length 95th (ft)	41	244	12	136	23	82	75	96
Internal Link Dist (ft)		3978		7834		1105		1015
Turn Bay Length (ft)	300		300		300		300	
Base Capacity (vph)	426	2915	406	2473	319	499	526	1107
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.32	0.02	0.19	0.05	0.19	0.24	0.18

Intersection Summary

HCM 2010 Signalized Intersection Summary

9: 82nd Ave & CR 510/ 85th Street

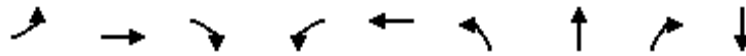
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (veh/h)	68	881	7	7	388	70	14	73	18	119	99	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	72	927	7	7	408	74	15	77	19	125	104	100
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	397	1549	12	268	930	167	255	155	38	351	274	263
Arrive On Green	0.05	0.43	0.43	0.31	0.31	0.31	0.11	0.11	0.11	0.08	0.31	0.31
Sat Flow, veh/h	1774	3600	27	597	2998	540	1173	1444	356	1774	874	840
Grp Volume(v), veh/h	72	456	478	7	240	242	15	0	96	125	0	204
Grp Sat Flow(s),veh/h/ln	1774	1770	1858	597	1770	1768	1173	0	1800	1774	0	1714
Q Serve(g_s), s	1.4	11.0	11.0	0.5	6.0	6.1	0.6	0.0	2.8	3.3	0.0	5.2
Cycle Q Clear(g_c), s	1.4	11.0	11.0	4.8	6.0	6.1	0.6	0.0	2.8	3.3	0.0	5.2
Prop In Lane	1.00		0.01	1.00		0.31	1.00		0.20	1.00		0.49
Lane Grp Cap(c), veh/h	397	761	799	268	549	548	255	0	194	351	0	537
V/C Ratio(X)	0.18	0.60	0.60	0.03	0.44	0.44	0.06	0.00	0.50	0.36	0.00	0.38
Avail Cap(c_a), veh/h	471	1605	1685	528	1319	1317	450	0	491	624	0	1084
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.3	12.2	12.2	16.6	15.3	15.4	22.5	0.0	23.4	18.1	0.0	14.9
Incr Delay (d2), s/veh	0.2	0.8	0.7	0.0	0.5	0.6	0.1	0.0	2.0	0.6	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	9.3	9.7	0.2	5.4	5.5	0.4	0.0	2.7	2.9	0.0	4.5
LnGrp Delay(d),s/veh	11.5	12.9	12.9	16.6	15.9	15.9	22.6	0.0	25.4	18.7	0.0	15.4
LnGrp LOS	B	B	B	B	B	B	C		C	B		B
Approach Vol, veh/h		1006			489			111				329
Approach Delay, s/veh		12.8			15.9			25.0				16.6
Approach LOS		B			B			C				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		31.5	11.4	12.8	6.7	24.8		24.2				
Change Period (Y+Rc), s		7.5	6.8	6.8	4.0	7.5		6.8				
Max Green Setting (Gmax), s		50.5	13.2	15.2	5.0	41.5		35.2				
Max Q Clear Time (g_c+I1), s		13.0	5.3	4.8	3.4	8.1		7.2				
Green Ext Time (p_c), s		9.4	0.2	1.2	0.0	9.2		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				14.9								
HCM 2010 LOS				B								

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

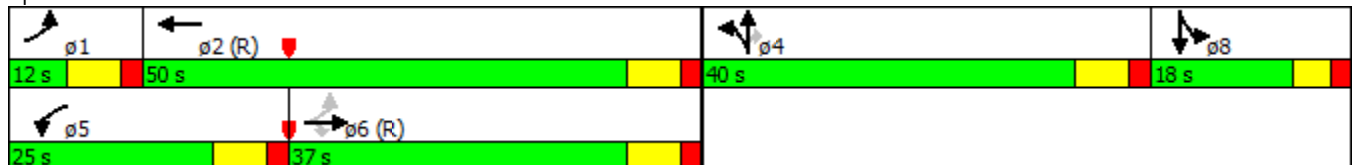


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	15	635	345	371	599	583	55	256	38
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	37.0	37.0	25.0	50.0	40.0	40.0	40.0	18.0
Total Split (%)	10.0%	30.8%	30.8%	20.8%	41.7%	33.3%	33.3%	33.3%	15.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	40.4	35.0	35.0	17.2	54.2	30.0	30.0	30.0	12.1
Actuated g/C Ratio	0.34	0.29	0.29	0.14	0.45	0.25	0.25	0.25	0.10
v/c Ratio	0.05	0.65	0.34	0.79	0.42	0.79	0.80	0.45	0.72
Control Delay	19.7	42.0	4.5	62.3	25.1	55.9	56.7	6.5	72.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	42.0	4.5	62.3	25.1	55.9	56.7	6.5	72.1
LOS	B	D	A	E	C	E	E	A	E
Approach Delay		28.7			38.9		42.1		72.1
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 37.8
 Intersection LOS: D
 Intersection Capacity Utilization 69.4%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR-510 at CR-512

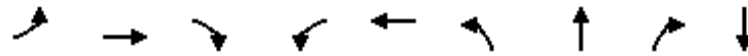
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	16	668	363	391	665	332	340	269	131
v/c Ratio	0.05	0.65	0.34	0.79	0.42	0.79	0.80	0.45	0.72
Control Delay	19.7	42.0	4.5	62.3	25.1	55.9	56.7	6.5	72.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	42.0	4.5	62.3	25.1	55.9	56.7	6.5	72.1
Queue Length 50th (ft)	7	252	0	151	174	245	251	0	96
Queue Length 95th (ft)	20	322	40	206	269	358	367	64	#183
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	296	1031	1069	522	1588	465	470	632	192
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.65	0.34	0.75	0.42	0.71	0.72	0.43	0.68

Intersection Summary






















Description: CR-510 at CR-512

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	635	345	371	599	32	583	55	256	72	38	14
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	16	668	363	391	631	34	655	0	269	76	40	15
Adj No. of Lanes	1	2	2	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	345	1208	951	452	1556	84	794	0	354	92	48	18
Arrive On Green	0.02	0.34	0.34	0.13	0.46	0.46	0.22	0.00	0.22	0.09	0.09	0.09
Sat Flow, veh/h	1774	3539	2787	3442	3416	184	3548	0	1583	1030	542	203
Grp Volume(v), veh/h	16	668	363	391	327	338	655	0	269	131	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1721	1770	1830	1774	0	1583	1775	0	0
Q Serve(g_s), s	0.7	18.4	11.8	13.4	14.8	14.8	21.1	0.0	19.1	8.7	0.0	0.0
Cycle Q Clear(g_c), s	0.7	18.4	11.8	13.4	14.8	14.8	21.1	0.0	19.1	8.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.10	1.00		1.00	0.58		0.11
Lane Grp Cap(c), veh/h	345	1208	951	452	806	834	794	0	354	158	0	0
V/C Ratio(X)	0.05	0.55	0.38	0.86	0.41	0.41	0.82	0.00	0.76	0.83	0.00	0.00
Avail Cap(c_a), veh/h	392	1208	951	522	806	834	982	0	438	188	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	24.9	32.1	29.9	51.1	21.8	21.8	44.3	0.0	43.5	53.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.8	1.2	12.7	1.5	1.5	5.4	0.0	7.0	24.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	14.3	8.2	11.5	12.0	12.5	16.4	0.0	13.9	9.1	0.0	0.0
LnGrp Delay(d),s/veh	25.0	33.9	31.1	63.8	23.3	23.3	49.7	0.0	50.6	77.8	0.0	0.0
LnGrp LOS	C	C	C	E	C	C	D		D	E		
Approach Vol, veh/h		1047			1056			924			131	
Approach Delay, s/veh		32.8			38.3			50.0			77.8	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	61.5		33.7	22.6	47.8		16.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		5.3				
Max Green Setting (Gmax), s	5.2	43.2		33.2	18.2	30.2		12.7				
Max Q Clear Time (g_c+I1), s	2.7	16.8		23.1	15.4	20.4		10.7				
Green Ext Time (p_c), s	0.0	15.3		3.8	0.4	7.4		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			41.5									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017

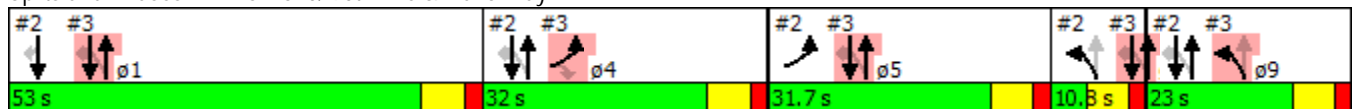


Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	49	20	821	693	17			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	31.7	10.8				41.8	12.8	10.8
Total Split (s)	31.7	10.8				53.0	32.0	23.0
Total Split (%)	21.1%	7.2%				35%	21%	15%
Yellow Time (s)	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.8	6.8						
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None				Min	None	None
Act Effect Green (s)	23.6	44.9	51.8	98.4	98.4			
Actuated g/C Ratio	0.16	0.31	0.35	0.67	0.67			
v/c Ratio	0.34	0.21	0.69	0.31	0.02			
Control Delay	44.2	23.1	23.9	10.4	3.4			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	44.2	23.1	23.9	10.4	3.4			
LOS	D	C	C	B	A			
Approach Delay	44.2		23.9	10.2				
Approach LOS	D		C	B				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 146.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 19.2
 Intersection LOS: B
 Intersection Capacity Utilization 46.0%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	100	21	864	729	18
v/c Ratio	0.34	0.21	0.69	0.31	0.02
Control Delay	44.2	23.1	23.9	10.4	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	44.2	23.1	23.9	10.4	3.4
Queue Length 50th (ft)	64	7	197	145	0
Queue Length 95th (ft)	124	18	235	177	9
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			100
Base Capacity (vph)	311	99	1265	2355	1059
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.21	0.68	0.31	0.02

Intersection Summary

Description: CR-510/Mako Way

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	49	46	20	821	693	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	0.97		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1698		1770	3539	3539	1583
Flt Permitted	0.97		0.10	1.00	1.00	1.00
Satd. Flow (perm)	1698		182	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	52	48	21	864	729	18
RTOR Reduction (vph)	22	0	0	0	0	6
Lane Group Flow (vph)	78	0	21	864	729	12
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	23.6		44.9	44.9	98.3	98.3
Effective Green, g (s)	23.6		44.9	44.9	98.3	98.3
Actuated g/C Ratio	0.16		0.31	0.31	0.67	0.67
Clearance Time (s)	6.8		6.8			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	273		99	1250	2377	1063
v/s Ratio Prot	c0.05		0.01	c0.19	c0.21	
v/s Ratio Perm			0.06	0.05		0.01
v/c Ratio	0.29		0.21	0.69	0.31	0.01
Uniform Delay, d1	53.9		66.1	44.6	9.9	7.9
Progression Factor	1.00		0.92	0.96	1.00	1.00
Incremental Delay, d2	0.8		1.0	1.8	0.1	0.0
Delay (s)	54.7		61.7	44.5	10.0	7.9
Level of Service	D		E	D	B	A
Approach Delay (s)	54.7			44.9	10.0	
Approach LOS	D			D	A	

Intersection Summary

HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	146.3	Sum of lost time (s)	34.0
Intersection Capacity Utilization	46.0%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	81	47	82	746	565	116			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.8	12.8	10.8				41.8	31.7	10.8
Total Split (s)	32.0	32.0	23.0				53.0	31.7	10.8
Total Split (%)	21.3%	21.3%	15.3%				35%	21%	7%
Yellow Time (s)	4.8	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	6.8	6.8	6.8						
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	24.8	24.8	94.4	108.0	78.3	78.3			
Actuated g/C Ratio	0.17	0.17	0.64	0.74	0.53	0.53			
v/c Ratio	0.28	0.16	0.15	0.30	0.31	0.14			
Control Delay	57.3	14.8	6.8	6.8	10.4	3.7			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	57.3	14.8	6.8	6.8	10.4	3.7			
LOS	E	B	A	A	B	A			
Approach Delay	41.8			6.8	9.3				
Approach LOS	D			A	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 146.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 10.6
 Intersection LOS: B
 Intersection Capacity Utilization 55.7%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	85	49	86	785	595	122
v/c Ratio	0.28	0.16	0.15	0.30	0.31	0.14
Control Delay	57.3	14.8	6.8	6.8	10.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.3	14.8	6.8	6.8	10.4	3.7
Queue Length 50th (ft)	74	0	21	121	134	25
Queue Length 95th (ft)	129	39	36	146	166	38
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			100
Base Capacity (vph)	305	313	580	2666	1948	916
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.16	0.15	0.29	0.31	0.13

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	81	47	82	746	565	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.39	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	719	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	85	49	86	785	595	122
RTOR Reduction (vph)	0	41	0	0	0	47
Lane Group Flow (vph)	85	8	86	785	595	75
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	24.8	24.8	94.3	94.3	78.2	78.2
Effective Green, g (s)	24.8	24.8	94.3	94.3	78.2	78.2
Actuated g/C Ratio	0.17	0.17	0.64	0.64	0.53	0.53
Clearance Time (s)	6.8	6.8	6.8			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	300	268	579	2610	1891	846
v/s Ratio Prot	c0.05		0.02	c0.16	c0.17	
v/s Ratio Perm		0.01	0.08	0.06		0.05
v/c Ratio	0.28	0.03	0.15	0.30	0.31	0.09
Uniform Delay, d1	53.0	50.7	13.6	11.5	19.1	16.6
Progression Factor	1.00	1.00	1.00	1.00	1.03	1.58
Incremental Delay, d2	0.7	0.1	0.1	0.1	0.1	0.1
Delay (s)	53.7	50.8	13.7	11.6	19.8	26.3
Level of Service	D	D	B	B	B	C
Approach Delay (s)	52.6			11.8	20.9	
Approach LOS	D			B	C	

Intersection Summary

HCM 2000 Control Delay	18.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	146.3	Sum of lost time (s)	34.0
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017

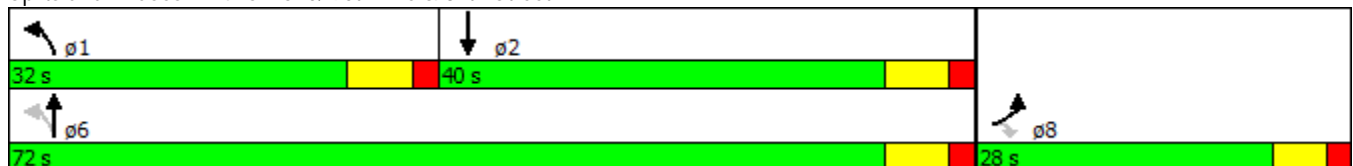


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	180	97	268	649	365
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.8	26.8	26.8
Total Split (s)	28.0	28.0	32.0	72.0	40.0
Total Split (%)	28.0%	28.0%	32.0%	72.0%	40.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.8	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	13.5	13.5	39.8	39.8	21.4
Actuated g/C Ratio	0.20	0.20	0.60	0.60	0.32
v/c Ratio	0.53	0.25	0.55	0.32	0.54
Control Delay	30.2	7.6	11.1	7.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	7.6	11.1	7.3	16.0
LOS	C	A	B	A	B
Approach Delay	22.3			8.5	16.0
Approach LOS	C			A	B

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 66.3
 Natural Cycle: 55
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 13.1
 Intersection LOS: B
 Intersection Capacity Utilization 59.2%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	189	102	282	683	644
v/c Ratio	0.53	0.25	0.55	0.32	0.54
Control Delay	30.2	7.6	11.1	7.3	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.2	7.6	11.1	7.3	16.0
Queue Length 50th (ft)	65	0	46	61	74
Queue Length 95th (ft)	147	37	102	113	158
Internal Link Dist (ft)	1804			2426	1485
Turn Bay Length (ft)	175		215		
Base Capacity (vph)	598	603	788	3355	1782
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.17	0.36	0.20	0.36













Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

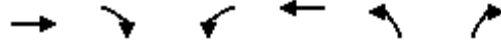
1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	180	97	268	649	365	247		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	189	102	282	683	384	260		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	272	242	539	2223	775	518		
Arrive On Green	0.15	0.15	0.13	0.63	0.38	0.38		
Sat Flow, veh/h	1774	1583	1774	3632	2127	1359		
Grp Volume(v), veh/h	189	102	282	683	334	310		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1623		
Q Serve(g_s), s	5.9	3.4	5.0	5.2	8.4	8.6		
Cycle Q Clear(g_c), s	5.9	3.4	5.0	5.2	8.4	8.6		
Prop In Lane	1.00	1.00	1.00			0.84		
Lane Grp Cap(c), veh/h	272	242	539	2223	674	618		
V/C Ratio(X)	0.70	0.42	0.52	0.31	0.49	0.50		
Avail Cap(c_a), veh/h	667	595	1071	3943	1004	921		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	23.5	22.4	8.7	5.0	13.8	13.9		
Incr Delay (d2), s/veh	4.5	1.7	0.8	0.1	0.8	0.9		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	5.8	2.9	4.4	4.5	7.6	7.1		
LnGrp Delay(d),s/veh	28.0	24.1	9.4	5.1	14.6	14.8		
LnGrp LOS	C	C	A	A	B	B		
Approach Vol, veh/h	291			965	644			
Approach Delay, s/veh	26.6			6.4	14.7			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	14.5	29.1				43.6		15.0
Change Period (Y+Rc), s	6.8	6.8				6.8		6.0
Max Green Setting (Gmax), s	25.2	33.2				65.2		22.0
Max Q Clear Time (g_c+I1), s	7.0	10.6				7.2		7.9
Green Ext Time (p_c), s	0.7	11.7				17.0		1.1
Intersection Summary								
HCM 2010 Ctrl Delay	12.3							
HCM 2010 LOS	B							

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

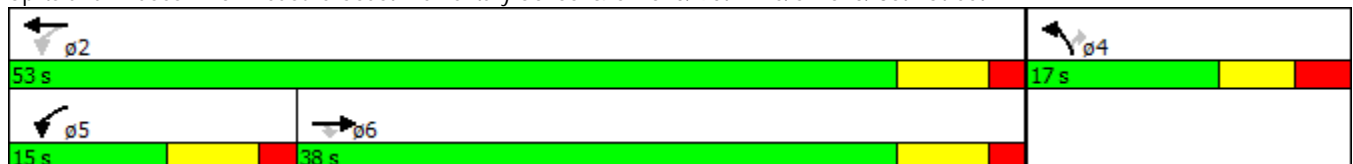


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Volume (vph)	436	38	45	935	47	30
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.8	36.8	14.8	36.8	17.0	17.0
Total Split (s)	38.0	38.0	15.0	53.0	17.0	17.0
Total Split (%)	54.3%	54.3%	21.4%	75.7%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	40.9	40.9	45.7	48.9	10.2	10.2
Actuated g/C Ratio	0.66	0.66	0.74	0.79	0.17	0.17
v/c Ratio	0.20	0.04	0.07	0.35	0.17	0.11
Control Delay	9.7	4.4	4.2	4.6	26.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	4.4	4.2	4.6	26.9	11.6
LOS	A	A	A	A	C	B
Approach Delay	9.3			4.5	20.9	
Approach LOS	A			A	C	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 61.8
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 6.8
 Intersection LOS: A
 Intersection Capacity Utilization 57.2%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

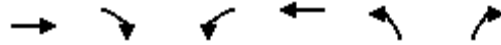
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	459	40	47	984	49	32
v/c Ratio	0.20	0.04	0.07	0.35	0.17	0.11
Control Delay	9.7	4.4	4.2	4.6	26.9	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.7	4.4	4.2	4.6	26.9	11.6
Queue Length 50th (ft)	62	0	6	88	18	0
Queue Length 95th (ft)	93	15	15	121	47	22
Internal Link Dist (ft)	2426		3978		1175	
Turn Bay Length (ft)	250		490		275	
Base Capacity (vph)	2381	1078	703	2695	292	287
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.04	0.07	0.37	0.17	0.11

Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

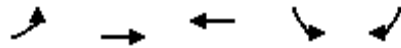
1/26/2017

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓		
Volume (veh/h)	436	38	45	935	47	30		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	459	40	47	984	49	32		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1695	758	601	2332	214	191		
Arrive On Green	0.48	0.48	0.07	0.66	0.12	0.12		
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583		
Grp Volume(v), veh/h	459	40	47	984	49	32		
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583		
Q Serve(g_s), s	4.9	0.8	0.7	8.2	1.6	1.1		
Cycle Q Clear(g_c), s	4.9	0.8	0.7	8.2	1.6	1.1		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1695	758	601	2332	214	191		
V/C Ratio(X)	0.27	0.05	0.08	0.42	0.23	0.17		
Avail Cap(c_a), veh/h	1763	789	707	2611	283	253		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.8	8.7	6.0	5.0	24.9	24.7		
Incr Delay (d2), s/veh	0.3	0.1	0.1	0.4	0.8	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	4.4	0.7	0.6	7.4	1.5	1.9		
LnGrp Delay(d),s/veh	10.1	8.8	6.1	5.5	25.7	25.3		
LnGrp LOS	B	A	A	A	C	C		
Approach Vol, veh/h	499			1031	81			
Approach Delay, s/veh	10.0			5.5	25.5			
Approach LOS	A			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		48.1		14.6	11.3	36.8		
Change Period (Y+Rc), s		6.8		7.0	6.8	6.8		
Max Green Setting (Gmax), s		46.2		10.0	8.2	31.2		
Max Q Clear Time (g_c+I1), s		10.2		3.6	2.7	6.9		
Green Ext Time (p_c), s		26.4		0.1	0.0	19.3		
Intersection Summary								
HCM 2010 Ctrl Delay			7.9					
HCM 2010 LOS			A					

Timings

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



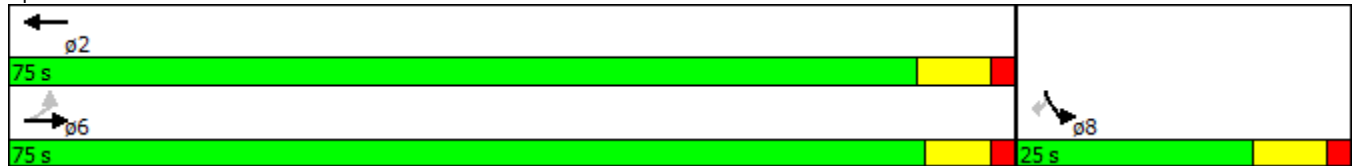
Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑	↑↑	↖	↖
Volume (vph)	43	481	1032	72	36
Turn Type	Perm	NA	NA	Prot	Perm
Protected Phases		6	2	8	
Permitted Phases	6				8
Detector Phase	6	6	2	8	8
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5
Total Split (s)	75.0	75.0	75.0	25.0	25.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.5	7.5	7.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effect Green (s)	30.0	30.0	29.5	8.4	8.4
Actuated g/C Ratio	0.65	0.65	0.64	0.18	0.18
v/c Ratio	0.22	0.22	0.59	0.24	0.13
Control Delay	9.2	5.6	8.5	22.8	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	5.6	8.5	22.8	9.9
LOS	A	A	A	C	A
Approach Delay		5.9	8.5	18.5	
Approach LOS		A	A	B	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 46.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 8.3
 Intersection Capacity Utilization 51.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

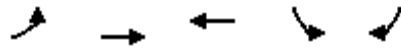
Splits and Phases: 6: CR 510/ 85th Street & Power Line Rd



Queues

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	45	506	1307	76	38
v/c Ratio	0.22	0.22	0.59	0.24	0.13
Control Delay	9.2	5.6	8.5	22.8	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	5.6	8.5	22.8	9.9
Queue Length 50th (ft)	6	34	121	19	0
Queue Length 95th (ft)	24	61	200	59	22
Internal Link Dist (ft)		7834	2586	1343	
Turn Bay Length (ft)	150			300	
Base Capacity (vph)	313	3539	3451	784	652
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.14	0.14	0.38	0.10	0.06

Intersection Summary

HCM 2010 Signalized Intersection Summary

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

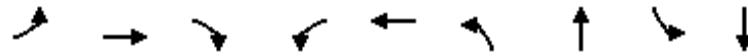


Movement	EBL	EBT	WBT	WBR	SBL	SBR		
Lane Configurations								
Volume (veh/h)	43	481	1032	210	72	36		
Number	1	6	2	12	3	18		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863		
Adj Flow Rate, veh/h	45	506	1086	221	76	38		
Adj No. of Lanes	1	2	2	0	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	321	2293	1900	385	120	97		
Arrive On Green	0.65	0.65	0.65	0.65	0.07	0.07		
Sat Flow, veh/h	419	3632	3026	594	1774	1425		
Grp Volume(v), veh/h	45	506	654	653	76	38		
Grp Sat Flow(s),veh/h/ln	419	1770	1770	1758	1774	1425		
Q Serve(g_s), s	3.6	3.1	10.9	11.0	2.2	1.3		
Cycle Q Clear(g_c), s	14.5	3.1	10.9	11.0	2.2	1.3		
Prop In Lane	1.00			0.34	1.00	1.00		
Lane Grp Cap(c), veh/h	321	2293	1146	1139	120	97		
V/C Ratio(X)	0.14	0.22	0.57	0.57	0.63	0.39		
Avail Cap(c_a), veh/h	591	4577	2265	2250	589	473		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	9.3	3.8	5.2	5.2	23.9	23.5		
Incr Delay (d2), s/veh	0.2	0.0	0.4	0.5	5.4	2.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	0.8	2.7	9.0	9.2	2.3	1.1		
LnGrp Delay(d),s/veh	9.5	3.9	5.6	5.7	29.3	26.1		
LnGrp LOS	A	A	A	A	C	C		
Approach Vol, veh/h		551	1307		114			
Approach Delay, s/veh		4.3	5.7		28.2			
Approach LOS		A	A		C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		41.7				41.7		11.1
Change Period (Y+Rc), s		7.5				* 7.5		7.5
Max Green Setting (Gmax), s		67.5				* 68		17.5
Max Q Clear Time (g_c+I1), s		13.0				16.5		4.2
Green Ext Time (p_c), s		17.8				17.6		0.2
Intersection Summary								
HCM 2010 Ctrl Delay			6.6					
HCM 2010 LOS			A					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

Timings

7: 66th Ave & CR 510/ 85th Street

1/26/2017

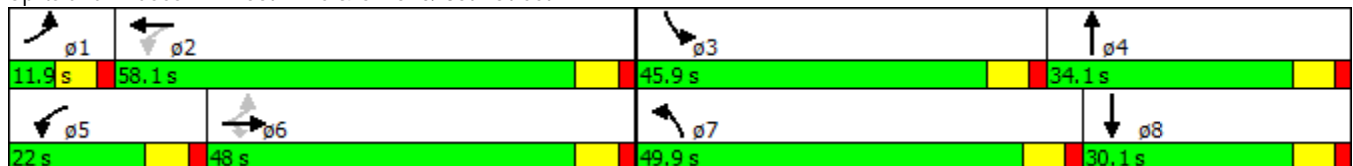


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑	↗	↖	↑↑	↖↗	↑↑	↖	↑↑
Volume (vph)	23	254	244	95	659	505	334	92	184
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2					
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	11.8	21.8	21.8	11.8	21.8	11.8	27.8	11.8	21.8
Total Split (s)	11.9	48.0	48.0	22.0	58.1	49.9	34.1	45.9	30.1
Total Split (%)	7.9%	32.0%	32.0%	14.7%	38.7%	33.3%	22.7%	30.6%	20.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effect Green (s)	33.5	28.2	28.2	44.5	38.8	22.6	27.1	11.7	16.3
Actuated g/C Ratio	0.32	0.27	0.27	0.42	0.37	0.22	0.26	0.11	0.16
v/c Ratio	0.12	0.28	0.42	0.22	0.71	0.72	0.50	0.49	0.43
Control Delay	20.0	31.1	6.0	19.6	32.1	45.9	36.2	56.9	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	31.1	6.0	19.6	32.1	45.9	36.2	56.9	44.0
LOS	B	C	A	B	C	D	D	E	D
Approach Delay		18.9			30.8		41.4		47.8
Approach LOS		B			C		D		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 105.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 34.1
 Intersection LOS: C
 Intersection Capacity Utilization 78.4%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/66 th Ave

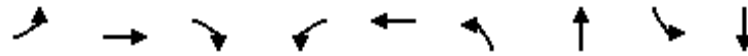
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	267	257	100	906	532	453	97	236
v/c Ratio	0.12	0.28	0.42	0.22	0.71	0.72	0.50	0.49	0.43
Control Delay	20.0	31.1	6.0	19.6	32.1	45.9	36.2	56.9	44.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	31.1	6.0	19.6	32.1	45.9	36.2	56.9	44.0
Queue Length 50th (ft)	9	72	0	39	280	176	135	64	74
Queue Length 95th (ft)	27	125	61	82	408	278	228	137	138
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		250		200	
Base Capacity (vph)	192	1452	801	516	1744	1461	973	683	804
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.18	0.32	0.19	0.52	0.36	0.47	0.14	0.29

Intersection Summary

Description: CR510/66 th Ave

HCM 2010 Signalized Intersection Summary
 7: 66th Ave & CR 510/ 85th Street

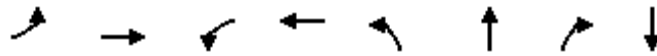
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	254	244	95	659	201	505	334	96	92	184	40
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	24	267	0	100	694	212	532	352	101	97	194	42
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1235	552	492	1010	308	642	714	202	126	425	90
Arrive On Green	0.02	0.35	0.00	0.05	0.38	0.38	0.19	0.26	0.26	0.07	0.15	0.15
Sat Flow, veh/h	1774	3539	1583	1774	2672	816	3442	2725	771	1774	2907	617
Grp Volume(v), veh/h	24	267	0	100	460	446	532	227	226	97	117	119
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1719	1721	1770	1727	1774	1770	1754
Q Serve(g_s), s	0.9	5.5	0.0	3.7	22.4	22.4	15.3	11.1	11.4	5.5	6.2	6.4
Cycle Q Clear(g_c), s	0.9	5.5	0.0	3.7	22.4	22.4	15.3	11.1	11.4	5.5	6.2	6.4
Prop In Lane	1.00		1.00	1.00		0.47	1.00		0.45	1.00		0.35
Lane Grp Cap(c), veh/h	211	1235	552	492	669	650	642	464	452	126	259	256
V/C Ratio(X)	0.11	0.22	0.00	0.20	0.69	0.69	0.83	0.49	0.50	0.77	0.45	0.47
Avail Cap(c_a), veh/h	256	1422	636	661	885	860	1446	471	460	676	402	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	23.5	0.0	19.6	26.8	26.8	40.1	32.0	32.1	46.8	40.0	40.1
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.2	2.0	2.0	2.8	1.1	1.2	9.6	1.7	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	4.9	0.0	3.2	16.7	16.3	12.0	9.4	9.4	5.5	5.6	5.8
LnGrp Delay(d),s/veh	22.6	23.9	0.0	19.8	28.8	28.8	43.0	33.2	33.4	56.5	41.8	42.0
LnGrp LOS	C	C		B	C	C	D	C	C	E	D	D
Approach Vol, veh/h		291			1006			985			333	
Approach Delay, s/veh		23.8			27.9			38.5			46.1	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	45.6	14.1	33.7	12.3	42.6	25.9	21.8				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	5.1	51.3	39.1	27.3	15.2	41.2	43.1	23.3				
Max Q Clear Time (g_c+I1), s	2.9	24.4	7.5	13.4	5.7	7.5	17.3	8.4				
Green Ext Time (p_c), s	0.0	14.4	0.2	4.4	0.1	16.3	1.9	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay			33.8									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: 58th Ave & CR 510/ 85th Street

1/26/2017

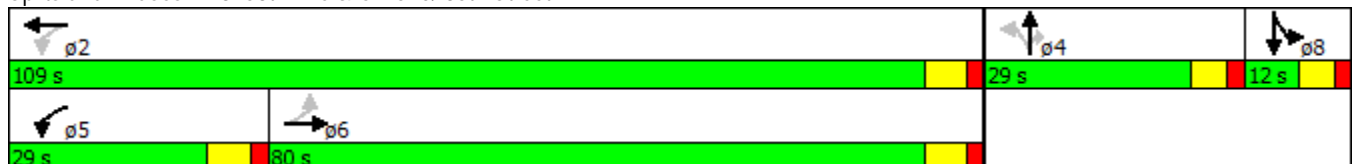


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	2	324	202	796	183	6	183	5
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.8	21.8	11.8	21.8	12.0	12.0	12.0	12.0
Total Split (s)	80.0	80.0	29.0	109.0	29.0	29.0	29.0	12.0
Total Split (%)	53.3%	53.3%	19.3%	72.7%	19.3%	19.3%	19.3%	8.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	17.4	17.4	38.8	38.8		23.4	23.4	6.1
Actuated g/C Ratio	0.21	0.21	0.47	0.47		0.29	0.29	0.07
v/c Ratio	0.02	0.58	0.45	0.50		0.56	0.33	0.26
Control Delay	29.0	31.2	16.8	16.5		35.5	6.2	40.1
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	29.0	31.2	16.8	16.5		35.5	6.2	40.1
LOS	C	C	B	B		D	A	D
Approach Delay		31.1		16.6		21.1		40.1
Approach LOS		C		B		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 81.8
 Natural Cycle: 65
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 21.3
 Intersection LOS: C
 Intersection Capacity Utilization 65.5%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/58th Ave

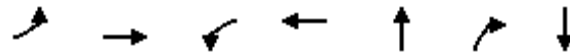
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	2	441	213	846	199	193	35
v/c Ratio	0.02	0.58	0.45	0.50	0.56	0.33	0.26
Control Delay	29.0	31.2	16.8	16.5	35.5	6.2	40.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.0	31.2	16.8	16.5	35.5	6.2	40.1
Queue Length 50th (ft)	1	106	70	170	94	0	15
Queue Length 95th (ft)	7	164	116	221	#200	53	48
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	200		190				
Base Capacity (vph)	552	3037	597	3536	354	590	136
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.00	0.15	0.36	0.24	0.56	0.33	0.26

Intersection Summary

Description: CR510/58th Ave




















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

8: 58th Ave & CR 510/ 85th Street

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	2	324	95	202	796	8	183	6	183	22	5	7
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	2	341	100	213	838	8	193	6	193	23	5	7
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	316	918	265	516	1931	18	292	9	268	48	10	14
Arrive On Green	0.34	0.34	0.34	0.11	0.54	0.54	0.17	0.17	0.17	0.04	0.04	0.04
Sat Flow, veh/h	648	2711	783	1774	3592	34	1723	54	1583	1146	249	349
Grp Volume(v), veh/h	2	221	220	213	413	433	199	0	193	35	0	0
Grp Sat Flow(s),veh/h/ln	648	1770	1724	1774	1770	1857	1777	0	1583	1744	0	0
Q Serve(g_s), s	0.2	7.0	7.2	5.4	10.5	10.5	7.8	0.0	8.6	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.2	7.0	7.2	5.4	10.5	10.5	7.8	0.0	8.6	1.5	0.0	0.0
Prop In Lane	1.00		0.45	1.00		0.02	0.97		1.00	0.66		0.20
Lane Grp Cap(c), veh/h	316	599	584	516	951	998	301	0	268	72	0	0
V/C Ratio(X)	0.01	0.37	0.38	0.41	0.43	0.43	0.66	0.00	0.72	0.48	0.00	0.00
Avail Cap(c_a), veh/h	732	1734	1690	852	2421	2540	547	0	488	140	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	18.7	18.7	12.5	10.4	10.4	29.0	0.0	29.4	35.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.6	0.8	0.4	0.4	3.5	0.0	5.1	7.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	6.3	6.3	4.8	8.9	9.2	7.4	0.0	7.4	1.5	0.0	0.0
LnGrp Delay(d),s/veh	16.4	19.2	19.3	13.3	10.9	10.8	32.6	0.0	34.5	42.0	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C		C	D		
Approach Vol, veh/h		443			1059			392			35	
Approach Delay, s/veh		19.2			11.3			33.5			42.0	
Approach LOS		B			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		47.0		18.6	14.9	32.1		9.1				
Change Period (Y+Rc), s		6.8		6.0	6.8	6.8		6.0				
Max Green Setting (Gmax), s		102.2		23.0	22.2	73.2		6.0				
Max Q Clear Time (g_c+I1), s		12.5		10.6	7.4	9.2		3.5				
Green Ext Time (p_c), s		16.6		2.0	0.8	16.1		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			18.2									
HCM 2010 LOS			B									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Volume (vph)	75	395	11	945	22	95	89	86
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	11.0	20.0
Total Split (s)	11.0	69.0	58.0	58.0	20.0	20.0	11.0	31.0
Total Split (%)	11.0%	69.0%	58.0%	58.0%	20.0%	20.0%	11.0%	31.0%
Yellow Time (s)	3.5	5.5	5.5	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	0.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.5	7.5	7.5	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	None	Min	Min	None	None
Act Effct Green (s)	43.9	39.9	32.0	32.0	10.1	10.1	18.0	18.0
Actuated g/C Ratio	0.59	0.54	0.43	0.43	0.14	0.14	0.24	0.24
v/c Ratio	0.28	0.22	0.03	0.76	0.14	0.44	0.38	0.36
Control Delay	9.2	9.0	13.6	21.9	36.4	39.4	30.4	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	9.0	13.6	21.9	36.4	39.4	30.4	23.1
LOS	A	A	B	C	D	D	C	C
Approach Delay		9.0		21.9		38.9		25.8
Approach LOS		A		C		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 74.1	
Natural Cycle: 70	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.76	
Intersection Signal Delay: 20.3	Intersection LOS: C
Intersection Capacity Utilization 67.8%	ICU Level of Service C
Analysis Period (min) 15	

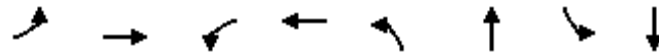
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	79	422	12	1146	23	111	94	163
v/c Ratio	0.28	0.22	0.03	0.76	0.14	0.44	0.38	0.36
Control Delay	9.2	9.0	13.6	21.9	36.4	39.4	30.4	23.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	9.0	13.6	21.9	36.4	39.4	30.4	23.1
Queue Length 50th (ft)	15	51	3	246	10	50	36	49
Queue Length 95th (ft)	34	80	13	339	36	113	87	119
Internal Link Dist (ft)		3978		7834		1105		1015
Turn Bay Length (ft)	300		300		300		300	
Base Capacity (vph)	299	2804	648	2392	245	373	250	666
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.15	0.02	0.48	0.09	0.30	0.38	0.24

Intersection Summary

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

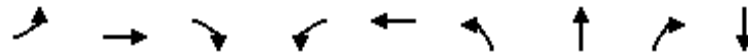
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (veh/h)	75	395	6	11	945	143	22	95	10	89	86	68
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	79	416	6	12	995	151	23	100	11	94	91	72
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	267	1944	28	528	1366	207	221	162	18	258	245	194
Arrive On Green	0.04	0.54	0.54	0.44	0.44	0.44	0.10	0.10	0.10	0.06	0.25	0.25
Sat Flow, veh/h	1774	3572	51	961	3082	467	1218	1649	181	1774	965	763
Grp Volume(v), veh/h	79	206	216	12	571	575	23	0	111	94	0	163
Grp Sat Flow(s),veh/h/ln	1774	1770	1854	961	1770	1780	1218	0	1831	1774	0	1728
Q Serve(g_s), s	1.6	4.2	4.3	0.5	18.8	18.8	1.2	0.0	4.1	3.2	0.0	5.5
Cycle Q Clear(g_c), s	1.6	4.2	4.3	0.5	18.8	18.8	1.2	0.0	4.1	3.2	0.0	5.5
Prop In Lane	1.00		0.03	1.00		0.26	1.00		0.10	1.00		0.44
Lane Grp Cap(c), veh/h	267	963	1009	528	784	789	221	0	180	258	0	439
V/C Ratio(X)	0.30	0.21	0.21	0.02	0.73	0.73	0.10	0.00	0.62	0.36	0.00	0.37
Avail Cap(c_a), veh/h	364	1538	1611	787	1263	1270	329	0	341	258	0	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.3	8.3	8.3	11.1	16.2	16.2	29.3	0.0	30.6	25.0	0.0	21.8
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.0	1.3	1.3	0.2	0.0	3.4	0.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	3.8	3.9	0.2	14.3	14.4	0.8	0.0	4.0	2.9	0.0	4.8
LnGrp Delay(d),s/veh	12.9	8.4	8.4	11.1	17.5	17.5	29.5	0.0	34.0	25.9	0.0	22.3
LnGrp LOS	B	A	A	B	B	B	C		C	C		C
Approach Vol, veh/h		501			1158			134			257	
Approach Delay, s/veh		9.1			17.5			33.3			23.6	
Approach LOS		A			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		46.0	11.0	13.8	7.2	38.9		24.8				
Change Period (Y+Rc), s		7.5	6.8	6.8	4.0	7.5		6.8				
Max Green Setting (Gmax), s		61.5	4.2	13.2	7.0	50.5		24.2				
Max Q Clear Time (g_c+I1), s		6.3	5.2	6.1	3.6	20.8		7.5				
Green Ext Time (p_c), s		12.0	0.0	0.8	0.0	10.6		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay				17.2								
HCM 2010 LOS				B								

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

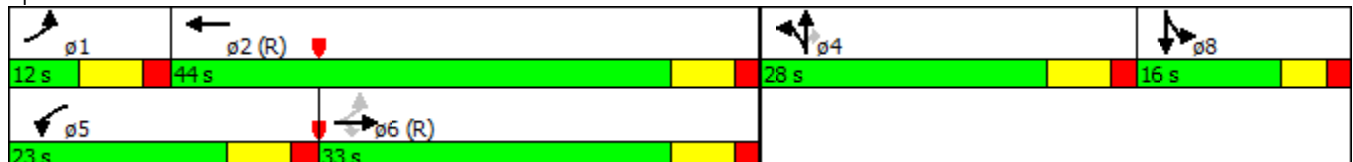


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	12	542	645	351	638	378	30	244	48
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	33.0	33.0	23.0	44.0	28.0	28.0	28.0	16.0
Total Split (%)	12.0%	33.0%	33.0%	23.0%	44.0%	28.0%	28.0%	28.0%	16.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	36.5	31.1	31.1	14.8	50.3	18.5	18.5	18.5	9.9
Actuated g/C Ratio	0.36	0.31	0.31	0.15	0.50	0.18	0.18	0.18	0.10
v/c Ratio	0.04	0.52	0.51	0.72	0.40	0.69	0.69	0.51	0.58
Control Delay	14.8	31.8	3.8	49.3	17.7	49.9	49.5	8.2	52.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	31.8	3.8	49.3	17.7	49.9	49.5	8.2	52.4
LOS	B	C	A	D	B	D	D	A	D
Approach Delay		16.6			28.6		34.2		52.4
Approach LOS		B			C		C		D

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 25.8
 Intersection LOS: C
 Intersection Capacity Utilization 61.6%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR-510 at CR-512

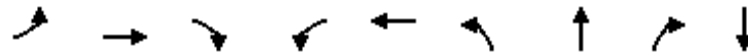
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	13	571	679	369	706	215	215	257	108
v/c Ratio	0.04	0.52	0.51	0.72	0.40	0.69	0.69	0.51	0.58
Control Delay	14.8	31.8	3.8	49.3	17.7	49.9	49.5	8.2	52.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.8	31.8	3.8	49.3	17.7	49.9	49.5	8.2	52.4
Queue Length 50th (ft)	4	166	0	115	141	132	132	0	61
Queue Length 95th (ft)	14	226	46	163	238	213	212	64	117
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	317	1099	1334	556	1771	356	359	538	199
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.52	0.51	0.66	0.40	0.60	0.60	0.48	0.54

Intersection Summary

Description: CR-510 at CR-512

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	542	645	351	638	32	378	30	244	35	48	19
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	13	571	679	369	672	34	421	0	257	37	51	20
Adj No. of Lanes	1	2	2	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	342	1227	966	445	1580	80	673	0	300	47	65	25
Arrive On Green	0.02	0.35	0.35	0.13	0.46	0.46	0.19	0.00	0.19	0.08	0.08	0.08
Sat Flow, veh/h	1774	3539	2787	3442	3428	173	3548	0	1583	608	838	329
Grp Volume(v), veh/h	13	571	679	369	347	359	421	0	257	108	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1721	1770	1832	1774	0	1583	1774	0	0
Q Serve(g_s), s	0.5	12.6	21.0	10.5	13.1	13.2	10.9	0.0	15.7	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.5	12.6	21.0	10.5	13.1	13.2	10.9	0.0	15.7	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	0.34		0.19
Lane Grp Cap(c), veh/h	342	1227	966	445	816	845	673	0	300	137	0	0
V/C Ratio(X)	0.04	0.47	0.70	0.83	0.42	0.43	0.63	0.00	0.86	0.79	0.00	0.00
Avail Cap(c_a), veh/h	408	1227	966	558	816	845	752	0	336	190	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	20.5	25.4	28.2	42.5	18.1	18.1	37.3	0.0	39.2	45.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	4.3	8.3	1.6	1.6	1.7	0.0	18.7	16.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	10.4	13.5	9.3	11.0	11.3	9.3	0.0	13.2	6.4	0.0	0.0
LnGrp Delay(d),s/veh	20.6	26.7	32.5	50.8	19.7	19.6	39.0	0.0	57.9	62.1	0.0	0.0
LnGrp LOS	C	C	C	D	B	B	D		E	E		
Approach Vol, veh/h		1263			1075			678			108	
Approach Delay, s/veh		29.7			30.3			46.1			62.1	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	52.9		25.8	19.7	41.5		13.0				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		5.3				
Max Green Setting (Gmax), s	5.2	37.2		21.2	16.2	26.2		10.7				
Max Q Clear Time (g_c+I1), s	2.5	15.2		17.7	12.5	23.0		8.0				
Green Ext Time (p_c), s	0.0	15.1		1.3	0.5	2.8		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			34.6									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	24	30	625	1123	37			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	31.7	10.8				41.8	12.8	10.8
Total Split (s)	31.7	10.8				53.0	32.0	23.0
Total Split (%)	21.1%	7.2%				35%	21%	15%
Yellow Time (s)	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.8	6.8						
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None				Min	None	None
Act Effect Green (s)	24.9	45.4	52.2	101.2	101.2			
Actuated g/C Ratio	0.17	0.30	0.35	0.67	0.67			
v/c Ratio	0.23	0.33	0.54	0.50	0.04			
Control Delay	24.4	27.5	19.8	13.0	4.5			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	24.4	27.5	19.8	13.0	4.5			
LOS	C	C	B	B	A			
Approach Delay	24.4		20.2	12.7				
Approach LOS	C		C	B				

Intersection Summary

Cycle Length: 150.5	
Actuated Cycle Length: 150.5	
Natural Cycle: 110	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.8	Intersection LOS: B
Intersection Capacity Utilization 47.4%	ICU Level of Service A
Analysis Period (min) 15	
Description: CR-510/Mako Way	

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	74	32	658	1182	39
v/c Ratio	0.23	0.33	0.54	0.50	0.04
Control Delay	24.4	27.5	19.8	13.0	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	27.5	19.8	13.0	4.5
Queue Length 50th (ft)	21	10	120	281	5
Queue Length 95th (ft)	70	m28	182	330	18
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			100
Base Capacity (vph)	316	96	1227	2379	1071
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.23	0.33	0.54	0.50	0.04

Intersection Summary

Description: CR-510/Mako Way

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	24	47	30	625	1123	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.91		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1668		1770	3539	3539	1583
Flt Permitted	0.98		0.10	1.00	1.00	1.00
Satd. Flow (perm)	1668		180	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	25	49	32	658	1182	39
RTOR Reduction (vph)	41	0	0	0	0	8
Lane Group Flow (vph)	33	0	32	658	1182	31
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	24.9		45.4	45.4	101.2	101.2
Effective Green, g (s)	24.9		45.4	45.4	101.2	101.2
Actuated g/C Ratio	0.17		0.30	0.30	0.67	0.67
Clearance Time (s)	6.8		6.8			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	275		96	1227	2379	1064
v/s Ratio Prot	c0.02		0.01	c0.15	c0.33	
v/s Ratio Perm			0.09	0.04		0.02
v/c Ratio	0.12		0.33	0.54	0.50	0.03
Uniform Delay, d1	53.5		68.6	43.8	12.1	8.2
Progression Factor	1.00		0.79	0.88	1.00	1.00
Incremental Delay, d2	0.3		2.0	0.6	0.2	0.0
Delay (s)	53.7		56.5	38.9	12.3	8.3
Level of Service	D		E	D	B	A
Approach Delay (s)	53.7			39.7	12.2	
Approach LOS	D			D	B	

Intersection Summary

HCM 2000 Control Delay	23.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	150.5	Sum of lost time (s)	34.0
Intersection Capacity Utilization	47.4%	ICU Level of Service	A
Analysis Period (min)	15		
Description: CR-510/Mako Way			
c Critical Lane Group			

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	163	177	282	503	874	311			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.8	12.8	10.8				41.8	31.7	10.8
Total Split (s)	32.0	32.0	23.0				53.0	31.7	10.8
Total Split (%)	21.3%	21.3%	15.3%				35%	21%	7%
Yellow Time (s)	4.8	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	6.8	6.8	6.8						
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	25.2	25.2	98.1	111.7	81.9	81.9			
Actuated g/C Ratio	0.17	0.17	0.65	0.74	0.54	0.54			
v/c Ratio	0.58	0.44	0.69	0.20	0.48	0.35			
Control Delay	66.6	10.5	23.7	6.1	11.5	5.8			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	66.6	10.5	23.7	6.1	11.5	5.8			
LOS	E	B	C	A	B	A			
Approach Delay	37.5			12.4	10.0				
Approach LOS	D			B	B				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 150.5
 Natural Cycle: 110
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 14.9
 Intersection LOS: B
 Intersection Capacity Utilization 70.8%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	172	186	297	529	920	327
v/c Ratio	0.58	0.44	0.69	0.20	0.48	0.35
Control Delay	66.6	10.5	23.7	6.1	11.5	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.6	10.5	23.7	6.1	11.5	5.8
Queue Length 50th (ft)	158	0	81	74	221	57
Queue Length 95th (ft)	241	70	116	94	191	74
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			100
Base Capacity (vph)	296	419	433	2626	1925	942
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.44	0.69	0.20	0.48	0.35

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	163	177	282	503	874	311
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.24	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	448	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	172	186	297	529	920	327
RTOR Reduction (vph)	0	155	0	0	0	81
Lane Group Flow (vph)	172	31	297	529	920	246
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	25.2	25.2	98.1	98.1	81.9	81.9
Effective Green, g (s)	25.2	25.2	98.1	98.1	81.9	81.9
Actuated g/C Ratio	0.17	0.17	0.65	0.65	0.54	0.54
Clearance Time (s)	6.8	6.8	6.8			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	296	265	434	2626	1925	861
v/s Ratio Prot	c0.10		c0.07	0.11	0.26	
v/s Ratio Perm		0.02	c0.37	0.04		0.16
v/c Ratio	0.58	0.12	0.68	0.20	0.48	0.29
Uniform Delay, d1	57.8	53.2	31.9	10.5	21.1	18.5
Progression Factor	1.00	1.00	1.00	1.00	0.99	1.15
Incremental Delay, d2	3.4	0.3	4.4	0.1	0.2	0.2
Delay (s)	61.2	53.5	36.3	10.6	21.2	21.5
Level of Service	E	D	D	B	C	C
Approach Delay (s)	57.2			19.8	21.3	
Approach LOS	E			B	C	

Intersection Summary

HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.5	Sum of lost time (s)	34.0
Intersection Capacity Utilization	70.8%	ICU Level of Service	C
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations	↙	↗	↙	↑↑	↑↑
Volume (vph)	330	344	137	455	866
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.8	26.8	26.8
Total Split (s)	35.0	35.0	18.0	65.0	47.0
Total Split (%)	35.0%	35.0%	18.0%	65.0%	47.0%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.8	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	23.1	23.1	50.5	50.5	34.8
Actuated g/C Ratio	0.27	0.27	0.58	0.58	0.40
v/c Ratio	0.74	0.58	0.53	0.23	0.79
Control Delay	40.4	11.6	18.1	9.5	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	11.6	18.1	9.5	27.7
LOS	D	B	B	A	C
Approach Delay	25.7			11.5	27.7
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 86.8
 Natural Cycle: 65
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 23.0
 Intersection LOS: C
 Intersection Capacity Utilization 72.0%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	347	362	144	479	1106
v/c Ratio	0.74	0.58	0.53	0.23	0.79
Control Delay	40.4	11.6	18.1	9.5	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.4	11.6	18.1	9.5	27.7
Queue Length 50th (ft)	183	38	35	64	273
Queue Length 95th (ft)	296	126	82	99	395
Internal Link Dist (ft)	1804			2426	1485
Turn Bay Length (ft)	175		215		
Base Capacity (vph)	608	726	323	2442	1658
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.57	0.50	0.45	0.20	0.67













Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

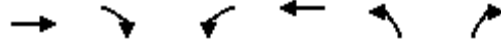
1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	330	344	137	455	866	184		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	347	362	144	479	912	194		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	482	430	287	2028	1233	262		
Arrive On Green	0.27	0.27	0.07	0.57	0.42	0.42		
Sat Flow, veh/h	1774	1583	1774	3632	2999	618		
Grp Volume(v), veh/h	347	362	144	479	555	551		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1754		
Q Serve(g_s), s	14.6	17.8	3.5	5.5	21.7	21.7		
Cycle Q Clear(g_c), s	14.6	17.8	3.5	5.5	21.7	21.7		
Prop In Lane	1.00	1.00	1.00			0.35		
Lane Grp Cap(c), veh/h	482	430	287	2028	751	744		
V/C Ratio(X)	0.72	0.84	0.50	0.24	0.74	0.74		
Avail Cap(c_a), veh/h	624	557	410	2497	863	855		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	27.2	28.4	15.3	8.7	19.9	19.9		
Incr Delay (d2), s/veh	3.6	10.0	1.4	0.1	3.4	3.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	12.1	13.9	3.2	4.8	16.7	16.6		
LnGrp Delay(d),s/veh	30.8	38.4	16.7	8.8	23.3	23.3		
LnGrp LOS	C	D	B	A	C	C		
Approach Vol, veh/h	709			623	1106			
Approach Delay, s/veh	34.7			10.6	23.3			
Approach LOS	C			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	12.3	41.8				54.1		28.4
Change Period (Y+Rc), s	6.8	6.8				6.8		6.0
Max Green Setting (Gmax), s	11.2	40.2				58.2		29.0
Max Q Clear Time (g_c+I1), s	5.5	23.7				7.5		19.8
Green Ext Time (p_c), s	0.2	11.2				21.6		2.6
Intersection Summary								
HCM 2010 Ctrl Delay			23.4					
HCM 2010 LOS			C					

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

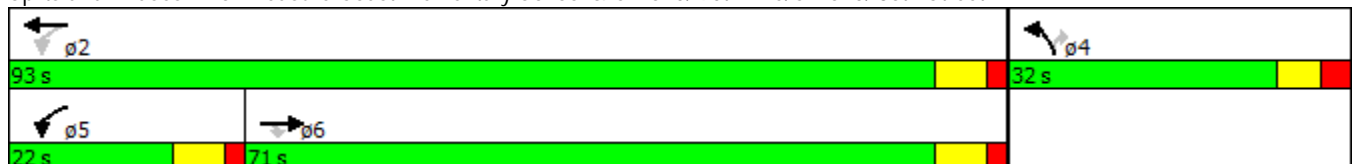


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Volume (vph)	1068	264	147	477	174	197
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.8	36.8	14.8	36.8	17.0	17.0
Total Split (s)	71.0	71.0	22.0	93.0	32.0	32.0
Total Split (%)	56.8%	56.8%	17.6%	74.4%	25.6%	25.6%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	54.4	54.4	73.7	73.7	17.2	17.2
Actuated g/C Ratio	0.52	0.52	0.70	0.70	0.16	0.16
v/c Ratio	0.61	0.29	0.42	0.20	0.63	0.48
Control Delay	20.1	2.6	9.0	5.9	53.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	2.6	9.0	5.9	53.9	9.8
LOS	C	A	A	A	D	A
Approach Delay	16.7			6.6	30.5	
Approach LOS	B			A	C	

Intersection Summary

Cycle Length: 125
 Actuated Cycle Length: 105.2
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 16.2
 Intersection LOS: B
 Intersection Capacity Utilization 64.5%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

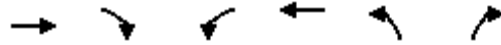
Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	1124	278	155	502	183	207
v/c Ratio	0.61	0.29	0.42	0.20	0.63	0.48
Control Delay	20.1	2.6	9.0	5.9	53.9	9.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	2.6	9.0	5.9	53.9	9.8
Queue Length 50th (ft)	273	0	30	54	125	0
Queue Length 95th (ft)	401	43	63	92	210	65
Internal Link Dist (ft)	2426			3978	1175	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	2238	1103	421	2899	435	545
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.25	0.37	0.17	0.42	0.38

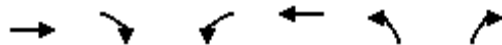
Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

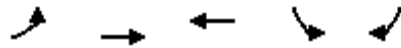


Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	1068	264	147	477	174	197		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	1124	278	155	502	183	207		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1988	889	344	2497	283	253		
Arrive On Green	0.56	0.56	0.08	0.71	0.16	0.16		
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583		
Grp Volume(v), veh/h	1124	278	155	502	183	207		
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583		
Q Serve(g_s), s	20.9	9.5	3.3	5.0	9.9	12.9		
Cycle Q Clear(g_c), s	20.9	9.5	3.3	5.0	9.9	12.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1988	889	344	2497	283	253		
V/C Ratio(X)	0.57	0.31	0.45	0.20	0.65	0.82		
Avail Cap(c_a), veh/h	2221	994	471	2982	434	387		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	14.4	11.9	10.8	5.2	40.3	41.6		
Incr Delay (d2), s/veh	0.9	0.7	0.9	0.1	3.5	10.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	15.7	7.8	3.0	4.5	8.8	17.1		
LnGrp Delay(d),s/veh	15.3	12.6	11.8	5.3	43.8	51.7		
LnGrp LOS	B	B	B	A	D	D		
Approach Vol, veh/h	1402			657	390			
Approach Delay, s/veh	14.8			6.8	48.0			
Approach LOS	B			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		79.0		23.3	14.7	64.3		
Change Period (Y+Rc), s		6.8		7.0	6.8	6.8		
Max Green Setting (Gmax), s		86.2		25.0	15.2	64.2		
Max Q Clear Time (g_c+I1), s		7.0		14.9	5.3	22.9		
Green Ext Time (p_c), s		57.9		1.4	0.3	34.6		
Intersection Summary								
HCM 2010 Ctrl Delay			17.9					
HCM 2010 LOS			B					

Timings

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

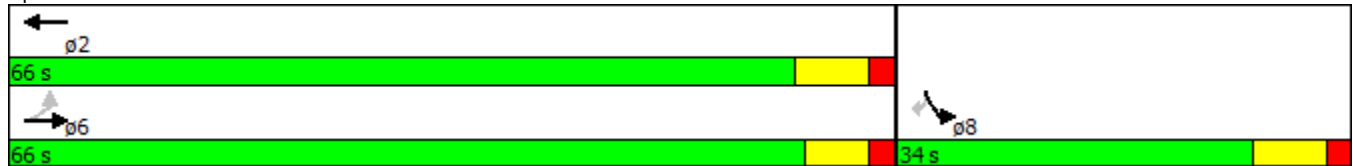


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↗↗	↗↖	↖	↗
Volume (vph)	56	1335	596	226	62
Turn Type	Perm	NA	NA	Prot	Perm
Protected Phases		6	2	8	
Permitted Phases	6				8
Detector Phase	6	6	2	8	8
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5
Total Split (s)	66.0	66.0	66.0	34.0	34.0
Total Split (%)	66.0%	66.0%	66.0%	34.0%	34.0%
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.5	7.5	7.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effct Green (s)	35.1	35.1	34.3	14.8	14.8
Actuated g/C Ratio	0.54	0.54	0.53	0.23	0.23
v/c Ratio	0.16	0.74	0.40	0.59	0.17
Control Delay	9.3	14.2	9.4	31.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	14.2	9.4	31.2	8.4
LOS	A	B	A	C	A
Approach Delay		14.0	9.4	26.3	
Approach LOS		B	A	C	

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 65.1
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 14.2
 Intersection LOS: B
 Intersection Capacity Utilization 61.3%
 ICU Level of Service B
 Analysis Period (min) 15

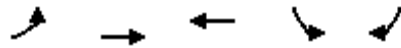
Splits and Phases: 6: CR 510/ 85th Street & Power Line Rd



Queues

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

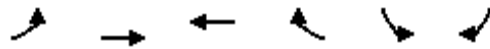


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	59	1405	739	238	65
v/c Ratio	0.16	0.74	0.40	0.59	0.17
Control Delay	9.3	14.2	9.4	31.2	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	9.3	14.2	9.4	31.2	8.4
Queue Length 50th (ft)	10	192	75	81	0
Queue Length 95th (ft)	34	345	142	192	31
Internal Link Dist (ft)		7834	2586	1343	
Turn Bay Length (ft)	150			300	
Base Capacity (vph)	595	3116	3029	765	653
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.10	0.45	0.24	0.31	0.10

Intersection Summary

HCM 2010 Signalized Intersection Summary
6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	56	1335	596	106	226	62
Number	1	6	2	12	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	59	1405	627	112	238	65
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	466	2135	1811	323	301	242
Arrive On Green	0.60	0.60	0.60	0.60	0.17	0.17
Sat Flow, veh/h	717	3632	3096	535	1774	1425
Grp Volume(v), veh/h	59	1405	369	370	238	65
Grp Sat Flow(s),veh/h/ln	717	1770	1770	1768	1774	1425
Q Serve(g_s), s	3.0	17.3	6.9	6.9	8.5	2.6
Cycle Q Clear(g_c), s	9.9	17.3	6.9	6.9	8.5	2.6
Prop In Lane	1.00			0.30	1.00	1.00
Lane Grp Cap(c), veh/h	466	2135	1067	1067	301	242
V/C Ratio(X)	0.13	0.66	0.35	0.35	0.79	0.27
Avail Cap(c_a), veh/h	675	3170	1566	1565	711	571
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.1	8.6	6.6	6.6	26.3	23.9
Incr Delay (d2), s/veh	0.1	0.3	0.2	0.2	4.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	13.0	6.0	6.0	8.1	1.9
LnGrp Delay(d),s/veh	9.2	9.0	6.8	6.8	30.9	24.5
LnGrp LOS	A	A	A	A	C	C
Approach Vol, veh/h		1464	739		303	
Approach Delay, s/veh		9.0	6.8		29.5	
Approach LOS		A	A		C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		47.4				47.4		18.7
Change Period (Y+Rc), s		7.5				* 7.5		7.5
Max Green Setting (Gmax), s		58.5				* 59		26.5
Max Q Clear Time (g_c+I1), s		8.9				19.3		10.5
Green Ext Time (p_c), s		22.7				20.6		0.8

Intersection Summary

HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

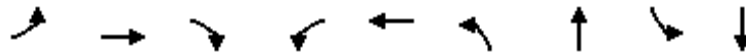
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings

7: 66th Ave & CR 510/ 85th Street

1/26/2017

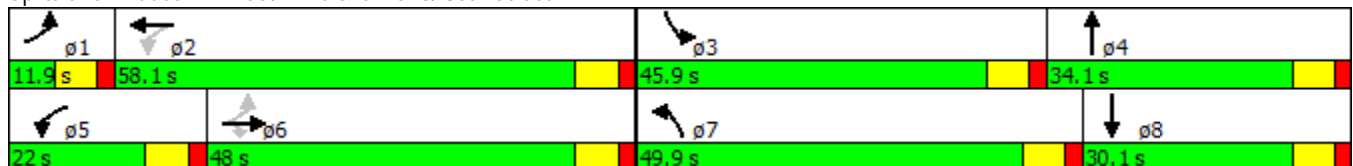


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑	↗	↖	↑↑	↖↗	↑↑	↖	↑↑
Volume (vph)	61	843	629	167	382	278	160	283	400
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2					
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	11.8	21.8	21.8	11.8	21.8	11.8	27.8	11.8	21.8
Total Split (s)	11.9	48.0	48.0	22.0	58.1	49.9	34.1	45.9	30.1
Total Split (%)	7.9%	32.0%	32.0%	14.7%	38.7%	33.3%	22.7%	30.6%	20.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	46.6	41.4	41.4	62.5	53.2	16.2	16.0	26.0	25.9
Actuated g/C Ratio	0.37	0.33	0.33	0.50	0.43	0.13	0.13	0.21	0.21
v/c Ratio	0.18	0.76	0.71	0.59	0.35	0.66	0.59	0.81	0.66
Control Delay	21.0	43.6	9.3	28.4	25.7	60.0	35.4	64.6	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	43.6	9.3	28.4	25.7	60.0	35.4	64.6	49.7
LOS	C	D	A	C	C	E	D	E	D
Approach Delay		28.6			26.4		47.2		55.4
Approach LOS		C			C		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 125.1
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 36.9
 Intersection LOS: D
 Intersection Capacity Utilization 83.4%
 ICU Level of Service E
 Analysis Period (min) 15
 Description: CR510/66 th Ave

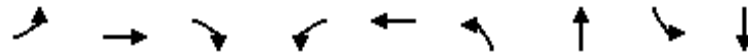
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

1/26/2017
























Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	64	887	662	176	510	293	317	298	475
v/c Ratio	0.18	0.76	0.71	0.59	0.35	0.66	0.59	0.81	0.66
Control Delay	21.0	43.6	9.3	28.4	25.7	60.0	35.4	64.6	49.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	43.6	9.3	28.4	25.7	60.0	35.4	64.6	49.7
Queue Length 50th (ft)	26	334	29	75	139	117	74	230	185
Queue Length 95th (ft)	62	487	180	153	222	177	134	346	255
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		250		200	
Base Capacity (vph)	358	1171	932	309	1477	1189	824	556	743
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.76	0.71	0.57	0.35	0.25	0.38	0.54	0.64

Intersection Summary

Description: CR510/66 th Ave

HCM 2010 Signalized Intersection Summary
 7: 66th Ave & CR 510/ 85th Street

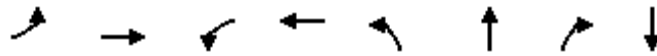
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	61	843	629	167	382	103	278	160	142	283	400	51
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	64	887	0	176	402	108	293	168	149	298	421	54
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	387	1232	551	291	1084	288	377	256	213	334	691	88
Arrive On Green	0.04	0.35	0.00	0.08	0.39	0.39	0.11	0.14	0.14	0.19	0.22	0.22
Sat Flow, veh/h	1774	3539	1583	1774	2767	736	3442	1837	1526	1774	3158	403
Grp Volume(v), veh/h	64	887	0	176	256	254	293	161	156	298	235	240
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1733	1721	1770	1593	1774	1770	1792
Q Serve(g_s), s	2.6	24.5	0.0	7.0	11.6	11.8	9.3	9.7	10.5	18.4	13.5	13.6
Cycle Q Clear(g_c), s	2.6	24.5	0.0	7.0	11.6	11.8	9.3	9.7	10.5	18.4	13.5	13.6
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.96	1.00		0.22
Lane Grp Cap(c), veh/h	387	1232	551	291	693	679	377	247	222	334	387	392
V/C Ratio(X)	0.17	0.72	0.00	0.61	0.37	0.37	0.78	0.65	0.70	0.89	0.61	0.61
Avail Cap(c_a), veh/h	399	1296	580	385	807	790	1318	429	387	616	387	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	31.9	0.0	24.0	24.3	24.4	48.8	45.8	46.2	44.5	39.6	39.7
Incr Delay (d2), s/veh	0.2	3.7	0.0	2.0	0.5	0.5	3.5	4.1	5.6	8.2	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	18.4	0.0	6.5	9.6	9.7	8.1	8.7	8.6	14.9	11.3	11.5
LnGrp Delay(d),s/veh	22.4	35.6	0.0	26.0	24.8	24.9	52.3	49.9	51.7	52.7	42.8	43.0
LnGrp LOS	C	D		C	C	C	D	D	D	D	D	D
Approach Vol, veh/h		951			686			610			773	
Approach Delay, s/veh		34.7			25.1			51.5			46.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.1	50.9	28.0	22.5	16.0	46.0	19.1	31.4				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	5.1	51.3	39.1	27.3	15.2	41.2	43.1	23.3				
Max Q Clear Time (g_c+I1), s	4.6	13.8	20.4	12.5	9.0	26.5	11.3	15.6				
Green Ext Time (p_c), s	0.0	28.0	0.8	3.2	0.2	12.6	1.0	3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			39.0									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: 58th Ave & CR 510/ 85th Street

1/26/2017

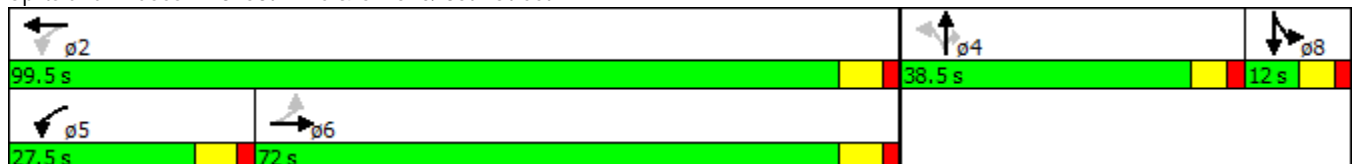


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	8	1094	213	449	158	4	222	4
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.8	21.8	11.8	21.8	12.0	12.0	12.0	12.0
Total Split (s)	72.0	72.0	27.5	99.5	38.5	38.5	38.5	12.0
Total Split (%)	48.0%	48.0%	18.3%	66.3%	25.7%	25.7%	25.7%	8.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	59.5	59.5	86.2	86.2		26.0	26.0	6.2
Actuated g/C Ratio	0.45	0.45	0.65	0.65		0.20	0.20	0.05
v/c Ratio	0.02	0.89	0.70	0.22		0.79	0.47	0.30
Control Delay	24.4	42.5	47.3	10.5		79.0	8.9	63.5
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	24.4	42.5	47.3	10.5		79.0	8.9	63.5
LOS	C	D	D	B		E	A	E
Approach Delay		42.4		21.7		38.4		63.5
Approach LOS		D		C		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 131.8
 Natural Cycle: 90
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 36.1
 Intersection LOS: D
 Intersection Capacity Utilization 80.0%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/58th Ave

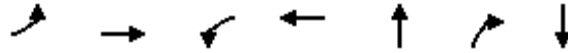
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	8	1399	224	511	170	234	26
v/c Ratio	0.02	0.89	0.70	0.22	0.79	0.47	0.30
Control Delay	24.4	42.5	47.3	10.5	79.0	8.9	63.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.4	42.5	47.3	10.5	79.0	8.9	63.5
Queue Length 50th (ft)	4	641	150	103	156	0	18
Queue Length 95th (ft)	16	#801	#273	140	#264	72	52
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	200		190				
Base Capacity (vph)	442	1777	343	2553	277	578	88
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	0.79	0.65	0.20	0.61	0.40	0.30

Intersection Summary

Description: CR510/58th Ave





















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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary

8: 58th Ave & CR 510/ 85th Street

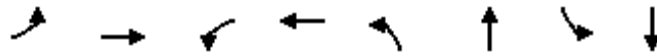
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	1094	235	213	449	36	158	4	222	14	4	7
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	8	1152	247	224	473	38	166	4	234	15	4	7
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	501	1445	308	268	2111	169	307	7	281	29	8	14
Arrive On Green	0.50	0.50	0.50	0.08	0.64	0.64	0.18	0.18	0.18	0.03	0.03	0.03
Sat Flow, veh/h	885	2905	619	1774	3320	266	1734	42	1583	998	266	466
Grp Volume(v), veh/h	8	699	700	224	251	260	170	0	234	26	0	0
Grp Sat Flow(s),veh/h/ln	885	1770	1754	1774	1770	1816	1776	0	1583	1731	0	0
Q Serve(g_s), s	0.5	39.1	39.8	7.0	7.2	7.2	10.4	0.0	17.0	1.8	0.0	0.0
Cycle Q Clear(g_c), s	0.5	39.1	39.8	7.0	7.2	7.2	10.4	0.0	17.0	1.8	0.0	0.0
Prop In Lane	1.00		0.35	1.00		0.15	0.98		1.00	0.58		0.27
Lane Grp Cap(c), veh/h	501	880	872	268	1125	1155	315	0	281	50	0	0
V/C Ratio(X)	0.02	0.79	0.80	0.84	0.22	0.22	0.54	0.00	0.83	0.52	0.00	0.00
Avail Cap(c_a), veh/h	545	968	959	431	1376	1412	484	0	432	87	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.2	24.9	25.1	24.2	9.2	9.2	44.6	0.0	47.3	57.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.6	5.0	10.2	0.1	0.1	2.0	0.0	10.3	11.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	27.5	27.9	8.0	6.4	6.6	9.0	0.0	12.9	1.8	0.0	0.0
LnGrp Delay(d),s/veh	15.2	29.5	30.0	34.3	9.3	9.4	46.7	0.0	57.7	68.3	0.0	0.0
LnGrp LOS	B	C	C	C	A	A	D		E	E		
Approach Vol, veh/h		1407			735			404				26
Approach Delay, s/veh		29.7			17.0			53.0				68.3
Approach LOS		C			B			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		82.6		27.1	16.5	66.1		9.5				
Change Period (Y+Rc), s		6.8		6.0	6.8	6.8		6.0				
Max Green Setting (Gmax), s		92.7		32.5	20.7	65.2		6.0				
Max Q Clear Time (g_c+I1), s		9.2		19.0	9.0	41.8		3.8				
Green Ext Time (p_c), s		37.4		2.1	0.7	17.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

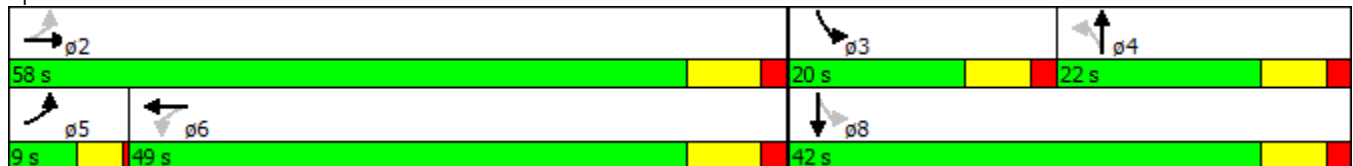


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↕	↖	↕	↖	↕	↖	↕
Volume (vph)	73	1154	12	506	20	75	162	127
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	11.0	20.0
Total Split (s)	9.0	58.0	49.0	49.0	22.0	22.0	20.0	42.0
Total Split (%)	9.0%	58.0%	49.0%	49.0%	22.0%	22.0%	20.0%	42.0%
Yellow Time (s)	3.5	5.5	5.5	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	0.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.5	7.5	7.5	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	None	Min	Min	None	None
Act Effct Green (s)	37.3	33.6	26.7	26.7	9.6	9.6	27.1	27.1
Actuated g/C Ratio	0.49	0.44	0.35	0.35	0.13	0.13	0.36	0.36
v/c Ratio	0.21	0.78	0.12	0.50	0.15	0.45	0.42	0.39
Control Delay	12.0	21.8	21.5	20.7	36.5	36.3	22.6	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	21.8	21.5	20.7	36.5	36.3	22.6	17.9
LOS	B	C	C	C	D	D	C	B
Approach Delay		21.2		20.7		36.3		19.8
Approach LOS		C		C		D		B

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 75.6	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 21.6	Intersection LOS: C
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

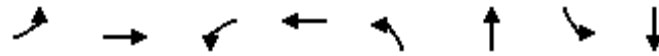
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	1227	13	624	21	107	171	256
v/c Ratio	0.21	0.78	0.12	0.50	0.15	0.45	0.42	0.39
Control Delay	12.0	21.8	21.5	20.7	36.5	36.3	22.6	17.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	21.8	21.5	20.7	36.5	36.3	22.6	17.9
Queue Length 50th (ft)	18	240	4	116	9	40	55	67
Queue Length 95th (ft)	44	371	19	186	34	104	128	162
Internal Link Dist (ft)		3978		7834		1105		1015
Turn Bay Length (ft)	300		300		300		300	
Base Capacity (vph)	370	2461	171	1990	234	386	455	865
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.50	0.08	0.31	0.09	0.28	0.38	0.30

Intersection Summary

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

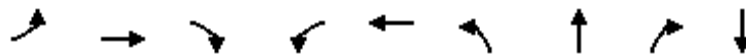
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	73	1154	11	12	506	86	20	75	27	162	127	116
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	77	1215	12	13	533	91	21	79	28	171	134	122
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	1756	17	205	1176	200	219	138	49	355	278	253
Arrive On Green	0.04	0.49	0.49	0.39	0.39	0.39	0.11	0.11	0.11	0.11	0.31	0.31
Sat Flow, veh/h	1774	3591	35	453	3027	515	1119	1315	466	1774	899	819
Grp Volume(v), veh/h	77	599	628	13	311	313	21	0	107	171	0	256
Grp Sat Flow(s),veh/h/ln	1774	1770	1856	453	1770	1772	1119	0	1781	1774	0	1718
Q Serve(g_s), s	1.7	18.5	18.5	1.6	9.2	9.3	1.2	0.0	4.1	5.7	0.0	8.6
Cycle Q Clear(g_c), s	1.7	18.5	18.5	13.0	9.2	9.3	1.2	0.0	4.1	5.7	0.0	8.6
Prop In Lane	1.00		0.02	1.00		0.29	1.00		0.26	1.00		0.48
Lane Grp Cap(c), veh/h	385	866	908	205	688	689	219	0	187	355	0	531
V/C Ratio(X)	0.20	0.69	0.69	0.06	0.45	0.45	0.10	0.00	0.57	0.48	0.00	0.48
Avail Cap(c_a), veh/h	432	1261	1322	294	1036	1037	341	0	382	493	0	853
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.8	14.0	14.0	21.8	16.1	16.1	28.9	0.0	30.2	22.9	0.0	19.9
Incr Delay (d2), s/veh	0.3	1.0	1.0	0.1	0.5	0.5	0.2	0.0	2.7	1.0	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	14.2	14.8	0.4	8.1	8.1	0.7	0.0	3.8	5.1	0.0	7.5
LnGrp Delay(d),s/veh	12.0	15.0	14.9	21.9	16.5	16.6	29.1	0.0	32.9	23.9	0.0	20.6
LnGrp LOS	B	B	B	C	B	B	C		C	C		C
Approach Vol, veh/h		1304			637			128			427	
Approach Delay, s/veh		14.8			16.7			32.3			21.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		42.2	14.5	14.3	7.1	35.1		28.7				
Change Period (Y+Rc), s		7.5	6.8	6.8	4.0	7.5		6.8				
Max Green Setting (Gmax), s		50.5	13.2	15.2	5.0	41.5		35.2				
Max Q Clear Time (g_c+I1), s		20.5	7.7	6.1	3.7	15.0		10.6				
Green Ext Time (p_c), s		13.2	0.2	1.4	0.0	12.5		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			17.4									
HCM 2010 LOS			B									

Timings

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations									
Volume (vph)	19	636	373	372	600	608	59	257	41
Turn Type	pm+pt	NA	Perm	Prot	NA	Split	NA	Perm	NA
Protected Phases	1	6		5	2	4	4		8
Permitted Phases	6		6					4	
Detector Phase	1	6	6	5	2	4	4	4	8
Switch Phase									
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	6.0	6.0	6.0	6.0
Minimum Split (s)	12.0	26.8	26.8	12.2	26.8	12.8	12.8	12.8	13.3
Total Split (s)	12.0	36.9	36.9	25.0	49.9	40.0	40.0	40.0	18.1
Total Split (%)	10.0%	30.8%	30.8%	20.8%	41.6%	33.3%	33.3%	33.3%	15.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	3.3
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	5.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Min	C-Min	None	C-Min	None	None	None	None
Act Effct Green (s)	39.7	34.3	34.3	17.2	53.5	30.5	30.5	30.5	12.3
Actuated g/C Ratio	0.33	0.29	0.29	0.14	0.45	0.25	0.25	0.25	0.10
v/c Ratio	0.07	0.66	0.36	0.80	0.43	0.82	0.81	0.45	0.75
Control Delay	19.9	42.7	4.5	62.6	25.5	58.4	57.0	6.5	74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	42.7	4.5	62.6	25.5	58.4	57.0	6.5	74.4
LOS	B	D	A	E	C	E	E	A	E
Approach Delay		28.4			39.2		43.5		74.4
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBTL, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 38.4

Intersection LOS: D

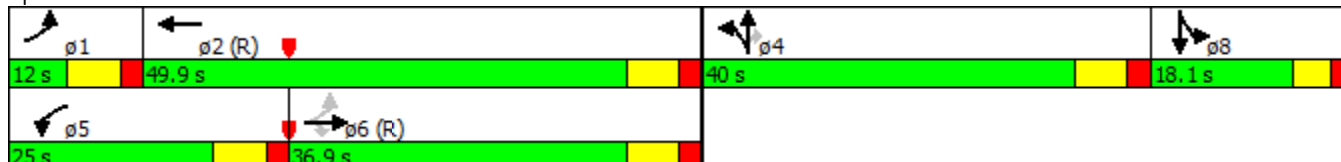
Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

Description: CR-510 at CR-512

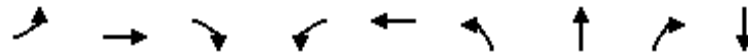
Splits and Phases: 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd



Queues

1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	20	669	393	392	668	352	350	271	141
v/c Ratio	0.07	0.66	0.36	0.80	0.43	0.82	0.81	0.45	0.75
Control Delay	19.9	42.7	4.5	62.6	25.5	58.4	57.0	6.5	74.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	42.7	4.5	62.6	25.5	58.4	57.0	6.5	74.4
Queue Length 50th (ft)	8	253	0	151	176	263	261	0	103
Queue Length 95th (ft)	23	323	42	206	271	#388	380	64	#199
Internal Link Dist (ft)		2407			2317		659		2556
Turn Bay Length (ft)	255		255	325		170			
Base Capacity (vph)	290	1011	1077	520	1566	465	470	633	195
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.66	0.36	0.75	0.43	0.76	0.74	0.43	0.72

Intersection Summary






















Description: CR-510 at CR-512

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 1: CR 510/ 90th Ave & CR 512/ Sebastian Blvd

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	636	373	372	600	34	608	59	257	74	41	19
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	20	669	393	392	632	36	684	0	271	78	43	20
Adj No. of Lanes	1	2	2	2	2	0	2	0	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	335	1161	915	453	1497	85	819	0	366	93	51	24
Arrive On Green	0.02	0.33	0.33	0.13	0.44	0.44	0.23	0.00	0.23	0.10	0.10	0.10
Sat Flow, veh/h	1774	3539	2787	3442	3404	194	3548	0	1583	979	540	251
Grp Volume(v), veh/h	20	669	393	392	328	340	684	0	271	141	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1393	1721	1770	1829	1774	0	1583	1770	0	0
Q Serve(g_s), s	0.9	18.8	13.2	13.4	15.3	15.3	22.0	0.0	19.1	9.4	0.0	0.0
Cycle Q Clear(g_c), s	0.9	18.8	13.2	13.4	15.3	15.3	22.0	0.0	19.1	9.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.11	1.00		1.00	0.55		0.14
Lane Grp Cap(c), veh/h	335	1161	915	453	778	804	819	0	366	168	0	0
V/C Ratio(X)	0.06	0.58	0.43	0.87	0.42	0.42	0.83	0.00	0.74	0.84	0.00	0.00
Avail Cap(c_a), veh/h	375	1161	915	522	778	804	982	0	438	189	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.8	33.4	31.5	51.1	23.1	23.1	44.0	0.0	42.8	53.4	0.0	0.0
Incr Delay (d2), s/veh	0.1	2.1	1.5	12.8	1.7	1.6	6.0	0.0	6.3	26.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	14.6	9.0	11.6	12.4	12.8	17.1	0.0	13.8	9.8	0.0	0.0
LnGrp Delay(d),s/veh	25.9	35.5	33.0	63.9	24.8	24.8	49.9	0.0	49.1	79.8	0.0	0.0
LnGrp LOS	C	D	C	E	C	C	D		D	E		
Approach Vol, veh/h		1082			1060			955			141	
Approach Delay, s/veh		34.4			39.2			49.7			79.8	
Approach LOS		C			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	59.5		34.5	22.6	46.2		16.7				
Change Period (Y+Rc), s	6.8	6.8		6.8	6.8	6.8		5.3				
Max Green Setting (Gmax), s	5.2	43.1		33.2	18.2	30.1		12.8				
Max Q Clear Time (g_c+I1), s	2.9	17.3		24.0	15.4	20.8		11.4				
Green Ext Time (p_c), s	0.0	15.3		3.7	0.4	7.2		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			42.5									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR	ø1	ø4	ø9
Lane Configurations								
Volume (vph)	51	28	909	801	18			
Turn Type	Prot	pm+pt	NA	NA	Perm			
Protected Phases	5	8	4 9	1 4 9		1	4	9
Permitted Phases		4 9	8		1 4 9			
Detector Phase	5	8	4 9	1 4 9	1 4 9			
Switch Phase								
Minimum Initial (s)	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	31.7	10.8				41.8	12.8	10.8
Total Split (s)	31.7	10.8				53.0	32.0	23.0
Total Split (%)	21.1%	7.2%				35%	21%	15%
Yellow Time (s)	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0						
Total Lost Time (s)	6.8	6.8						
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	None	None				Min	None	None
Act Effct Green (s)	24.9	45.4	52.2	101.2	101.2			
Actuated g/C Ratio	0.17	0.30	0.35	0.67	0.67			
v/c Ratio	0.42	0.30	0.78	0.35	0.02			
Control Delay	43.2	26.4	27.0	11.1	3.8			
Queue Delay	0.0	0.0	0.0	0.0	0.0			
Total Delay	43.2	26.4	27.0	11.1	3.8			
LOS	D	C	C	B	A			
Approach Delay	43.2		27.0	10.9				
Approach LOS	D		C	B				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 150.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 21.1
 Intersection LOS: C
 Intersection Capacity Utilization 47.7%
 ICU Level of Service A
 Analysis Period (min) 15
 Description: CR-510/Mako Way

Splits and Phases: 2: CR 510/ 90th Ave & Mako Way



Queues

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Lane Group	EBL	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	130	29	957	843	19
v/c Ratio	0.42	0.30	0.78	0.35	0.02
Control Delay	43.2	26.4	27.0	11.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.2	26.4	27.0	11.1	3.8
Queue Length 50th (ft)	79	10	227	175	1
Queue Length 95th (ft)	149	23	270	211	10
Internal Link Dist (ft)	263		676	2218	
Turn Bay Length (ft)		190			100
Base Capacity (vph)	311	96	1227	2379	1069
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.30	0.78	0.35	0.02

Intersection Summary

Description: CR-510/Mako Way

HCM Signalized Intersection Capacity Analysis

2: CR 510/ 90th Ave & Mako Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	51	72	28	909	801	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8		6.8	6.8	6.8	6.8
Lane Util. Factor	1.00		1.00	0.95	0.95	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	0.98		0.95	1.00	1.00	1.00
Satd. Flow (prot)	1681		1770	3539	3539	1583
Flt Permitted	0.98		0.10	1.00	1.00	1.00
Satd. Flow (perm)	1681		180	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	54	76	29	957	843	19
RTOR Reduction (vph)	33	0	0	0	0	5
Lane Group Flow (vph)	97	0	29	957	843	14
Turn Type	Prot		pm+pt	NA	NA	Perm
Protected Phases	5		8	4 9	1 4 9	
Permitted Phases			4 9	8		1 4 9
Actuated Green, G (s)	24.9		45.4	45.4	101.2	101.2
Effective Green, g (s)	24.9		45.4	45.4	101.2	101.2
Actuated g/C Ratio	0.17		0.30	0.30	0.67	0.67
Clearance Time (s)	6.8		6.8			
Vehicle Extension (s)	4.0		3.0			
Lane Grp Cap (vph)	278		96	1227	2379	1064
v/s Ratio Prot	c0.06		0.01	c0.21	c0.24	
v/s Ratio Perm			0.08	0.06		0.01
v/c Ratio	0.35		0.30	0.78	0.35	0.01
Uniform Delay, d1	55.6		68.5	48.0	10.6	8.1
Progression Factor	1.00		0.83	0.93	1.00	1.00
Incremental Delay, d2	1.0		1.7	3.3	0.1	0.0
Delay (s)	56.6		58.6	48.0	10.7	8.2
Level of Service	E		E	D	B	A
Approach Delay (s)	56.6			48.3	10.7	
Approach LOS	E			D	B	

Intersection Summary

HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.5	Sum of lost time (s)	34.0
Intersection Capacity Utilization	47.7%	ICU Level of Service	A
Analysis Period (min)	15		

Description: CR-510/Mako Way

c Critical Lane Group

Timings

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	ø1	ø5	ø8
Lane Configurations									
Volume (vph)	88	63	108	859	707	127			
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm			
Protected Phases	4		9	1 5 8	1 5 8		1	5	8
Permitted Phases		4	1 5 8	9		1 5 8			
Detector Phase	4	4	9	1 5 8	1 5 8	1 5 8			
Switch Phase									
Minimum Initial (s)	6.0	6.0	4.0				35.0	6.0	4.0
Minimum Split (s)	12.8	12.8	10.8				41.8	31.7	10.8
Total Split (s)	32.0	32.0	23.0				53.0	31.7	10.8
Total Split (%)	21.3%	21.3%	15.3%				35%	21%	7%
Yellow Time (s)	4.8	4.8	4.8				4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0				2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0						
Total Lost Time (s)	6.8	6.8	6.8						
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	None	None	None				Min	None	None
Act Effct Green (s)	25.2	25.2	98.1	111.7	81.9	81.9			
Actuated g/C Ratio	0.17	0.17	0.65	0.74	0.54	0.54			
v/c Ratio	0.31	0.21	0.22	0.34	0.39	0.15			
Control Delay	58.4	13.2	7.9	7.1	10.9	4.0			
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0			
Total Delay	58.4	13.2	7.9	7.1	10.9	4.0			
LOS	E	B	A	A	B	A			
Approach Delay	39.6			7.2	9.8				
Approach LOS	D			A	A				

Intersection Summary

Cycle Length: 150.5
 Actuated Cycle Length: 150.5
 Natural Cycle: 120
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 10.8
 Intersection LOS: B
 Intersection Capacity Utilization 57.2%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/Hammerhead Way

Splits and Phases: 3: CR 510/ 90th Ave & Hammerhead Way



Queues

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	93	66	114	904	744	134
v/c Ratio	0.31	0.21	0.22	0.34	0.39	0.15
Control Delay	58.4	13.2	7.9	7.1	10.9	4.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.4	13.2	7.9	7.1	10.9	4.0
Queue Length 50th (ft)	81	0	28	145	172	23
Queue Length 95th (ft)	140	45	46	174	208	33
Internal Link Dist (ft)	796			1485	676	
Turn Bay Length (ft)			510			100
Base Capacity (vph)	296	320	508	2626	1925	902
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.21	0.22	0.34	0.39	0.15

Intersection Summary

Description: CR510/Hammerhead Way

HCM Signalized Intersection Capacity Analysis

3: CR 510/ 90th Ave & Hammerhead Way

1/26/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	88	63	108	859	707	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.8	6.8	6.8	6.8	6.8	6.8
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	1583
Flt Permitted	0.95	1.00	0.31	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	585	3539	3539	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	93	66	114	904	744	134
RTOR Reduction (vph)	0	55	0	0	0	41
Lane Group Flow (vph)	93	11	114	904	744	93
Turn Type	Prot	Perm	pm+pt	NA	NA	Perm
Protected Phases	4		9	1 5 8	1 5 8	
Permitted Phases		4	1 5 8	9		1 5 8
Actuated Green, G (s)	25.2	25.2	98.1	98.1	81.9	81.9
Effective Green, g (s)	25.2	25.2	98.1	98.1	81.9	81.9
Actuated g/C Ratio	0.17	0.17	0.65	0.65	0.54	0.54
Clearance Time (s)	6.8	6.8	6.8			
Vehicle Extension (s)	4.0	4.0	3.0			
Lane Grp Cap (vph)	296	265	508	2626	1925	861
v/s Ratio Prot	c0.05		0.02	c0.19	c0.21	
v/s Ratio Perm		0.01	0.12	0.07		0.06
v/c Ratio	0.31	0.04	0.22	0.34	0.39	0.11
Uniform Delay, d1	55.1	52.5	16.7	11.8	19.8	16.6
Progression Factor	1.00	1.00	1.00	1.00	1.02	1.16
Incremental Delay, d2	0.8	0.1	0.2	0.1	0.2	0.1
Delay (s)	55.9	52.6	16.9	11.9	20.3	19.3
Level of Service	E	D	B	B	C	B
Approach Delay (s)	54.5			12.4	20.1	
Approach LOS	D			B	C	

Intersection Summary

HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	150.5	Sum of lost time (s)	34.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

Description: CR510/Hammerhead Way

c Critical Lane Group

Timings

4: CR 510/ 90th Ave & 87th Street

1/26/2017

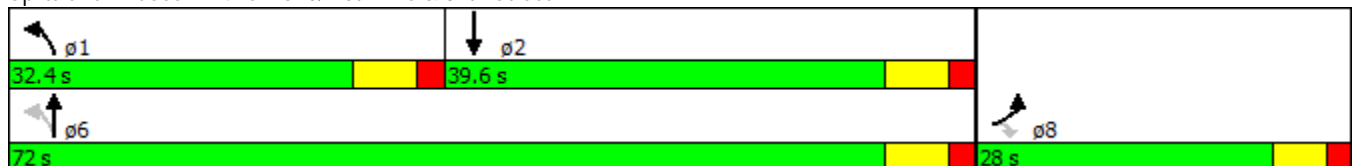


Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Configurations					
Volume (vph)	210	110	328	757	469
Turn Type	Prot	Perm	pm+pt	NA	NA
Protected Phases	8		1	6	2
Permitted Phases		8	6		
Detector Phase	8	8	1	6	2
Switch Phase					
Minimum Initial (s)	6.0	6.0	5.0	20.0	20.0
Minimum Split (s)	12.2	12.2	11.8	26.8	26.8
Total Split (s)	28.0	28.0	32.4	72.0	39.6
Total Split (%)	28.0%	28.0%	32.4%	72.0%	39.6%
Yellow Time (s)	4.0	4.0	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.8	6.8	6.8
Lead/Lag			Lead		Lag
Lead-Lag Optimize?			Yes		Yes
Recall Mode	None	None	None	Min	Min
Act Effect Green (s)	15.7	15.7	47.0	47.0	25.2
Actuated g/C Ratio	0.21	0.21	0.62	0.62	0.33
v/c Ratio	0.61	0.28	0.71	0.36	0.67
Control Delay	37.0	8.2	19.8	7.8	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	8.2	19.8	7.8	21.7
LOS	D	A	B	A	C
Approach Delay	27.1			11.4	21.7
Approach LOS	C			B	C

Intersection Summary

Cycle Length: 100
 Actuated Cycle Length: 76
 Natural Cycle: 60
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 17.4
 Intersection LOS: B
 Intersection Capacity Utilization 68.8%
 ICU Level of Service C
 Analysis Period (min) 15
 Description: CR510/ 87th Ave

Splits and Phases: 4: CR 510/ 90th Ave & 87th Street



Queues

4: CR 510/ 90th Ave & 87th Street

1/26/2017



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	221	116	345	797	811
v/c Ratio	0.61	0.28	0.71	0.36	0.67
Control Delay	37.0	8.2	19.8	7.8	21.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	37.0	8.2	19.8	7.8	21.7
Queue Length 50th (ft)	90	0	70	84	132
Queue Length 95th (ft)	201	44	185	141	254
Internal Link Dist (ft)	1804			2426	1485
Turn Bay Length (ft)	175		215		
Base Capacity (vph)	532	557	708	3045	1578
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.42	0.21	0.49	0.26	0.51













Intersection Summary

Description: CR510/ 87th Ave

HCM 2010 Signalized Intersection Summary

4: CR 510/ 90th Ave & 87th Street

1/26/2017

								
Movement	EBL	EBR	NBL	NBT	SBT	SBR		
Lane Configurations								
Volume (veh/h)	210	110	328	757	469	301		
Number	3	18	1	6	2	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900		
Adj Flow Rate, veh/h	221	116	345	797	494	317		
Adj No. of Lanes	1	1	1	2	2	0		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	295	263	505	2281	825	528		
Arrive On Green	0.17	0.17	0.15	0.64	0.40	0.40		
Sat Flow, veh/h	1774	1583	1774	3632	2166	1326		
Grp Volume(v), veh/h	221	116	345	797	422	389		
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1770	1770	1629		
Q Serve(g_s), s	8.0	4.5	7.0	7.0	12.7	12.8		
Cycle Q Clear(g_c), s	8.0	4.5	7.0	7.0	12.7	12.8		
Prop In Lane	1.00	1.00	1.00			0.81		
Lane Grp Cap(c), veh/h	295	263	505	2281	705	649		
V/C Ratio(X)	0.75	0.44	0.68	0.35	0.60	0.60		
Avail Cap(c_a), veh/h	577	515	918	3412	858	790		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	26.8	25.4	11.0	5.5	16.1	16.1		
Incr Delay (d2), s/veh	5.4	1.6	1.6	0.1	1.2	1.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	7.8	3.7	6.3	6.1	10.6	10.0		
LnGrp Delay(d),s/veh	32.2	27.0	12.6	5.6	17.2	17.4		
LnGrp LOS	C	C	B	A	B	B		
Approach Vol, veh/h	337			1142	811			
Approach Delay, s/veh	30.4			7.7	17.3			
Approach LOS	C			A	B			
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2				6		8
Phs Duration (G+Y+Rc), s	16.6	33.7				50.4		17.2
Change Period (Y+Rc), s	6.8	6.8				6.8		6.0
Max Green Setting (Gmax), s	25.6	32.8				65.2		22.0
Max Q Clear Time (g_c+I1), s	9.0	14.8				9.0		10.0
Green Ext Time (p_c), s	0.9	12.1				22.9		1.2
Intersection Summary								
HCM 2010 Ctrl Delay			14.5					
HCM 2010 LOS			B					

Timings

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017

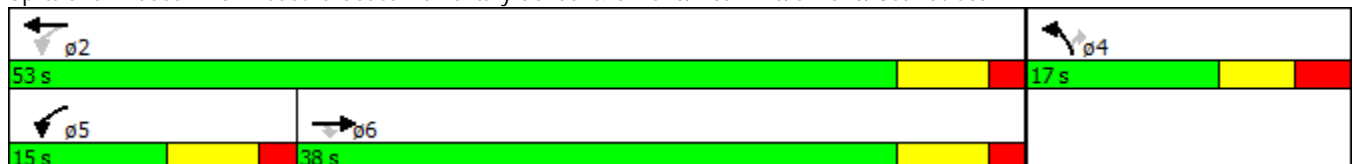


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↓
Volume (vph)	577	40	58	1132	49	42
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	30.0	30.0	8.0	30.0	10.0	10.0
Minimum Split (s)	36.8	36.8	14.8	36.8	17.0	17.0
Total Split (s)	38.0	38.0	15.0	53.0	17.0	17.0
Total Split (%)	54.3%	54.3%	21.4%	75.7%	24.3%	24.3%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	7.0	7.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Recall Mode	Min	Min	None	Min	None	None
Act Effect Green (s)	40.3	40.3	44.4	48.0	10.4	10.4
Actuated g/C Ratio	0.67	0.67	0.74	0.79	0.17	0.17
v/c Ratio	0.26	0.04	0.10	0.42	0.17	0.14
Control Delay	10.0	4.2	4.3	5.0	27.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	4.2	4.3	5.0	27.2	10.9
LOS	A	A	A	A	C	B
Approach Delay	9.6			5.0	19.7	
Approach LOS	A			A	B	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 60.4
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.42
 Intersection Signal Delay: 7.2
 Intersection LOS: A
 Intersection Capacity Utilization 57.2%
 ICU Level of Service B
 Analysis Period (min) 15
 Description: CR510/ Treasure Coast Elem.

Splits and Phases: 5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street



Queues

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

1/26/2017



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	607	42	61	1192	52	44
v/c Ratio	0.26	0.04	0.10	0.42	0.17	0.14
Control Delay	10.0	4.2	4.3	5.0	27.2	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.0	4.2	4.3	5.0	27.2	10.9
Queue Length 50th (ft)	87	0	8	116	20	0
Queue Length 95th (ft)	125	15	19	157	50	26
Internal Link Dist (ft)	2426			3978	1175	
Turn Bay Length (ft)		250	490			275
Base Capacity (vph)	2372	1075	644	2750	305	309
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.04	0.09	0.43	0.17	0.14







Intersection Summary

Description: CR510/ Treasure Coast Elem.

HCM 2010 Signalized Intersection Summary

5: Treasure Coast Elementary School & CR 510/ 90th Ave/CR 510/ 85th Street

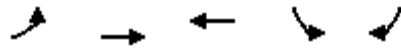
1/26/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	577	40	58	1132	49	42		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	607	42	61	1192	52	44		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1657	741	538	2325	227	202		
Arrive On Green	0.47	0.47	0.08	0.66	0.13	0.13		
Sat Flow, veh/h	3632	1583	1774	3632	1774	1583		
Grp Volume(v), veh/h	607	42	61	1192	52	44		
Grp Sat Flow(s),veh/h/ln	1770	1583	1774	1770	1774	1583		
Q Serve(g_s), s	7.1	0.9	1.0	11.2	1.7	1.6		
Cycle Q Clear(g_c), s	7.1	0.9	1.0	11.2	1.7	1.6		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1657	741	538	2325	227	202		
V/C Ratio(X)	0.37	0.06	0.11	0.51	0.23	0.22		
Avail Cap(c_a), veh/h	1723	771	618	2551	277	247		
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	10.9	9.3	6.5	5.7	25.1	25.1		
Incr Delay (d2), s/veh	0.5	0.1	0.1	0.6	0.7	0.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	6.3	0.8	0.8	9.4	1.6	2.7		
LnGrp Delay(d),s/veh	11.4	9.4	6.6	6.3	25.8	25.8		
LnGrp LOS	B	A	A	A	C	C		
Approach Vol, veh/h	649			1253	96			
Approach Delay, s/veh	11.3			6.3	25.8			
Approach LOS	B			A	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		48.9		15.2	12.1	36.8		
Change Period (Y+Rc), s		6.8		7.0	6.8	6.8		
Max Green Setting (Gmax), s		46.2		10.0	8.2	31.2		
Max Q Clear Time (g_c+I1), s		13.2		3.7	3.0	9.1		
Green Ext Time (p_c), s		28.5		0.2	0.0	19.9		
Intersection Summary								
HCM 2010 Ctrl Delay			8.9					
HCM 2010 LOS			A					

Timings

6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Configurations	↖	↑↑	↑↑	↖	↗
Volume (vph)	50	666	1302	99	41
Turn Type	Perm	NA	NA	Prot	Perm
Protected Phases		6	2	8	
Permitted Phases	6				8
Detector Phase	6	6	2	8	8
Switch Phase					
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	23.5	23.5	23.5	23.5	23.5
Total Split (s)	75.0	75.0	75.0	25.0	25.0
Total Split (%)	75.0%	75.0%	75.0%	25.0%	25.0%
Yellow Time (s)	4.8	4.8	5.5	5.5	5.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	7.5	7.5	7.5
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	None	None	None
Act Effect Green (s)	43.6	43.6	43.1	10.4	10.4
Actuated g/C Ratio	0.71	0.71	0.70	0.17	0.17
v/c Ratio	0.40	0.28	0.68	0.35	0.16
Control Delay	17.8	5.4	9.5	32.4	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	5.4	9.5	32.4	12.0
LOS	B	A	A	C	B
Approach Delay		6.3	9.5	26.4	
Approach LOS		A	A	C	

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 61.3	
Natural Cycle: 65	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 9.5	Intersection LOS: A
Intersection Capacity Utilization 62.5%	ICU Level of Service B
Analysis Period (min) 15	

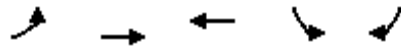
Splits and Phases: 6: CR 510/ 85th Street & Power Line Rd



Queues

6: CR 510/ 85th Street & Power Line Rd

1/26/2017

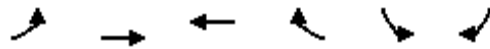


Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	53	701	1652	104	43
v/c Ratio	0.40	0.28	0.68	0.35	0.16
Control Delay	17.8	5.4	9.5	32.4	12.0
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	17.8	5.4	9.5	32.4	12.0
Queue Length 50th (ft)	9	56	203	37	0
Queue Length 95th (ft)	49	98	340	102	29
Internal Link Dist (ft)		7834	2586	1343	
Turn Bay Length (ft)	150			300	
Base Capacity (vph)	174	3322	3227	614	522
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.30	0.21	0.51	0.17	0.08

Intersection Summary

HCM 2010 Signalized Intersection Summary
 6: CR 510/ 85th Street & Power Line Rd

1/26/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	50	666	1302	267	99	41
Number	1	6	2	12	3	18
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	0.90
Adj Sat Flow, veh/h/ln	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	53	701	1371	281	104	43
Adj No. of Lanes	1	2	2	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	235	2540	2107	425	147	118
Arrive On Green	0.72	0.72	0.72	0.72	0.08	0.08
Sat Flow, veh/h	301	3632	3029	592	1774	1425
Grp Volume(v), veh/h	53	701	817	835	104	43
Grp Sat Flow(s),veh/h/ln	301	1770	1770	1758	1774	1425
Q Serve(g_s), s	8.7	5.3	18.2	19.2	4.3	2.1
Cycle Q Clear(g_c), s	27.9	5.3	18.2	19.2	4.3	2.1
Prop In Lane	1.00			0.34	1.00	1.00
Lane Grp Cap(c), veh/h	235	2540	1270	1262	147	118
V/C Ratio(X)	0.23	0.28	0.64	0.66	0.71	0.36
Avail Cap(c_a), veh/h	291	3205	1586	1576	412	331
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	3.7	5.6	5.7	33.6	32.6
Incr Delay (d2), s/veh	0.5	0.1	0.6	0.7	6.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	4.6	13.7	14.3	4.2	1.6
LnGrp Delay(d),s/veh	13.7	3.8	6.2	6.4	39.7	34.5
LnGrp LOS	B	A	A	A	D	C
Approach Vol, veh/h		754	1652		147	
Approach Delay, s/veh		4.5	6.3		38.1	
Approach LOS		A	A		D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		61.5				61.5		13.8
Change Period (Y+Rc), s		7.5				* 7.5		7.5
Max Green Setting (Gmax), s		67.5				* 68		17.5
Max Q Clear Time (g_c+I1), s		21.2				29.9		6.3
Green Ext Time (p_c), s		27.0				24.2		0.3

Intersection Summary

HCM 2010 Ctrl Delay			7.6					
HCM 2010 LOS			A					

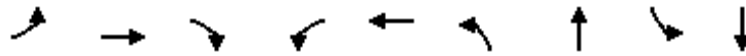
Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Timings

7: 66th Ave & CR 510/ 85th Street

1/26/2017

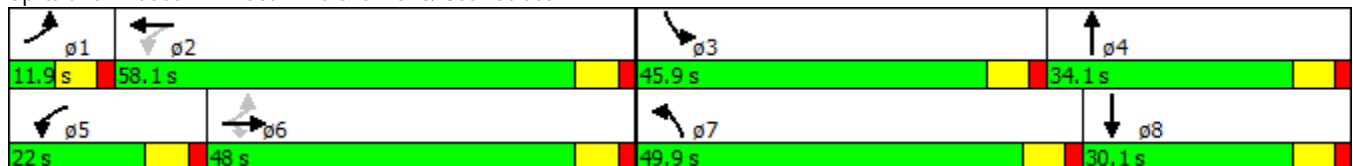


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↑↑	↗	↖	↑↑	↖↗	↑↑	↖	↑↑
Volume (vph)	31	387	290	132	838	565	348	114	186
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Prot	NA	Prot	NA
Protected Phases	1	6		5	2	7	4	3	8
Permitted Phases	6		6	2					
Detector Phase	1	6	6	5	2	7	4	3	8
Switch Phase									
Minimum Initial (s)	5.0	15.0	15.0	5.0	15.0	5.0	15.0	5.0	15.0
Minimum Split (s)	11.8	21.8	21.8	11.8	21.8	11.8	27.8	11.8	21.8
Total Split (s)	11.9	48.0	48.0	22.0	58.1	49.9	34.1	45.9	30.1
Total Split (%)	7.9%	32.0%	32.0%	14.7%	38.7%	33.3%	22.7%	30.6%	20.1%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	41.9	36.7	36.7	54.8	48.5	26.6	29.1	13.8	16.3
Actuated g/C Ratio	0.35	0.31	0.31	0.46	0.41	0.22	0.24	0.12	0.14
v/c Ratio	0.23	0.37	0.44	0.32	0.81	0.77	0.61	0.58	0.50
Control Delay	23.3	33.8	5.8	21.3	37.1	51.8	41.9	64.1	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	33.8	5.8	21.3	37.1	51.8	41.9	64.1	50.7
LOS	C	C	A	C	D	D	D	E	D
Approach Delay		21.9			35.4		47.2		55.1
Approach LOS		C			D		D		E

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 118.8
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 38.3
 Intersection LOS: D
 Intersection Capacity Utilization 86.4%
 ICU Level of Service E
 Analysis Period (min) 15
 Description: CR510/66 th Ave

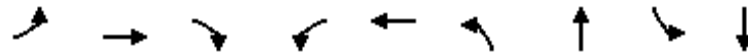
Splits and Phases: 7: 66th Ave & CR 510/ 85th Street



Queues

7: 66th Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	33	407	305	139	1138	595	520	120	245
v/c Ratio	0.23	0.37	0.44	0.32	0.81	0.77	0.61	0.58	0.50
Control Delay	23.3	33.8	5.8	21.3	37.1	51.8	41.9	64.1	50.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.3	33.8	5.8	21.3	37.1	51.8	41.9	64.1	50.7
Queue Length 50th (ft)	13	124	0	59	413	238	189	94	93
Queue Length 95th (ft)	36	201	70	116	588	315	264	166	146
Internal Link Dist (ft)		2586			5246		1410		1302
Turn Bay Length (ft)	290		300	225		250		200	
Base Capacity (vph)	146	1291	771	473	1523	1272	874	594	701
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.32	0.40	0.29	0.75	0.47	0.59	0.20	0.35






















Intersection Summary

Description: CR510/66 th Ave

HCM 2010 Signalized Intersection Summary

7: 66th Ave & CR 510/ 85th Street

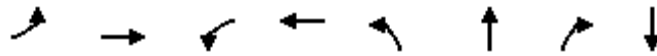
1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	31	387	290	132	838	243	565	348	146	114	186	47
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	407	0	139	882	256	595	366	154	120	196	49
Adj No. of Lanes	1	2	1	1	2	0	2	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	174	1320	590	463	1112	322	696	587	243	150	346	85
Arrive On Green	0.03	0.37	0.00	0.07	0.41	0.41	0.20	0.24	0.24	0.08	0.12	0.12
Sat Flow, veh/h	1774	3539	1583	1774	2709	785	3442	2442	1012	1774	2822	689
Grp Volume(v), veh/h	33	407	0	139	576	562	595	264	256	120	121	124
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1724	1721	1770	1684	1774	1770	1741
Q Serve(g_s), s	1.3	9.4	0.0	5.5	32.7	32.8	19.2	15.3	15.7	7.6	7.4	7.7
Cycle Q Clear(g_c), s	1.3	9.4	0.0	5.5	32.7	32.8	19.2	15.3	15.7	7.6	7.4	7.7
Prop In Lane	1.00		1.00	1.00		0.46	1.00		0.60	1.00		0.40
Lane Grp Cap(c), veh/h	174	1320	590	463	726	708	696	426	405	150	217	214
V/C Ratio(X)	0.19	0.31	0.00	0.30	0.79	0.79	0.85	0.62	0.63	0.80	0.56	0.58
Avail Cap(c_a), veh/h	203	1320	590	581	788	768	1288	426	405	602	358	352
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	25.6	0.0	20.1	29.7	29.7	44.3	39.0	39.2	51.8	47.6	47.7
Incr Delay (d2), s/veh	0.5	0.6	0.0	0.4	5.6	5.8	3.1	3.2	3.7	9.4	3.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	8.2	0.0	4.8	23.9	23.5	14.4	12.4	12.3	7.5	6.9	7.1
LnGrp Delay(d),s/veh	25.3	26.2	0.0	20.5	35.3	35.5	47.5	42.2	42.9	61.2	50.7	51.2
LnGrp LOS	C	C		C	D	D	D	D	D	E	D	D
Approach Vol, veh/h		440			1277			1115			365	
Approach Delay, s/veh		26.1			33.8			45.2			54.3	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	54.1	16.5	34.5	14.4	49.7	30.1	20.9				
Change Period (Y+Rc), s	6.8	6.8	6.8	6.8	6.8	6.8	6.8	6.8				
Max Green Setting (Gmax), s	5.1	51.3	39.1	27.3	15.2	41.2	43.1	23.3				
Max Q Clear Time (g_c+I1), s	3.3	34.8	9.6	17.7	7.5	11.4	21.2	9.7				
Green Ext Time (p_c), s	0.0	12.4	0.3	3.9	0.2	20.8	2.1	4.0				
Intersection Summary												
HCM 2010 Ctrl Delay			39.0									
HCM 2010 LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

8: 58th Ave & CR 510/ 85th Street

1/26/2017

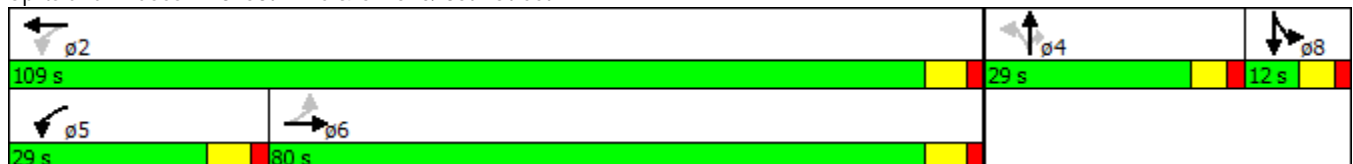


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBT
Lane Configurations								
Volume (vph)	5	448	219	1016	228	7	191	6
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6	5	2		4		8
Permitted Phases	6		2		4		4	
Detector Phase	6	6	5	2	4	4	4	8
Switch Phase								
Minimum Initial (s)	15.0	15.0	5.0	15.0	6.0	6.0	6.0	6.0
Minimum Split (s)	21.8	21.8	11.8	21.8	12.0	12.0	12.0	12.0
Total Split (s)	80.0	80.0	29.0	109.0	29.0	29.0	29.0	12.0
Total Split (%)	53.3%	53.3%	19.3%	72.7%	19.3%	19.3%	19.3%	8.0%
Yellow Time (s)	4.8	4.8	4.8	4.8	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.8	6.8	6.8	6.8		6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes					
Recall Mode	Min	Min	None	Min	None	None	None	None
Act Effct Green (s)	22.8	22.8	44.8	44.8		23.5	23.5	6.1
Actuated g/C Ratio	0.25	0.25	0.50	0.50		0.26	0.26	0.07
v/c Ratio	0.04	0.70	0.56	0.62		0.81	0.36	0.36
Control Delay	27.8	33.9	18.9	18.4		57.1	6.9	46.9
Queue Delay	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	27.8	33.9	18.9	18.4		57.1	6.9	46.9
LOS	C	C	B	B		E	A	D
Approach Delay		33.8		18.5		34.6		46.9
Approach LOS		C		B		C		D

Intersection Summary

Cycle Length: 150
 Actuated Cycle Length: 90.4
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 26.0
 Intersection LOS: C
 Intersection Capacity Utilization 75.8%
 ICU Level of Service D
 Analysis Period (min) 15
 Description: CR510/58th Ave

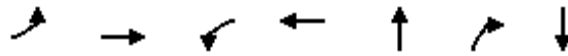
Splits and Phases: 8: 58th Ave & CR 510/ 85th Street



Queues

8: 58th Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	5	628	231	1083	247	201	45
v/c Ratio	0.04	0.70	0.56	0.62	0.81	0.36	0.36
Control Delay	27.8	33.9	18.9	18.4	57.1	6.9	46.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	33.9	18.9	18.4	57.1	6.9	46.9
Queue Length 50th (ft)	2	166	77	238	139	0	21
Queue Length 95th (ft)	12	238	122	298	#322	58	62
Internal Link Dist (ft)		5246		872	1779		1357
Turn Bay Length (ft)	200		190				
Base Capacity (vph)	400	2780	534	3515	304	559	125
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.01	0.23	0.43	0.31	0.81	0.36	0.36

Intersection Summary




















Description: CR510/58th Ave

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

Queue shown is maximum after two cycles.

HCM 2010 Signalized Intersection Summary
 8: 58th Ave & CR 510/ 85th Street

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	448	148	219	1016	13	228	7	191	27	6	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	5	472	156	231	1069	14	240	7	201	28	6	11
Adj No. of Lanes	1	2	0	1	2	0	0	1	1	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	1092	358	479	2098	27	300	9	275	47	10	19
Arrive On Green	0.42	0.42	0.42	0.10	0.59	0.59	0.17	0.17	0.17	0.04	0.04	0.04
Sat Flow, veh/h	519	2620	860	1774	3577	47	1726	50	1583	1079	231	424
Grp Volume(v), veh/h	5	318	310	231	529	554	247	0	201	45	0	0
Grp Sat Flow(s),veh/h/ln	519	1770	1711	1774	1770	1854	1776	0	1583	1734	0	0
Q Serve(g_s), s	0.6	12.2	12.4	6.7	16.9	16.9	12.8	0.0	11.5	2.4	0.0	0.0
Cycle Q Clear(g_c), s	1.2	12.2	12.4	6.7	16.9	16.9	12.8	0.0	11.5	2.4	0.0	0.0
Prop In Lane	1.00		0.50	1.00		0.03	0.97		1.00	0.62		0.24
Lane Grp Cap(c), veh/h	288	737	713	479	1038	1087	309	0	275	76	0	0
V/C Ratio(X)	0.02	0.43	0.44	0.48	0.51	0.51	0.80	0.00	0.73	0.59	0.00	0.00
Avail Cap(c_a), veh/h	468	1351	1306	714	1886	1976	426	0	380	108	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.8	19.9	19.9	13.4	11.7	11.7	38.0	0.0	37.5	45.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.6	1.1	0.6	0.5	8.9	0.0	5.9	10.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	10.2	10.0	5.9	13.1	13.6	11.3	0.0	9.3	2.5	0.0	0.0
LnGrp Delay(d),s/veh	16.9	20.5	20.5	14.4	12.3	12.2	46.9	0.0	43.4	55.2	0.0	0.0
LnGrp LOS	B	C	C	B	B	B	D		D	E		
Approach Vol, veh/h		633			1314			448				45
Approach Delay, s/veh		20.5			12.6			45.3				55.2
Approach LOS		C			B			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		63.0		22.7	16.3	46.8		10.2				
Change Period (Y+Rc), s		6.8		6.0	6.8	6.8		6.0				
Max Green Setting (Gmax), s		102.2		23.0	22.2	73.2		6.0				
Max Q Clear Time (g_c+I1), s		18.9		14.8	8.7	14.4		4.4				
Green Ext Time (p_c), s		28.4		1.9	0.8	25.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			21.4									
HCM 2010 LOS			C									
Notes												
User approved pedestrian interval to be less than phase max green.												

Timings

9: 82nd Ave & CR 510/ 85th Street

1/26/2017



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗
Volume (vph)	101	551	24	1186	29	113	91	88
Turn Type	pm+pt	NA	Perm	NA	Perm	NA	pm+pt	NA
Protected Phases	5	2		6		4	3	8
Permitted Phases	2		6		4		8	
Detector Phase	5	2	6	6	4	4	3	8
Switch Phase								
Minimum Initial (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0	20.0	20.0	20.0	20.0	11.0	20.0
Total Split (s)	11.0	69.0	58.0	58.0	20.0	20.0	11.0	31.0
Total Split (%)	11.0%	69.0%	58.0%	58.0%	20.0%	20.0%	11.0%	31.0%
Yellow Time (s)	3.5	5.5	5.5	5.5	4.8	4.8	4.8	4.8
All-Red Time (s)	0.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	7.5	7.5	7.5	6.8	6.8	6.8	6.8
Lead/Lag	Lead		Lag	Lag	Lag	Lag	Lead	
Lead-Lag Optimize?	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	None	None	Min	Min	None	None
Act Effect Green (s)	56.0	52.2	44.3	44.3	11.2	11.2	19.1	19.1
Actuated g/C Ratio	0.65	0.60	0.51	0.51	0.13	0.13	0.22	0.22
v/c Ratio	0.45	0.28	0.06	0.83	0.20	0.57	0.43	0.40
Control Delay	15.0	8.8	13.2	24.4	42.0	48.5	37.0	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	8.8	13.2	24.4	42.0	48.5	37.0	27.5
LOS	B	A	B	C	D	D	D	C
Approach Delay		9.7		24.2		47.3		31.0
Approach LOS		A		C		D		C

Intersection Summary

Cycle Length: 100	
Actuated Cycle Length: 86.8	
Natural Cycle: 80	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 22.5	Intersection LOS: C
Intersection Capacity Utilization 78.5%	ICU Level of Service D
Analysis Period (min) 15	

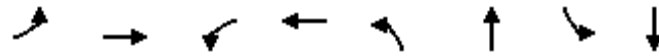
Splits and Phases: 9: 82nd Ave & CR 510/ 85th Street



Queues

9: 82nd Ave & CR 510/ 85th Street

1/26/2017

























Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	106	593	25	1481	31	137	96	166
v/c Ratio	0.45	0.28	0.06	0.83	0.20	0.57	0.43	0.40
Control Delay	15.0	8.8	13.2	24.4	42.0	48.5	37.0	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	15.0	8.8	13.2	24.4	42.0	48.5	37.0	27.5
Queue Length 50th (ft)	22	81	8	394	18	78	48	66
Queue Length 95th (ft)	57	112	22	506	46	142	94	128
Internal Link Dist (ft)		3978		7834		1105		1015
Turn Bay Length (ft)	300		300		300		300	
Base Capacity (vph)	240	2511	494	2153	199	305	223	550
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.24	0.05	0.69	0.16	0.45	0.43	0.30

Intersection Summary

HCM 2010 Signalized Intersection Summary
 9: 82nd Ave & CR 510/ 85th Street

1/26/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Volume (veh/h)	101	551	12	24	1186	221	29	113	17	91	88	69
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	106	580	13	25	1248	233	31	119	18	96	93	73
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	220	2138	48	503	1527	283	210	165	25	208	224	176
Arrive On Green	0.05	0.60	0.60	0.51	0.51	0.51	0.10	0.10	0.10	0.05	0.23	0.23
Sat Flow, veh/h	1774	3539	79	821	2983	552	1215	1581	239	1774	968	760
Grp Volume(v), veh/h	106	290	303	25	736	745	31	0	137	96	0	166
Grp Sat Flow(s),veh/h/ln	1774	1770	1849	821	1770	1765	1215	0	1821	1774	0	1729
Q Serve(g_s), s	2.3	6.7	6.7	1.3	30.2	30.9	2.0	0.0	6.3	4.1	0.0	7.1
Cycle Q Clear(g_c), s	2.3	6.7	6.7	1.3	30.2	30.9	2.0	0.0	6.3	4.1	0.0	7.1
Prop In Lane	1.00		0.04	1.00		0.31	1.00		0.13	1.00		0.44
Lane Grp Cap(c), veh/h	220	1069	1117	503	906	904	210	0	190	208	0	399
V/C Ratio(X)	0.48	0.27	0.27	0.05	0.81	0.82	0.15	0.00	0.72	0.46	0.00	0.42
Avail Cap(c_a), veh/h	281	1253	1309	560	1029	1027	268	0	277	208	0	482
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.0	8.1	8.1	10.7	17.7	17.9	35.7	0.0	37.7	31.6	0.0	28.4
Incr Delay (d2), s/veh	1.6	0.1	0.1	0.0	4.5	5.0	0.3	0.0	5.1	1.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	5.9	6.1	0.5	22.1	22.7	1.3	0.0	6.2	3.7	0.0	6.2
LnGrp Delay(d),s/veh	18.6	8.3	8.3	10.7	22.2	22.9	36.1	0.0	42.7	33.2	0.0	29.1
LnGrp LOS	B	A	A	B	C	C	D		D	C		C
Approach Vol, veh/h		699			1506			168			262	
Approach Delay, s/veh		9.8			22.4			41.5			30.6	
Approach LOS		A			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		60.0	11.0	15.9	8.0	51.9		26.9				
Change Period (Y+Rc), s		7.5	6.8	6.8	4.0	7.5		6.8				
Max Green Setting (Gmax), s		61.5	4.2	13.2	7.0	50.5		24.2				
Max Q Clear Time (g_c+I1), s		8.7	6.1	8.3	4.3	32.9		9.1				
Green Ext Time (p_c), s		20.2	0.0	0.7	0.0	11.5		1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			21.1									
HCM 2010 LOS			C									

APPENDIX D

TMTool Worksheets

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build		
INTERSECTION:	CR 510 at CR 512		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	0.56% CGR	0.56% CGR	0.89% CGR	1.04% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		670		17,000		13,000		18,000	
NO. YEARS	5	2020	1.028	690	1.028	17,500	1.045	14,000	1.053	19,000
NO. YEARS	15	2030	1.087	730	1.087	18,500	1.142	15,000	1.168	21,000
NO. YEARS	25	2040	1.150	770	1.150	19,500	1.248	16,000	1.295	23,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 139												
12/1/2015	11	37	31	29	514	243	198	24	216	346	445	7	2,101
% TURNS:	14%	47%	39%	4%	65%	31%	45%	5%	49%	43%	56%	1%	
P.M.	2-Way Pk Hr Vol: 196												
12/1/2015	7	31	70	28	597	369	246	49	517	276	633	11	2,834
% TURNS:	6%	29%	65%	3%	60%	37%	30%	6%	64%	30%	69%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	14%	47%	39%	4%	65%	31%	45%	5%	49%	43%	56%	1%
2020	16%	45%	39%	4%	64%	32%	45%	5%	49%	43%	56%	1%
2030	17%	44%	39%	3%	64%	32%	45%	5%	50%	43%	56%	1%
2040	18%	44%	38%	3%	64%	32%	45%	5%	50%	43%	55%	1%
P.M.												
2015	6%	29%	65%	3%	60%	37%	30%	6%	64%	30%	69%	1%
2020	10%	29%	62%	3%	60%	38%	32%	6%	62%	31%	67%	1%
2030	10%	29%	61%	3%	60%	38%	32%	6%	62%	32%	67%	1%
2040	12%	28%	60%	3%	60%	38%	33%	5%	62%	32%	66%	1%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM		AM	PM	
K FACTOR												
2015	20.7%	29.3%	8.6%	11.4%	8.2%	11.4%	8.6%	11.3%				
2020	20.7%	29.3%	8.7%	10.9%	8.3%	11.0%	8.6%	10.9%				
2030	20.7%	29.3%	8.8%	10.0%	8.7%	10.0%	8.8%	9.9%				
2040	20.7%	29.3%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
D FACTOR												
2015	56.8%	55.1%	53.8%	51.2%	41.2%	54.6%	51.9%	45.1%				
2020	56.8%	55.1%	53.8%	51.2%	40.5%	54.6%	51.9%	45.1%				
2030	56.8%	55.1%	53.8%	51.2%	39.3%	54.6%	51.9%	45.1%				
2040	56.8%	55.1%	53.8%	51.2%	38.0%	54.6%	51.9%	45.1%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at CR 512
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	670	17,000	13,000	18,000
24 HR EST. AADT	2020	690	17,500	14,000	19,000
24 HR EST. AADT	2030	730	18,500	15,000	21,000
24 HR EST. AADT	2040	770	19,500	16,000	23,300

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 2-WAY ADT	670			17,000			13,000			18,000		
	18,000	13,000	17,000	670	18,000	13,000	17,000	670	18,000	13,000	17,000	670
	38%	27%	35%	2%	57%	41%	48%	2%	50%	42%	55%	2%
2020 2-WAY ADT	690			17,500			14,000			19,000		
	19,000	14,000	17,500	690	19,000	14,000	17,500	690	19,000	14,000	17,500	690
	38%	28%	35%	2%	56%	42%	47%	2%	51%	43%	54%	2%
2030 2-WAY ADT	730			18,500			15,000			21,000		
	21,000	15,000	18,500	730	21,000	15,000	18,500	730	21,000	15,000	18,500	730
	39%	28%	34%	2%	57%	41%	46%	2%	52%	44%	54%	2%
2040 2-WAY ADT	770			19,500			16,000			23,300		
	23,300	16,000	19,500	770	23,300	16,000	19,500	770	23,300	16,000	19,500	770
	40%	27%	33%	2%	58%	40%	45%	2%	53%	44%	54%	2%

A.M. DESIGN HR. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 EST. TURNS	11	37	31	29	515	241	197	24	216	344	446	7
2020 EST. TURNS	14	38	33	31	531	268	211	25	245	390	462	8
2030 EST. TURNS	16	41	34	32	590	284	213	26	284	464	506	10
2040 EST. TURNS	20	44	35	33	663	300	216	27	330	550	568	13
2015 EST. TURNS	7	31	70	29	596	369	245	51	517	277	632	12
2020 EST. TURNS	11	32	72	30	598	371	255	52	535	299	634	13
2030 EST. TURNS	15	35	74	31	600	373	256	53	545	318	636	15
2040 EST. TURNS	20	37	75	33	602	375	258	55	547	329	638	21

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	79	61	140	786	674	1,460	438	622	1,060	798	742	1,540
2015 TURN SUMMARY	79	61	140	785	674	1,459	438	622	1,060	797	742	1,539
CONTROL LINK VOLUMES	81	59	140	817	703	1,520	474	696	1,170	851	789	1,640
2020 TURN SUMMARY	85	64	149	830	706	1,536	480	696	1,176	860	789	1,649
CONTROL LINK VOLUMES	86	64	150	880	750	1,630	511	789	1,300	960	890	1,850
2030 TURN SUMMARY	92	68	160	906	754	1,660	523	789	1,312	980	890	1,870
CONTROL LINK VOLUMES	91	69	160	945	815	1,760	547	893	1,440	1,087	1,013	2,100
2040 TURN SUMMARY	99	73	172	995	819	1,814	573	893	1,466	1,131	1,013	2,144
DESIGN HOUR P.M.:	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	108	92	200	994	946	1,940	812	678	1,490	920	1,120	2,040
2015 TURN SUMMARY	108	92	200	995	946	1,941	813	678	1,491	921	1,120	2,041
CONTROL LINK VOLUMES	111	89	200	980	940	1,920	837	693	1,530	931	1,139	2,070
2020 TURN SUMMARY	115	94	209	999	961	1,960	841	702	1,543	946	1,144	2,090
CONTROL LINK VOLUMES	118	92	210	944	896	1,840	817	683	1,500	940	1,150	2,090
2030 TURN SUMMARY	124	100	224	1,004	966	1,970	854	726	1,580	970	1,160	2,130
CONTROL LINK VOLUMES	124	106	230	898	862	1,760	786	654	1,440	945	1,155	2,100
2040 TURN SUMMARY	131	108	239	1,010	971	1,981	859	740	1,599	988	1,169	2,157

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at Mako Way	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.15% CGR	- CGR	1.15% CGR	1.15% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		13,000		-		14,000		1,100	
NO. YEARS	5	2020	1.059	14,000	-	-	1.059	15,000	1.059	1,200
NO. YEARS	15	2030	1.187	15,000	-	-	1.187	17,000	1.187	1,300
NO. YEARS	25	2040	1.331	17,000	-	-	1.331	19,000	1.331	1,500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)		FROM EAST LEG (Westbound)		FROM SOUTH LEG (Northbound)		FROM WEST LEG (Eastbound)		TOTAL
	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	
A.M.	2-Way Pk Hr Vol:	1,170				1,151		53	
12/1/2015		703	-	-	-	430	5	11	14
% TURNS:	3%	97%	-	-	-	99%	1%	42%	54%
P.M.	2-Way Pk Hr Vol:	1,210				1,220		60	
12/1/2015		539	-	-	-	645	9	25	14
% TURNS:	2%	98%	-	-	-	98%	1%	63%	35%

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.									
2015	3%	97%	-	-	-	99%	1%	42%	54%
2020	3%	96%	-	-	-	98%	2%	43%	53%
2030	3%	96%	-	-	-	98%	2%	44%	53%
2040	4%	96%	-	-	-	97%	2%	44%	53%
P.M.									
2015	2%	98%	-	-	-	98%	1%	63%	35%
2020	2%	97%	-	-	-	98%	2%	61%	36%
2030	2%	97%	-	-	-	98%	2%	61%	36%
2040	3%	97%	-	-	-	97%	2%	61%	37%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	9.0%	9.3%	-	-	8.2%	8.7%	4.8%	5.5%
2020	9.0%	9.2%	-	-	8.4%	8.8%	5.7%	6.2%
2030	9.0%	9.1%	-	-	8.7%	8.9%	7.3%	7.6%
2040	9.0%	9.0%	-	-	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	62.0%	45.5%	-	-	37.9%	53.7%	49.1%	66.7%
2020	62.0%	45.4%	-	-	37.9%	53.7%	49.1%	66.7%
2030	62.0%	45.4%	-	-	38.0%	53.7%	49.1%	66.7%
2040	62.0%	45.4%	-	-	38.0%	53.7%	49.1%	66.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at Mako Way
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	13,000	-	14,000	1,100
24 HR EST. AADT	2020	14,000	-	15,000	1,200
24 HR EST. AADT	2030	15,000	-	17,000	1,300
24 HR EST. AADT	2040	17,000	-	19,000	1,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	13,000	-	-	-	-	-	14,000	-	-	1,100	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,100	14,000	-	-	-	-	-	13,000	1,100	14,000	-	13,000
		7%	92%	-	-	-	-	92%	8%	52%	-	48%	
2020	2-WAY ADT	14,000	-	-	-	-	-	15,000	-	-	1,200	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,200	15,000	-	-	-	-	-	14,000	1,200	15,000	-	14,000
		7%	92%	-	-	-	-	92%	8%	52%	-	48%	
2030	2-WAY ADT	15,000	-	-	-	-	-	17,000	-	-	1,300	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,300	17,000	-	-	-	-	-	15,000	1,300	17,000	-	15,000
		7%	92%	-	-	-	-	91%	8%	53%	-	47%	
2040	2-WAY ADT	17,000	-	-	-	-	-	19,000	-	-	1,500	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,500	19,000	-	-	-	-	-	17,000	1,500	19,000	-	17,000
		7%	92%	-	-	-	-	91%	8%	53%	-	47%	

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	18	702	-	-	-	-	-	430	4	11	-	14
2020	EST. TURNS	26	767	-	-	-	-	-	461	9	15	-	17
2030	EST. TURNS	30	887	-	-	-	-	-	495	21	30	-	19
2040	EST. TURNS	39	1,012	-	-	-	-	-	559	34	45	-	21
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	10	539	-	-	-	-	-	645	9	25	-	14
2020	EST. TURNS	11	573	-	-	-	-	-	684	10	31	-	17
2030	EST. TURNS	12	647	-	-	-	-	-	730	21	50	-	20
2040	EST. TURNS	16	721	-	-	-	-	-	812	32	69	-	22

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		725	445	1,170	-	-	-	436	714	1,150	26	24	50
2015	TURN SUMMARY	722	445	1,167	-	-	-	436	714	1,150	26	24	50
CONTROL LINK VOLUMES		781	479	1,260	-	-	-	476	784	1,260	33	37	70
2020	TURN SUMMARY	795	479	1,274	-	-	-	472	784	1,256	33	37	70
CONTROL LINK VOLUMES		837	513	1,350	-	-	-	561	919	1,480	47	53	100
2030	TURN SUMMARY	918	515	1,433	-	-	-	519	919	1,438	50	53	103
CONTROL LINK VOLUMES		949	581	1,530	-	-	-	650	1,060	1,710	66	74	140
2040	TURN SUMMARY	1,052	581	1,633	-	-	-	594	1,060	1,654	68	74	142
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		550	660	1,210	-	-	-	655	565	1,220	40	20	60
2015	TURN SUMMARY	550	660	1,210	-	-	-	655	565	1,220	40	20	60
CONTROL LINK VOLUMES		588	702	1,290	-	-	-	706	614	1,320	49	21	70
2020	TURN SUMMARY	586	702	1,288	-	-	-	696	606	1,302	49	23	72
CONTROL LINK VOLUMES		622	748	1,370	-	-	-	811	699	1,510	66	34	100
2030	TURN SUMMARY	660	752	1,412	-	-	-	754	699	1,453	72	34	106
CONTROL LINK VOLUMES		695	835	1,530	-	-	-	918	792	1,710	90	50	140
2040	TURN SUMMARY	738	835	1,573	-	-	-	847	792	1,639	92	50	142

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at Hammerhead Way	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	AAADT	AAADT	AAADT	AAADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.15% CGR	- CGR	1.15% CGR	1.15% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AAADT	FACTOR	AAADT	FACTOR	AAADT	FACTOR	AAADT	
	2015		13,000		-		13,000		2,300	
NO. YEARS	5	2020	1.059	14,000	-	-	1.059	14,000	1.059	2,400
NO. YEARS	15	2030	1.187	15,000	-	-	1.187	15,000	1.187	2,700
NO. YEARS	25	2040	1.331	17,000	-	-	1.331	17,000	1.331	3,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,146			-			1,003			633			
12/1/2015	249	461	-	-	-	-	-	296	149	95	-	138	1,394
% TURNS:	35%	65%	-	-	-	-	-	66%	33%	41%	-	59%	
P.M.	2-Way Pk Hr Vol: 1,221			-			1,136			261			
12/1/2015	101	460	-	-	-	-	-	587	55	32	-	71	1,312
% TURNS:	18%	82%	-	-	-	-	-	91%	9%	31%	-	68%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	35%	65%	-	-	-	-	-	66%	33%	41%	-	59%
2020	33%	67%	-	-	-	-	-	68%	32%	42%	-	58%
2030	33%	67%	-	-	-	-	-	69%	31%	42%	-	58%
2040	32%	68%	-	-	-	-	-	69%	30%	42%	-	57%
P.M.												
2015	18%	82%	-	-	-	-	-	91%	9%	31%	-	68%
2020	18%	82%	-	-	-	-	-	91%	9%	33%	-	66%
2030	18%	82%	-	-	-	-	-	90%	9%	33%	-	66%
2040	18%	82%	-	-	-	-	-	90%	10%	34%	-	65%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.8%	9.4%	-	-	7.7%	8.7%	27.5%	11.3%
2020	8.9%	9.3%	-	-	8.0%	8.8%	27.5%	11.3%
2030	8.9%	9.2%	-	-	8.5%	8.9%	27.5%	11.3%
2040	9.0%	9.0%	-	-	9.0%	9.0%	27.5%	11.3%
D FACTOR								
2015	62.0%	46.0%	-	-	44.5%	56.6%	37.0%	39.8%
2020	62.0%	46.1%	-	-	44.8%	56.6%	37.0%	39.8%
2030	62.0%	46.2%	-	-	45.4%	56.6%	37.0%	39.8%
2040	62.0%	46.3%	-	-	46.0%	56.6%	37.0%	39.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at Hammerhead Way
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	13,000	-	13,000	2,300
24 HR EST. AADT	2020	14,000	-	14,000	2,400
24 HR EST. AADT	2030	15,000	-	15,000	2,700
24 HR EST. AADT	2040	17,000	-	17,000	3,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	13,000	-	-	-	-	-	13,000	-	-	2,300	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,300	13,000	-	-	-	-	-	13,000	2,300	13,000	-	13,000
2020	2-WAY ADT	14,000	-	-	-	-	-	14,000	-	-	2,400	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,400	14,000	-	-	-	-	-	14,000	2,400	14,000	-	14,000
2030	2-WAY ADT	15,000	-	-	-	-	-	15,000	-	-	2,700	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		2,700	15,000	-	-	-	-	-	15,000	2,700	15,000	-	15,000
2040	2-WAY ADT	17,000	-	-	-	-	-	17,000	-	-	3,100	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		3,100	17,000	-	-	-	-	-	17,000	3,100	17,000	-	17,000

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	248	459	-	-	-	-	298	146	-	93	-	139
2020	EST. TURNS	252	514	-	-	-	-	332	163	-	105	-	140
2030	EST. TURNS	263	562	-	-	-	-	366	201	-	128	-	142
2040	EST. TURNS	279	663	-	-	-	-	431	253	-	161	-	148
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	99	463	-	-	-	-	586	55	-	32	-	70
2020	EST. TURNS	100	494	-	-	-	-	627	61	-	36	-	72
2030	EST. TURNS	108	528	-	-	-	-	660	78	-	45	-	75
2040	EST. TURNS	113	605	-	-	-	-	741	96	-	57	-	80

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		711	439	1,150	-	-	-	446	554	1,000	234	396	630
2015	TURN SUMMARY	709	439	1,148	-	-	-	446	554	1,000	234	396	630
CONTROL LINK VOLUMES		769	471	1,240	-	-	-	500	620	1,120	244	416	660
2020	TURN SUMMARY	767	474	1,241	-	-	-	497	620	1,117	246	416	662
CONTROL LINK VOLUMES		830	510	1,340	-	-	-	578	692	1,270	275	465	740
2030	TURN SUMMARY	826	510	1,336	-	-	-	569	692	1,261	272	465	737
CONTROL LINK VOLUMES		949	581	1,530	-	-	-	704	826	1,530	316	534	850
2040	TURN SUMMARY	943	581	1,524	-	-	-	687	826	1,513	311	534	845
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		562	658	1,220	-	-	-	643	497	1,140	104	156	260
2015	TURN SUMMARY	564	658	1,222	-	-	-	643	497	1,140	104	156	260
CONTROL LINK VOLUMES		601	699	1,300	-	-	-	697	533	1,230	108	162	270
2020	TURN SUMMARY	595	701	1,296	-	-	-	690	531	1,221	109	162	271
CONTROL LINK VOLUMES		634	736	1,370	-	-	-	755	575	1,330	122	188	310
2030	TURN SUMMARY	638	736	1,374	-	-	-	740	575	1,315	121	188	309
CONTROL LINK VOLUMES		708	822	1,530	-	-	-	866	664	1,530	140	210	350
2040	TURN SUMMARY	719	822	1,541	-	-	-	839	664	1,503	138	210	348

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at 87th Street	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.15% CGR	- CGR	1.64% CGR	1.15% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		13,000		-		11,000		6,900	
NO. YEARS	5	2020	1.059	14,000	-	-	1.085	12,000	1.059	7,300
NO. YEARS	15	2030	1.187	15,000	-	-	1.276	14,000	1.187	8,200
NO. YEARS	25	2040	1.331	17,000	-	-	1.502	17,000	1.331	9,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,006			-			1,153			615			
12/1/2015	68	474	-	-	-	-	-	297	96	284	-	165	1,390
% TURNS:	13%	87%	-	-	-	-	-	75%	24%	63%	-	37%	
P.M.	2-Way Pk Hr Vol: 1,146			-			1,044			632			
12/1/2015	208	249	-	-	-	-	-	529	198	66	-	158	1,414
% TURNS:	45%	54%	-	-	-	-	-	73%	27%	29%	-	70%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	13%	87%	-	-	-	-	-	75%	24%	63%	-	37%
2020	15%	85%	-	-	-	-	-	74%	25%	61%	-	38%
2030	16%	84%	-	-	-	-	-	74%	26%	61%	-	39%
2040	16%	84%	-	-	-	-	-	74%	26%	61%	-	39%
P.M.												
2015	45%	54%	-	-	-	-	-	73%	27%	29%	-	70%
2020	45%	55%	-	-	-	-	-	72%	28%	31%	-	69%
2030	44%	55%	-	-	-	-	-	72%	28%	32%	-	68%
2040	44%	56%	-	-	-	-	-	71%	28%	33%	-	67%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM	AM	PM		
K FACTOR												
2015	7.7%	8.8%	-	-	-	10.5%	9.5%	8.9%	9.2%			
2020	8.0%	8.9%	-	-	-	10.2%	9.4%	8.9%	9.1%			
2030	8.5%	8.9%	-	-	-	9.6%	9.2%	9.0%	9.1%			
2040	9.0%	9.0%	-	-	-	9.0%	9.0%	9.0%	9.0%			
D FACTOR												
2015	54.0%	40.0%	-	-	-	34.2%	69.7%	73.2%	35.6%			
2020	54.0%	40.7%	-	-	-	34.2%	69.2%	72.0%	35.6%			
2030	54.0%	42.0%	-	-	-	34.1%	68.2%	69.5%	35.6%			
2040	54.0%	43.4%	-	-	-	34.1%	67.1%	-	35.6%			

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at 87th Street
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	13,000	-	11,000	6,900
24 HR EST. AADT	2020	14,000	-	12,000	7,300
24 HR EST. AADT	2030	15,000	-	14,000	8,200
24 HR EST. AADT	2040	17,000	-	17,000	9,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	6,900	11,000	-	-	-	-	-	13,000	6,900	11,000	-	13,000
		38%	61%	-	-	-	-	-	65%	35%	46%	-	54%
2020	2-WAY ADT	7,300	12,000	-	-	-	-	-	14,000	7,300	12,000	-	14,000
		38%	62%	-	-	-	-	-	65%	34%	46%	-	54%
2030	2-WAY ADT	8,200	14,000	-	-	-	-	-	15,000	8,200	14,000	-	15,000
		37%	63%	-	-	-	-	-	64%	35%	48%	-	52%
2040	2-WAY ADT	9,200	17,000	-	-	-	-	-	17,000	9,200	17,000	-	17,000
		35%	65%	-	-	-	-	-	65%	35%	50%	-	50%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	71	472	-	-	-	-	-	297	98	282	-	168
2020	EST. TURNS	85	520	-	-	-	-	-	325	103	287	-	189
2030	EST. TURNS	115	583	-	-	-	-	-	357	112	298	-	223
2040	EST. TURNS	152	701	-	-	-	-	-	428	121	306	-	273
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	209	246	-	-	-	-	-	531	195	64	-	159
2020	EST. TURNS	223	278	-	-	-	-	-	570	208	71	-	165
2030	EST. TURNS	229	321	-	-	-	-	-	608	245	90	-	167
2040	EST. TURNS	247	392	-	-	-	-	-	692	287	109	-	173

LINK VOLUME CHECK	DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
	CONTROL LINK VOLUMES	543	467	1,010	-	-	-	394	756	1,150	450	170	620
	2015 TURN SUMMARY	545	467	1,012	-	-	-	396	756	1,152	452	170	622
	CONTROL LINK VOLUMES	604	516	1,120	-	-	-	417	803	1,220	469	181	650
	2020 TURN SUMMARY	607	516	1,123	-	-	-	430	809	1,239	478	190	668
	CONTROL LINK VOLUMES	688	582	1,270	-	-	-	458	882	1,340	511	229	740
	2030 TURN SUMMARY	700	582	1,282	-	-	-	471	882	1,353	522	229	751
	CONTROL LINK VOLUMES	826	704	1,530	-	-	-	522	1,008	1,530	556	274	830
	2040 TURN SUMMARY	855	704	1,559	-	-	-	551	1,008	1,559	581	274	855
DESIGN HOUR P.M.:													
	CONTROL LINK VOLUMES	458	692	1,150	-	-	-	728	312	1,040	225	405	630
	2015 TURN SUMMARY	457	692	1,149	-	-	-	727	312	1,039	225	405	630
	CONTROL LINK VOLUMES	504	736	1,240	-	-	-	780	350	1,130	237	433	670
	2020 TURN SUMMARY	503	736	1,239	-	-	-	780	350	1,130	237	433	670
	CONTROL LINK VOLUMES	563	777	1,340	-	-	-	877	413	1,290	265	475	740
	2030 TURN SUMMARY	552	777	1,329	-	-	-	855	413	1,268	259	475	734
	CONTROL LINK VOLUMES	664	866	1,530	-	-	-	1,027	503	1,530	295	535	830
	2040 TURN SUMMARY	641	866	1,507	-	-	-	981	503	1,484	283	535	818

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at Treasure Coast Elementary School	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	AADT	AADT	AADT	AADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	- CGR	1.64% CGR	1.64% CGR	1.64% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years - 1 1 1

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		-		13,000		1,500		12,000
NO. YEARS	5	2020	-	1.085	14,000	1.085	2,000	1.085	13,000
NO. YEARS	25	2030	-	1.276	17,000	1.276	2,000	1.276	15,300
NO. YEARS	15	2040	-	1.502	20,000	1.502	2,000	1.502	18,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: -			978			488			1,194			
12/1/2015	-	-	-	262	55	80	-	144	207	579	-	-	1,333
% TURNS:	-	-	-	82%	17%	36%	-	64%	26%	74%	-	-	
P.M.	2-Way Pk Hr Vol: -			1,047			99			1,072			
12/1/2015	-	-	-	712	22	14	-	32	29	297	-	-	1,112
% TURNS:	-	-	-	97%	3%	30%	-	68%	9%	91%	-	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	-	-	-	82%	17%	36%	-	64%	26%	74%	-	-
2020	-	-	-	83%	17%	37%	-	62%	25%	75%	-	-
2030	-	-	-	83%	17%	38%	-	62%	24%	75%	-	-
2040	-	-	-	84%	16%	38%	-	61%	23%	76%	-	-
P.M.												
2015	-	-	-	97%	3%	30%	-	68%	9%	91%	-	-
2020	-	-	-	96%	4%	32%	-	66%	9%	90%	-	-
2030	-	-	-	96%	4%	33%	-	65%	9%	91%	-	-
2040	-	-	-	96%	4%	34%	-	65%	9%	91%	-	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	-	-	7.5%	8.1%	32.5%	6.6%	10.0%	8.9%
2020	-	-	7.8%	8.2%	32.5%	7.1%	9.8%	8.9%
2030	-	-	8.4%	8.6%	32.5%	8.0%	9.4%	9.0%
2040	-	-	9.0%	9.0%	32.5%	9.0%	9.0%	9.0%
D FACTOR								
2015	-	-	32.5%	70.2%	46.1%	47.5%	65.9%	30.5%
2020	-	-	32.6%	69.6%	46.1%	47.5%	65.9%	31.0%
2030	-	-	32.7%	68.3%	46.1%	47.5%	65.9%	31.9%
2040	-	-	32.9%	67.1%	46.1%	47.5%	65.9%	32.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000 DATE: 1/9/2017
 FM NO.: 405606-2-22-01 NOTES:
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at Treasure Coast Elementary School
 PREPARED BY: Metric Eng
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	-	13,000	1,500	12,000
24 HR EST. AADT	2020	-	14,000	2,000	13,000
24 HR EST. AADT	2030	-	17,000	2,000	15,300
24 HR EST. AADT	2040	-	20,000	2,000	18,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG	FROM EAST LEG	FROM SOUTH LEG	FROM WEST LEG		
				RIGHT	THRU	LEFT
2015 2-WAY ADT	-	13,000	1,500	12,000	-	-
	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT
	- - -	12,000 1,500	13,000 - 12,000	1,500 13,000	- 12,000	- 13,000
2020 2-WAY ADT	-	14,000	2,000	13,000	-	-
	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT
	- - -	13,000 2,000	14,000 - 13,000	2,000 13,000	- 13,000	- 14,000
2030 2-WAY ADT	-	17,000	2,000	15,300	-	-
	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT
	- - -	15,300 2,000	17,000 - 15,300	2,000 15,300	- 15,300	- 17,000
2040 2-WAY ADT	-	20,000	2,000	18,000	-	-
	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT	RIGHT THRU LEFT
	- - -	18,000 2,000	20,000 - 18,000	2,000 18,000	- 18,000	- 20,000
				90%	10%	52%
				52%	-	47%
				9%	90%	-

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	-	-	-	-	260	56	81	-	142	207	579	-
2020	EST. TURNS	-	-	-	-	264	92	133	-	168	256	599	-
2030	EST. TURNS	-	-	-	-	352	123	171	-	170	258	789	-
2040	EST. TURNS	-	-	-	-	439	157	209	-	172	260	996	-
2015	EST. TURNS	-	-	-	-	710	23	14	-	31	29	299	-
2020	EST. TURNS	-	-	-	-	756	36	22	-	43	35	323	-
2030	EST. TURNS	-	-	-	-	891	51	35	-	44	36	430	-
2040	EST. TURNS	-	-	-	-	1,047	61	46	-	45	37	543	-

LINK VOLUME CHECK	DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	318	662	980	225	265	490	787	403	1,190
2015	TURN SUMMARY	-	-	-	317	662	979	225	265	490	788	403	1,191
CONTROL LINK VOLUMES		-	-	-	357	733	1,090	300	350	650	836	434	1,270
2020	TURN SUMMARY	-	-	-	358	733	1,091	303	350	653	857	434	1,291
CONTROL LINK VOLUMES		-	-	-	468	962	1,430	300	350	650	946	494	1,440
2030	TURN SUMMARY	-	-	-	477	962	1,439	342	383	725	1,048	523	1,571
CONTROL LINK VOLUMES		-	-	-	592	1,208	1,800	300	350	650	1,068	552	1,620
2040	TURN SUMMARY	-	-	-	599	1,208	1,807	382	419	801	1,258	612	1,870
CONTROL LINK VOLUMES		-	-	-	735	315	1,050	47	53	100	327	743	1,070
2015	TURN SUMMARY	-	-	-	734	315	1,049	47	53	100	329	743	1,072
CONTROL LINK VOLUMES		-	-	-	803	347	1,150	67	73	140	360	800	1,160
2020	TURN SUMMARY	-	-	-	793	347	1,140	66	73	139	360	800	1,160
CONTROL LINK VOLUMES		-	-	-	1,002	468	1,470	76	84	160	439	931	1,370
2030	TURN SUMMARY	-	-	-	944	468	1,412	81	88	169	467	936	1,403
CONTROL LINK VOLUMES		-	-	-	1,208	592	1,800	86	94	180	533	1,087	1,620
2040	TURN SUMMARY	-	-	-	1,111	592	1,703	92	100	192	582	1,093	1,675

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO.: 88000000	PREPARED BY: Metric Eng
FM NO.: 405606-2-22-01	FILE: Version 1
PROJECT LIMITS: CR 512 to 58th Ave	DATE: 1/9/2017
DESIGN YEAR: 2040 - No Build	T-INTERSECTION?: Yes
INTERSECTION: CR 510 at Powerline Road (70th Ave)	MISSING Leg: South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	-	CGR
Historic + Model Trend GR =	CGR	CGR	-	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	-	CGR
Recommended Growth Rate:	1.99% CGR	1.99% CGR	-	1.98% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		2,700		14,000		-		12,000
NO. YEARS	5	2020	1.104	3,000	1.104	15,400	-	1.103	13,200
NO. YEARS	15	2030	1.344	3,600	1.344	18,800	-	1.342	16,100
NO. YEARS	25	2040	1.637	4,400	1.637	22,900	-	1.633	19,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M. 2-Way Pk Hr Vol: 177					1,123						1,086		
7/20/2014	39	-	73	33	293	-	-	-	-	-	722	30	1,196
% TURNS:	35%	-	65%	10%	90%	-	-	-	-	-	96%	4%	
P.M. 2-Way Pk Hr Vol: 263					1,217						1,080		
7/20/2014	29	-	47	152	719	-	-	-	-	-	297	33	1,283
% TURNS:	38%	-	61%	17%	82%	-	-	-	-	-	90%	10%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2015	35%	-	65%	10%	90%	-	-	-	-	96%	4%	
	2020	36%	-	64%	11%	89%	-	-	-	-	95%	5%	
	2030	36%	-	63%	11%	89%	-	-	-	-	94%	5%	
	2040	36%	-	63%	11%	88%	-	-	-	-	94%	6%	
P.M.	2015	38%	-	61%	17%	82%	-	-	-	-	90%	10%	
	2020	38%	-	60%	18%	82%	-	-	-	-	89%	11%	
	2030	39%	-	60%	18%	82%	-	-	-	-	89%	11%	
	2040	39%	-	60%	18%	82%	-	-	-	-	89%	11%	

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2015	6.6%	9.7%	8.0%	8.7%	-	-	9.1%	9.0%
	2020	7.0%	9.6%	8.2%	8.8%	-	-	9.0%	9.0%
	2030	8.0%	9.3%	8.6%	8.9%	-	-	9.0%	9.0%
	2040	9.0%	9.0%	9.0%	9.0%	-	-	9.0%	9.0%
D FACTOR	2015	63.8%	29.3%	29.1%	71.7%	-	-	69.3%	30.6%
	2020	63.8%	29.3%	29.9%	70.7%	-	-	68.9%	31.1%
	2030	63.8%	29.3%	31.4%	68.9%	-	-	68.0%	32.0%
	2040	63.8%	29.3%	32.9%	67.1%	-	-	67.1%	32.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000 DATE: 1/9/2017
 FM NO.: 405606-2-22-01 NOTES:
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at Powerline Road (70th Ave)
 PREPARED BY: Metric Eng
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2015	2,700	14,000	-	12,000
24 HR EST. AADT	2020	3,000	15,400	-	13,200
24 HR EST. AADT	2030	3,600	18,800	-	16,100
24 HR EST. AADT	2040	4,400	22,900	-	19,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM <u>NORTH LEG</u>			FROM <u>EAST LEG</u>			FROM <u>SOUTH LEG</u>			FROM <u>WEST LEG</u>		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
	2015 2-WAY ADT	2,700			14,000								12,000
		12,000	-	14,000	2,700	12,000	-	-	-	-	-	-	14,000
		46%	-	54%	18%	81%	-	-	-	-	-	-	83%
	2020 2-WAY ADT	3,000			15,400								13,200
		13,200	-	15,400	3,000	13,200	-	-	-	-	-	-	15,400
		46%	-	54%	18%	81%	-	-	-	-	-	-	83%
	2030 2-WAY ADT	3,600			18,800								16,100
		16,100	-	18,800	3,600	16,100	-	-	-	-	-	-	18,800
		46%	-	54%	18%	81%	-	-	-	-	-	-	84%
	2040 2-WAY ADT	4,400			22,900								19,600
		19,600	-	22,900	4,400	19,600	-	-	-	-	-	-	22,900
		46%	-	54%	18%	81%	-	-	-	-	-	-	84%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
	2015 EST. TURNS	40	-	71	34	296	-	-	-	-	-	721	32
	2020 EST. TURNS	41	-	93	40	326	-	-	-	-	-	798	34
	2030 EST. TURNS	47	-	137	64	415	-	-	-	-	-	974	42
	2040 EST. TURNS	53	-	201	97	522	-	-	-	-	-	1,180	49
	2015 EST. TURNS	28	-	47	150	720	-	-	-	-	-	300	32
	2020 EST. TURNS	30	-	54	169	790	-	-	-	-	-	341	36
	2030 EST. TURNS	32	-	68	193	953	-	-	-	-	-	450	38
	2040 EST. TURNS	35	-	87	239	1,144	-	-	-	-	-	588	44

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
<u>DESIGN HOUR A.M.:</u>	CONTROL LINK VOLUMES	113	67	180	327	793	1,120	-	-	-	753	337	1,090
	2015 TURN SUMMARY	114	67	181	332	793	1,125	-	-	-	755	337	1,092
	CONTROL LINK VOLUMES	135	75	210	378	892	1,270	-	-	-	822	368	1,190
	2020 TURN SUMMARY	135	75	210	369	892	1,261	-	-	-	835	368	1,203
	CONTROL LINK VOLUMES	184	106	290	508	1,112	1,620	-	-	-	987	463	1,450
	2030 TURN SUMMARY	186	106	292	482	1,112	1,594	-	-	-	1,018	463	1,481
	CONTROL LINK VOLUMES	253	147	400	678	1,382	2,060	-	-	-	1,184	576	1,760
	2040 TURN SUMMARY	256	147	403	622	1,382	2,004	-	-	-	1,231	576	1,807
<u>DESIGN HOUR P.M.:</u>	CONTROL LINK VOLUMES	77	183	260	872	348	1,220	-	-	-	331	749	1,080
	2015 TURN SUMMARY	77	183	260	873	348	1,221	-	-	-	334	749	1,083
	CONTROL LINK VOLUMES	84	206	290	954	396	1,350	-	-	-	369	821	1,190
	2020 TURN SUMMARY	85	206	291	962	396	1,358	-	-	-	379	821	1,200
	CONTROL LINK VOLUMES	98	232	330	1,150	520	1,670	-	-	-	464	986	1,450
	2030 TURN SUMMARY	102	232	334	1,150	520	1,670	-	-	-	490	986	1,476
	CONTROL LINK VOLUMES	116	284	400	1,383	677	2,060	-	-	-	580	1,180	1,760
	2040 TURN SUMMARY	124	284	408	1,387	677	2,064	-	-	-	634	1,180	1,814

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build		
INTERSECTION:	CR 510 at 66th Ave		

NOTES:

Historical AADTs:

YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
	AADT	AADT	AADT	AADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.34% CGR	1.75% CGR	1.99% CGR	1.99% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		7,600		11,000		12,000		13,000	
NO. YEARS	5	2020	1.069	8,120	1.091	12,000	1.104	13,000	1.104	14,000
NO. YEARS	15	2030	1.221	9,280	1.297	14,000	1.344	16,000	1.344	17,000
NO. YEARS	25	2040	1.395	10,600	1.543	17,000	1.637	20,000	1.637	21,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 827												
12/1/2015	11	393	210	43	130	54	60	151	190	390	381	19	2,032
% TURNS:	2%	64%	34%	19%	57%	24%	15%	38%	47%	49%	48%	2%	
P.M.	2-Way Pk Hr Vol: 749												
12/1/2015	22	181	71	158	473	52	45	310	395	177	154	7	2,045
% TURNS:	8%	66%	26%	23%	69%	8%	6%	41%	53%	52%	46%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	2%	64%	34%	19%	57%	24%	15%	38%	47%	49%	48%	2%
2020	5%	61%	34%	19%	56%	25%	17%	36%	47%	48%	47%	5%
2030	6%	60%	34%	19%	55%	26%	17%	36%	47%	48%	47%	5%
2040	8%	59%	33%	19%	55%	26%	18%	35%	47%	48%	46%	6%
P.M.												
2015	8%	66%	26%	23%	69%	8%	6%	41%	53%	52%	46%	2%
2020	11%	63%	26%	23%	66%	11%	9%	40%	52%	51%	45%	4%
2030	12%	62%	26%	23%	66%	11%	10%	39%	51%	51%	44%	5%
2040	13%	61%	26%	23%	64%	13%	11%	38%	51%	51%	44%	5%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
K FACTOR												
2015	10.9%	9.9%	8.0%	8.7%	10.3%	9.7%	8.6%	9.4%				
2020	10.5%	9.7%	8.2%	8.7%	10.1%	9.5%	8.7%	9.4%				
2030	9.8%	9.3%	8.6%	8.9%	9.5%	9.3%	8.8%	9.2%				
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
D FACTOR												
2015	74.2%	36.6%	25.9%	71.7%	32.4%	64.7%	70.5%	27.5%				
2020	72.8%	36.6%	27.3%	70.8%	32.4%	64.7%	69.8%	28.6%				
2030	70.0%	36.6%	30.1%	68.9%	32.4%	64.7%	68.4%	30.7%				
2040	67.1%	36.6%	32.9%	67.1%	32.4%	64.7%	67.1%	32.9%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at 66th Ave
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	7,600	11,000	12,000	13,000
24 HR EST. AADT	2020	8,120	12,000	13,000	14,000
24 HR EST. AADT	2030	9,280	14,000	16,000	17,000
24 HR EST. AADT	2040	10,600	17,000	20,000	21,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	7,600	11,000	12,000	13,000	11,000	12,000	12,000	13,000	13,000	11,000	11,000	7,600
		13,000	13,000	11,000	7,600	13,000	12,000	11,000	7,600	13,000	12,000	11,000	7,600
		36%	33%	31%	23%	40%	37%	35%	24%	41%	39%	36%	25%
2020	2-WAY ADT	8,120	12,000	13,000	14,000	12,000	13,000	13,000	14,000	14,000	12,000	12,000	8,120
		14,000	13,000	12,000	8,120	14,000	13,000	12,000	8,120	14,000	13,000	12,000	8,120
		36%	33%	31%	23%	40%	37%	35%	24%	41%	39%	36%	25%
2030	2-WAY ADT	9,280	14,000	16,000	17,000	14,000	16,000	16,000	17,000	17,000	14,000	14,000	9,280
		17,000	16,000	14,000	9,280	17,000	16,000	14,000	9,280	17,000	16,000	14,000	9,280
		36%	34%	30%	22%	40%	38%	35%	23%	42%	41%	36%	24%
2040	2-WAY ADT	10,600	17,000	20,000	21,000	17,000	20,000	20,000	21,000	21,000	17,000	17,000	10,600
		21,000	20,000	17,000	10,600	21,000	20,000	17,000	10,600	21,000	20,000	17,000	10,600
		36%	34%	29%	21%	41%	39%	35%	22%	43%	42%	36%	22%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	11	394	211	44	130	54	60	153	189	391	382	19
2020	EST. TURNS	28	396	217	49	145	76	83	158	196	422	412	33
2030	EST. TURNS	35	399	225	65	200	108	104	168	236	520	509	44
2040	EST. TURNS	43	403	236	81	285	163	142	177	294	651	649	52
2015	EST. TURNS	22	181	70	158	474	51	44	311	396	178	153	7
2020	EST. TURNS	32	184	75	170	491	74	68	315	412	188	166	17
2030	EST. TURNS	36	190	82	182	554	95	92	350	490	236	210	21
2040	EST. TURNS	40	202	92	196	642	136	139	379	586	298	272	26

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:		614	216	830	227	653	880	401	839	1,240	790	330	1,120
2015	TURN SUMMARY	616	216	832	228	653	881	402	839	1,241	792	330	1,122
CONTROL LINK VOLUMES		621	229	850	268	712	980	423	887	1,310	850	370	1,220
2020	TURN SUMMARY	641	240	881	271	712	983	437	894	1,331	867	370	1,237
CONTROL LINK VOLUMES		633	277	910	362	838	1,200	494	1,026	1,520	1,030	470	1,500
2030	TURN SUMMARY	659	277	936	373	838	1,211	508	1,026	1,534	1,072	470	1,542
CONTROL LINK VOLUMES		640	310	950	503	1,027	1,530	583	1,217	1,800	1,268	622	1,890
2040	TURN SUMMARY	682	310	992	529	1,027	1,556	613	1,217	1,830	1,352	622	1,974
DESIGN HOUR P.M.:		274	476	750	683	267	950	750	410	1,160	338	892	1,230
2015	TURN SUMMARY	274	476	750	683	267	950	751	410	1,161	337	892	1,229
CONTROL LINK VOLUMES		288	502	790	741	309	1,050	801	439	1,240	375	935	1,310
2020	TURN SUMMARY	291	502	793	735	309	1,044	795	446	1,241	370	935	1,305
CONTROL LINK VOLUMES		317	553	870	856	384	1,240	959	521	1,480	480	1,080	1,560
2030	TURN SUMMARY	308	553	861	831	384	1,215	931	521	1,452	467	1,080	1,547
CONTROL LINK VOLUMES		349	601	950	1,027	503	1,530	1,165	635	1,800	622	1,268	1,890
2040	TURN SUMMARY	334	601	935	974	503	1,477	1,104	635	1,739	595	1,268	1,863

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build		
INTERSECTION:	CR 510 at 58th Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.59% CGR	1.59% CGR	1.34% CGR	1.76% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		460		13,000		6,700		11,000
NO. YEARS	5	2020 1.082	500	1.082	14,000	1.069	7,200	1.091	12,000
NO. YEARS	15	2030 1.267	580	1.267	16,000	1.221	8,200	1.299	14,300
NO. YEARS	25	2040 1.483	680	1.483	19,000	1.395	9,300	1.547	17,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 24												
12/1/2015	1	1	3	17	166	123	129	1	70	129	553	1	1,194
% TURNS:	20%	20%	60%	6%	54%	40%	65%	1%	35%	19%	81%	0%	
P.M.	2-Way Pk Hr Vol: 25												
12/1/2015	3	3	15	2	552	166	162	2	138	63	208	0	1,314
% TURNS:	14%	14%	71%	0%	77%	23%	54%	1%	46%	23%	77%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	20%	20%	60%	6%	54%	40%	65%	1%	35%	19%	81%	0%
2020	22%	20%	58%	5%	55%	40%	63%	1%	36%	20%	79%	0%
2030	22%	20%	58%	5%	55%	40%	63%	1%	36%	21%	79%	0%
2040	23%	20%	57%	5%	56%	39%	62%	1%	37%	21%	78%	1%
P.M.												
2015	14%	14%	71%	0%	77%	23%	54%	1%	46%	23%	77%	0%
2020	16%	15%	69%	1%	75%	24%	54%	1%	46%	24%	76%	0%
2030	17%	15%	68%	1%	75%	25%	53%	1%	46%	24%	75%	0%
2040	18%	15%	67%	1%	74%	25%	53%	1%	46%	25%	75%	0%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
K FACTOR												
2015	5.2%	5.4%	7.6%	8.5%	6.8%	8.0%	8.4%	8.8%				
2020	6.0%	6.1%	7.9%	8.6%	7.2%	8.2%	8.5%	8.8%				
2030	7.5%	7.6%	8.4%	8.8%	8.1%	8.6%	8.7%	8.9%				
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
D FACTOR												
2015	20.8%	84.0%	30.9%	65.2%	44.2%	56.6%	74.2%	28.1%				
2020	23.2%	80.6%	31.3%	65.5%	44.2%	56.6%	72.8%	29.1%				
2030	28.1%	73.9%	32.1%	66.3%	44.2%	56.6%	70.0%	31.0%				
2040	32.9%	67.1%	32.9%	67.1%	44.2%	56.6%	67.1%	32.9%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at 58th Ave
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2015	460			13,000			6,700			11,000		
24 HR EST. AADT	2020	500			14,000			7,200			12,000		
24 HR EST. AADT	2030	580			16,000			8,200			14,300		
24 HR EST. AADT	2040	680			19,000			9,300			17,000		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 2-WAY ADT		460			13,000			6,700			11,000		
		11,000	6,700	13,000	460	11,000	6,700	13,000	460	11,000	6,700	13,000	460
		36%	22%	42%	3%	61%	37%	53%	2%	45%	33%	64%	2%
		12,000	7,200	14,000	500	12,000	7,200	14,000	500	12,000	7,200	14,000	500
2020 2-WAY ADT		500			14,000			7,200			12,000		
		12,000	7,200	14,000	500	12,000	7,200	14,000	500	12,000	7,200	14,000	500
		36%	22%	42%	3%	61%	37%	53%	2%	45%	33%	65%	2%
		14,300	8,200	16,000	580	14,300	8,200	16,000	580	14,300	8,200	16,000	580
2030 2-WAY ADT		580			16,000			8,200			14,300		
		14,300	8,200	16,000	580	14,300	8,200	16,000	580	14,300	8,200	16,000	580
		37%	21%	42%	3%	62%	36%	52%	2%	46%	33%	65%	2%
		17,000	9,300	19,000	680	17,000	9,300	19,000	680	17,000	9,300	19,000	680
2040 2-WAY ADT		680			19,000			9,300			17,000		
		17,000	9,300	19,000	680	17,000	9,300	19,000	680	17,000	9,300	19,000	680
		38%	21%	42%	3%	63%	34%	52%	2%	46%	32%	66%	2%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	1	1	3	13	167	123	129	1	69	126	552	1
2020	EST. TURNS	2	2	4	19	194	141	151	2	82	149	609	3
2030	EST. TURNS	3	3	7	22	257	175	189	3	116	189	720	4
2040	EST. TURNS	5	4	12	31	348	235	251	4	150	231	884	6
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	3	3	15	5	552	164	164	4	134	61	211	0
2020	EST. TURNS	4	4	16	6	593	180	168	5	156	74	226	1
2030	EST. TURNS	6	5	19	8	680	201	183	6	189	96	273	2
2040	EST. TURNS	8	6	23	10	801	240	207	7	218	120	332	3

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG			
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	
CONTROL LINK VOLUMES	5	15	20	306	684	990	200	250	450	683	237	920	
2015 TURN SUMMARY	5	15	20	304	684	988	199	250	449	679	237	916	
CONTROL LINK VOLUMES	7	23	30	346	764	1,110	229	291	520	742	278	1,020	
2020 TURN SUMMARY	8	24	32	354	764	1,118	236	292	528	761	278	1,039	
CONTROL LINK VOLUMES	12	28	40	434	916	1,350	294	366	660	875	375	1,250	
2030 TURN SUMMARY	14	29	43	453	916	1,369	308	367	675	912	375	1,287	
CONTROL LINK VOLUMES	20	40	60	563	1,147	1,710	370	470	840	1,027	503	1,530	
2040 TURN SUMMARY	22	41	63	614	1,147	1,761	405	470	875	1,120	503	1,623	
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES	21	9	30	720	390	1,110	302	228	530	271	689	960	
2015 TURN SUMMARY	21	9	30	720	390	1,110	303	228	531	272	689	961	
CONTROL LINK VOLUMES	25	5	30	789	411	1,200	333	257	590	307	753	1,060	
2020 TURN SUMMARY	25	11	36	778	411	1,189	329	257	586	300	753	1,053	
CONTROL LINK VOLUMES	32	8	40	934	476	1,410	398	302	700	395	875	1,270	
2030 TURN SUMMARY	30	16	46	889	476	1,365	378	302	680	372	875	1,247	
CONTROL LINK VOLUMES	41	19	60	1,147	563	1,710	474	366	840	503	1,027	1,530	
2040 TURN SUMMARY	37	20	57	1,051	563	1,614	432	366	798	456	1,027	1,483	

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - No Build		
INTERSECTION:	CR 510 at 82nd Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.92% CGR	1.98% CGR	1.92% CGR	1.64% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		100		12,000		100		13,000
NO. YEARS	5	2020 1.100	2,823	1.103	13,000	1.100	2,715	1.085	14,000
NO. YEARS	15	2030 1.330	3,408	1.342	16,000	1.305	3,277	1.276	16,600
NO. YEARS	25	2040 1.609	4,128	1.633	20,000	1.497	3,969	1.502	19,500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 9												
12/1/2015	2	2	2	1	332	2	1	1	1	2	659	1	1,006
% TURNS:	33%	33%	33%	0%	99%	1%	33%	33%	33%	0%	100%	0%	
P.M.	2-Way Pk Hr Vol: 9												
12/1/2015	1	1	1	2	748	1	2	2	2	1	311	2	1,074
% TURNS:	33%	33%	33%	0%	100%	0%	33%	33%	33%	0%	99%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	33%	33%	33%	0%	99%	1%	33%	33%	33%	0%	100%	0%
2020	35%	31%	34%	2%	96%	2%	34%	31%	35%	2%	97%	2%
2030	35%	30%	35%	2%	96%	2%	35%	30%	35%	2%	96%	2%
2040	35%	29%	35%	3%	94%	3%	35%	29%	35%	3%	95%	3%
P.M.												
2015	33%	33%	33%	0%	100%	0%	33%	33%	33%	0%	99%	1%
2020	35%	31%	34%	2%	97%	2%	34%	31%	35%	2%	96%	2%
2030	35%	30%	35%	2%	96%	2%	35%	30%	35%	2%	95%	2%
2040	35%	29%	35%	3%	95%	3%	35%	29%	35%	3%	94%	3%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM		AM	PM	
K FACTOR												
2015	9.0%	9.0%	8.3%	8.9%	9.0%	9.0%	9.0%	9.0%	7.7%	8.2%		
2020	9.0%	9.0%	8.4%	8.9%	9.0%	9.0%	9.0%	9.0%	7.9%	8.4%		
2030	9.0%	9.0%	8.7%	9.0%	9.0%	9.0%	9.0%	9.0%	8.5%	8.7%		
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%		
D FACTOR												
2015	66.7%	33.3%	33.6%	70.5%	33.3%	66.7%	66.4%	29.5%				
2020	66.7%	33.3%	33.5%	69.8%	33.3%	66.7%	66.5%	30.2%				
2030	66.7%	33.3%	33.2%	68.5%	33.3%	66.7%	66.8%	31.5%				
2040	66.7%	33.3%	32.9%	67.1%	33.3%	66.7%	67.1%	32.9%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at 82nd Ave
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2015	100			12,000			100			13,000		
24 HR EST. AADT	2020	2,823			13,000			2,715			14,000		
24 HR EST. AADT	2030	3,408			16,000			3,277			16,600		
24 HR EST. AADT	2040	4,128			20,000			3,969			19,500		

Percent Turns Calculated From Base Year AADTs:

JKTURNS	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 2-WAY ADT		100			12,000			100			13,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		13,000	100	12,000	100	13,000	100	12,000	100	13,000	100	12,000	100
2020 2-WAY ADT		52%	0%	48%	1%	98%	1%	48%	0%	52%	1%	98%	1%
		2,823			13,000			2,715			14,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2030 2-WAY ADT		14,000	2,715	13,000	2,823	14,000	2,715	13,000	2,823	14,000	2,715	13,000	2,823
		47%	9%	44%	14%	72%	14%	44%	9%	47%	15%	70%	15%
		3,408			16,000			3,277			16,600		
2040 2-WAY ADT		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		16,600	3,277	16,000	3,408	16,600	3,277	16,000	3,408	16,600	3,277	16,000	3,408
		46%	9%	45%	15%	71%	14%	44%	9%	46%	14%	71%	15%

A.M. DESIGN HR. TURNS	YEAR	EST. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
			RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015		EST. TURNS	2	2	2	1	335	2	1	1	1	2	662	1
2020		EST. TURNS	32	100	37	15	359	23	21	41	18	36	675	25
2030		EST. TURNS	42	113	49	21	406	30	27	48	23	49	861	37
2040		EST. TURNS	50	128	71	30	503	47	41	49	29	66	1,096	43
P.M. DESIGN HR. TURNS														
2015		EST. TURNS	1	1	1	2	753	1	2	2	2	1	316	2
2020		EST. TURNS	25	26	19	39	755	22	28	99	37	14	341	26
2030		EST. TURNS	32	46	24	56	907	29	36	116	47	18	390	37
2040		EST. TURNS	38	51	35	78	1,085	46	54	124	60	25	503	44

LINK VOLUME CHECK

DESIGN HOUR A.M.:	CONTROL LINK VOLUMES	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG			
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	
	CONTROL LINK VOLUMES	6	4	10	335	665	1,000	3	7	10	662	338	1,000	
2015	TURN SUMMARY	6	4	10	339	665	1,004	3	7	10	666	338	1,004	
	CONTROL LINK VOLUMES	169	81	250	367	733	1,100	81	159	240	739	371	1,110	
2020	TURN SUMMARY	168	81	249	396	733	1,129	80	159	239	736	408	1,144	
	CONTROL LINK VOLUMES	204	106	310	463	937	1,400	98	192	290	939	471	1,410	
2030	TURN SUMMARY	205	106	311	458	937	1,395	98	192	290	946	471	1,417	
	CONTROL LINK VOLUMES	248	122	370	592	1,208	1,800	119	241	360	1,178	582	1,760	
2040	TURN SUMMARY	249	122	371	579	1,208	1,787	119	241	360	1,205	582	1,787	
DESIGN HOUR P.M.:														
	CONTROL LINK VOLUMES	3	7	10	751	319	1,070	6	4	10	314	756	1,070	
2015	TURN SUMMARY	3	7	10	757	319	1,076	6	4	10	320	756	1,076	
	CONTROL LINK VOLUMES	85	165	250	808	352	1,160	163	77	240	353	817	1,170	
2020	TURN SUMMARY	70	165	235	817	387	1,204	164	62	226	381	817	1,198	
	CONTROL LINK VOLUMES	102	208	310	980	450	1,430	197	93	290	454	986	1,440	
2030	TURN SUMMARY	102	208	310	992	450	1,442	198	93	291	445	986	1,431	
	CONTROL LINK VOLUMES	124	246	370	1,208	592	1,800	238	122	360	577	1,183	1,760	
2040	TURN SUMMARY	124	246	370	1,209	592	1,801	238	122	360	572	1,183	1,755	

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build		
INTERSECTION:	CR 510 at CR 512		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	0.54% CGR	0.54% CGR	1.32% CGR	1.14% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		670		17,000		13,000		18,000	
NO. YEARS	5	2020	1.027	690	1.027	17,500	1.068	14,000	1.058	19,000
NO. YEARS	15	2030	1.084	730	1.084	18,400	1.217	16,000	1.185	21,300
NO. YEARS	25	2040	1.144	770	1.144	19,500	1.388	18,000	1.328	23,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 139												
12/1/2015	11	37	31	29	514	243	198	24	216	346	445	7	2,101
% TURNS:	14%	47%	39%	4%	65%	31%	45%	5%	49%	43%	56%	1%	
P.M.	2-Way Pk Hr Vol: 196												
12/1/2015	7	31	70	28	597	369	246	49	517	276	633	11	2,834
% TURNS:	6%	29%	65%	3%	60%	37%	30%	6%	64%	30%	69%	1%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	14%	47%	39%	4%	65%	31%	45%	5%	49%	43%	56%	1%
2020	16%	45%	39%	4%	64%	32%	45%	5%	49%	43%	56%	1%
2030	17%	45%	38%	3%	64%	32%	45%	5%	50%	44%	55%	1%
2040	18%	44%	38%	3%	64%	33%	45%	5%	50%	44%	55%	1%
P.M.												
2015	6%	29%	65%	3%	60%	37%	30%	6%	64%	30%	69%	1%
2020	10%	29%	62%	3%	60%	38%	32%	6%	62%	31%	67%	1%
2030	10%	29%	61%	3%	60%	38%	32%	6%	62%	32%	67%	1%
2040	12%	29%	59%	3%	59%	38%	33%	5%	62%	33%	66%	1%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM		AM	PM	
K FACTOR												
2015	20.7%	29.3%	8.6%	11.4%	8.2%	11.4%	8.6%	11.3%				
2020	20.7%	29.3%	8.7%	10.9%	8.3%	11.0%	8.6%	10.9%				
2030	20.7%	29.3%	8.8%	10.0%	8.7%	10.0%	8.8%	9.9%				
2040	20.7%	29.3%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
D FACTOR												
2015	56.8%	55.1%	53.8%	51.2%	41.2%	54.6%	51.9%	45.1%				
2020	56.8%	55.1%	53.8%	51.2%	40.5%	54.6%	51.9%	45.1%				
2030	56.8%	55.1%	53.8%	51.2%	39.3%	54.6%	51.9%	45.1%				
2040	56.8%	55.1%	53.8%	51.2%	38.0%	54.6%	51.9%	45.1%				

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at CR 512
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	670	17,000	13,000	18,000
24 HR EST. AADT	2020	690	17,500	14,000	19,000
24 HR EST. AADT	2030	730	18,400	16,000	21,300
24 HR EST. AADT	2040	770	19,500	18,000	23,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 2-WAY ADT	670			17,000			13,000			18,000		
	18,000	13,000	17,000	670	18,000	13,000	17,000	670	18,000	13,000	17,000	670
	38%	27%	35%	2%	57%	41%	48%	2%	50%	42%	55%	2%
2020 2-WAY ADT	690			17,500			14,000			19,000		
	19,000	14,000	17,500	690	19,000	14,000	17,500	690	19,000	14,000	17,500	690
	38%	28%	35%	2%	56%	42%	47%	2%	51%	43%	54%	2%
2030 2-WAY ADT	730			18,400			16,000			21,300		
	21,300	16,000	18,400	730	21,300	16,000	18,400	730	21,300	16,000	18,400	730
	38%	29%	33%	2%	56%	42%	46%	2%	53%	46%	52%	2%
2040 2-WAY ADT	770			19,500			18,000			23,900		
	23,900	18,000	19,500	770	23,900	18,000	19,500	770	23,900	18,000	19,500	770
	39%	29%	32%	2%	56%	42%	44%	2%	54%	47%	51%	2%

A.M. DESIGN HR. TURNS	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 EST. TURNS	11	37	31	29	515	241	197	24	216	344	446	7
2020 EST. TURNS	14	38	32	30	531	268	211	25	245	390	462	8
2030 EST. TURNS	16	44	34	31	580	301	228	27	310	500	497	10
2040 EST. TURNS	19	48	35	32	638	336	244	30	378	620	542	12
2015 EST. TURNS	7	31	70	29	596	369	245	51	517	277	632	12
2020 EST. TURNS	11	32	71	31	598	370	255	52	535	299	633	13
2030 EST. TURNS	14	38	72	32	599	371	256	55	583	345	635	15
2040 EST. TURNS	19	41	74	34	600	372	257	59	608	373	636	19

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	79	61	140	786	674	1,460	438	622	1,060	798	742	1,540
2015 TURN SUMMARY	79	61	140	785	674	1,459	438	622	1,060	797	742	1,539
CONTROL LINK VOLUMES	81	59	140	817	703	1,520	474	696	1,170	851	789	1,640
2020 TURN SUMMARY	84	63	147	829	705	1,534	480	696	1,176	860	789	1,649
CONTROL LINK VOLUMES	86	64	150	875	755	1,630	545	845	1,390	974	906	1,880
2030 TURN SUMMARY	94	68	162	912	760	1,672	565	845	1,410	1,007	906	1,913
CONTROL LINK VOLUMES	91	69	160	945	815	1,760	616	1,004	1,620	1,115	1,035	2,150
2040 TURN SUMMARY	102	74	176	1,006	821	1,827	652	1,004	1,656	1,175	1,035	2,210
DESIGN HOUR P.M.:	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES	108	92	200	994	946	1,940	812	678	1,490	920	1,120	2,040
2015 TURN SUMMARY	108	92	200	995	946	1,941	813	678	1,491	921	1,120	2,041
CONTROL LINK VOLUMES	111	89	200	980	940	1,920	837	693	1,530	931	1,139	2,070
2020 TURN SUMMARY	114	95	209	999	959	1,958	841	701	1,542	945	1,144	2,089
CONTROL LINK VOLUMES	118	92	210	939	891	1,830	871	729	1,600	954	1,166	2,120
2030 TURN SUMMARY	124	101	225	1,002	963	1,965	894	754	1,648	995	1,197	2,192
CONTROL LINK VOLUMES	124	106	230	898	862	1,760	884	736	1,620	970	1,180	2,150
2040 TURN SUMMARY	133	112	245	1,006	966	1,972	924	786	1,710	1,028	1,226	2,254

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at Mako Way	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.62% CGR	- CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years 1 - 1 1

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		13,000		-		14,000		1,100	
NO. YEARS	5	2020	1.084	14,000	-	-	1.083	15,000	1.083	1,200
NO. YEARS	15	2030	1.273	17,000	-	-	1.269	18,000	1.269	1,400
NO. YEARS	25	2040	1.494	19,000	-	-	1.487	21,000	1.487	1,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)		FROM EAST LEG (Westbound)		FROM SOUTH LEG (Northbound)		FROM WEST LEG (Eastbound)		TOTAL
	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	
A.M.	2-Way Pk Hr Vol:	1,170				1,151		53	
12/1/2015		703	-	-	-	430	5	11	14
% TURNS:	3%	97%	-	-	-	99%	1%	42%	54%
P.M.	2-Way Pk Hr Vol:	1,210				1,220		60	
12/1/2015		539	-	-	-	645	9	25	14
% TURNS:	2%	98%	-	-	-	98%	1%	63%	35%

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG		
	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	
A.M.									
2015	3%	97%	-	-	-	99%	1%	42%	54%
2020	3%	96%	-	-	-	98%	2%	43%	53%
2030	3%	96%	-	-	-	98%	2%	43%	53%
2040	4%	96%	-	-	-	97%	2%	44%	53%
P.M.									
2015	2%	98%	-	-	-	98%	1%	63%	35%
2020	2%	97%	-	-	-	98%	2%	61%	36%
2030	2%	97%	-	-	-	98%	2%	61%	37%
2040	3%	97%	-	-	-	97%	2%	61%	37%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	9.0%	9.3%	-	-	8.2%	8.7%	4.8%	5.5%
2020	9.0%	9.2%	-	-	8.4%	8.8%	5.7%	6.2%
2030	9.0%	9.1%	-	-	8.7%	8.9%	7.3%	7.6%
2040	9.0%	9.0%	-	-	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	62.0%	45.5%	-	-	37.9%	53.7%	49.1%	66.7%
2020	62.0%	45.4%	-	-	37.9%	53.7%	49.1%	66.7%
2030	62.0%	45.4%	-	-	38.0%	53.7%	49.1%	66.7%
2040	62.0%	45.4%	-	-	38.0%	53.7%	49.1%	66.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - Build
 INTERSECTION: CR 510 at Mako Way
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	13,000	-	14,000	1,100
24 HR EST. AADT	2020	14,000	-	15,000	1,200
24 HR EST. AADT	2030	17,000	-	18,000	1,400
24 HR EST. AADT	2040	19,000	-	21,000	1,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	13,000	-	-	-	-	-	14,000	-	-	1,100	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,100	14,000	-	-	-	-	-	13,000	1,100	14,000	-	13,000
		7%	92%	-	-	-	-	92%	8%	52%	-	48%	
2020	2-WAY ADT	14,000	-	-	-	-	-	15,000	-	-	1,200	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,200	15,000	-	-	-	-	-	14,000	1,200	15,000	-	14,000
		7%	92%	-	-	-	-	92%	8%	52%	-	48%	
2030	2-WAY ADT	17,000	-	-	-	-	-	18,000	-	-	1,400	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,400	18,000	-	-	-	-	-	17,000	1,400	18,000	-	17,000
		7%	92%	-	-	-	-	92%	8%	51%	-	48%	
2040	2-WAY ADT	19,000	-	-	-	-	-	21,000	-	-	1,600	-	-
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		1,600	21,000	-	-	-	-	-	19,000	1,600	21,000	-	19,000
		7%	93%	-	-	-	-	92%	8%	52%	-	47%	

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	18	702	-	-	-	-	-	430	4	11	-	14
2020	EST. TURNS	26	767	-	-	-	-	-	461	9	15	-	17
2030	EST. TURNS	34	939	-	-	-	-	-	557	15	25	-	23
2040	EST. TURNS	37	1,123	-	-	-	-	-	625	30	47	-	24
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	10	539	-	-	-	-	-	645	9	25	-	14
2020	EST. TURNS	12	573	-	-	-	-	-	684	10	31	-	17
2030	EST. TURNS	17	693	-	-	-	-	-	821	20	46	-	24
2040	EST. TURNS	18	801	-	-	-	-	-	909	28	72	-	26

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		725	445	1,170	-	-	-	436	714	1,150	26	24	50
2015	TURN SUMMARY	722	445	1,167	-	-	-	436	714	1,150	26	24	50
CONTROL LINK VOLUMES		781	479	1,260	-	-	-	476	784	1,260	33	37	70
2020	TURN SUMMARY	795	479	1,274	-	-	-	472	784	1,256	33	37	70
CONTROL LINK VOLUMES		948	582	1,530	-	-	-	594	966	1,560	50	50	100
2030	TURN SUMMARY	974	582	1,556	-	-	-	574	966	1,540	50	50	100
CONTROL LINK VOLUMES		1,060	650	1,710	-	-	-	718	1,172	1,890	71	69	140
2040	TURN SUMMARY	1,161	650	1,811	-	-	-	657	1,172	1,829	73	69	142
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		550	660	1,210	-	-	-	655	565	1,220	40	20	60
2015	TURN SUMMARY	550	660	1,210	-	-	-	655	565	1,220	40	20	60
CONTROL LINK VOLUMES		588	702	1,290	-	-	-	706	614	1,320	49	21	70
2020	TURN SUMMARY	587	702	1,289	-	-	-	696	606	1,302	49	24	73
CONTROL LINK VOLUMES		704	846	1,550	-	-	-	859	741	1,600	71	39	110
2030	TURN SUMMARY	712	846	1,558	-	-	-	843	741	1,584	71	39	110
CONTROL LINK VOLUMES		776	934	1,710	-	-	-	1,015	875	1,890	96	44	140
2040	TURN SUMMARY	820	936	1,756	-	-	-	939	875	1,814	100	47	147

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at Hammerhead Way	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.60% CGR	- CGR	1.60% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		13,000		-		13,000		2,300	
NO. YEARS	5	2020	1.083	14,000	-	-	1.083	14,000	1.083	2,500
NO. YEARS	15	2030	1.269	16,000	-	-	1.269	16,000	1.269	2,900
NO. YEARS	25	2040	1.487	19,000	-	-	1.487	19,000	1.487	3,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,146												
12/1/2015	249	461	-	-	-	-	296	149	95	-	-	138	1,394
% TURNS:	35%	65%	-	-	-	-	66%	33%	41%	-	-	59%	
P.M.	2-Way Pk Hr Vol: 1,221												
12/1/2015	101	460	-	-	-	-	587	55	32	-	-	71	1,312
% TURNS:	18%	82%	-	-	-	-	91%	9%	31%	-	-	68%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	35%	65%	-	-	-	-	-	66%	33%	41%	-	59%
2020	33%	67%	-	-	-	-	-	68%	32%	42%	-	58%
2030	33%	67%	-	-	-	-	-	69%	31%	42%	-	58%
2040	32%	68%	-	-	-	-	-	69%	30%	42%	-	57%
P.M.												
2015	18%	82%	-	-	-	-	-	91%	9%	31%	-	68%
2020	18%	82%	-	-	-	-	-	91%	9%	33%	-	66%
2030	18%	82%	-	-	-	-	-	90%	9%	33%	-	66%
2040	17%	82%	-	-	-	-	-	90%	10%	34%	-	65%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	8.8%	9.4%	-	-	7.7%	8.7%	27.5%	11.3%
2020	8.9%	9.3%	-	-	8.0%	8.8%	27.5%	11.3%
2030	8.9%	9.2%	-	-	8.5%	8.9%	27.5%	11.3%
2040	9.0%	9.0%	-	-	9.0%	9.0%	27.5%	11.3%
D FACTOR								
2015	62.0%	46.0%	-	-	44.5%	56.6%	37.0%	39.8%
2020	62.0%	46.1%	-	-	44.8%	56.6%	37.0%	39.8%
2030	62.0%	46.2%	-	-	45.4%	56.6%	37.0%	39.8%
2040	62.0%	46.3%	-	-	46.0%	56.6%	37.0%	39.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - Build
 INTERSECTION: CR 510 at Hammerhead Way
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	13,000	-	13,000	2,300
24 HR EST. AADT	2020	14,000	-	14,000	2,500
24 HR EST. AADT	2030	16,000	-	16,000	2,900
24 HR EST. AADT	2040	19,000	-	19,000	3,400

Percent Turns Calculated From Base Year AADTs:

JKTURN	YEAR	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015 2-WAY ADT		13,000	-	-	-	-	-	13,000	-	-	2,300	-	-
		2,300	13,000	-	-	-	-	13,000	2,300	-	13,000	-	13,000
		15%	84%	-	-	-	-	84%	15%	-	50%	-	50%
2020 2-WAY ADT		14,000	-	-	-	-	-	14,000	-	-	2,500	-	-
		2,500	14,000	-	-	-	-	14,000	2,500	-	14,000	-	14,000
		15%	84%	-	-	-	-	84%	15%	-	50%	-	50%
2030 2-WAY ADT		16,000	-	-	-	-	-	16,000	-	-	2,900	-	-
		2,900	16,000	-	-	-	-	16,000	2,900	-	16,000	-	16,000
		15%	84%	-	-	-	-	84%	15%	-	50%	-	50%
2040 2-WAY ADT		19,000	-	-	-	-	-	19,000	-	-	3,400	-	-
		3,400	19,000	-	-	-	-	19,000	3,400	-	19,000	-	19,000
		15%	84%	-	-	-	-	84%	15%	-	50%	-	50%

A.M. DESIGN HR. TURNS	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	248	459	-	-	-	-	298	146	-	93	-	139
2020	EST. TURNS	263	508	-	-	-	-	327	172	-	110	-	143
2030	EST. TURNS	284	602	-	-	-	-	390	219	-	140	-	153
2040	EST. TURNS	311	744	-	-	-	-	485	282	-	177	-	163
2015	EST. TURNS	99	463	-	-	-	-	586	55	-	32	-	70
2020	EST. TURNS	102	493	-	-	-	-	624	63	-	37	-	73
2030	EST. TURNS	116	565	-	-	-	-	710	82	-	47	-	81
2040	EST. TURNS	127	677	-	-	-	-	829	108	-	63	-	88

LINK VOLUME CHECK	DESIGN HOUR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		711	439	1,150	-	-	-	446	554	1,000	234	396	630
2015	TURN SUMMARY	709	439	1,148	-	-	-	446	554	1,000	234	396	630
CONTROL LINK VOLUMES		769	471	1,240	-	-	-	500	620	1,120	254	436	690
2020	TURN SUMMARY	772	471	1,243	-	-	-	500	620	1,120	254	436	690
CONTROL LINK VOLUMES		886	544	1,430	-	-	-	616	744	1,360	295	505	800
2030	TURN SUMMARY	888	544	1,432	-	-	-	611	744	1,355	294	505	799
CONTROL LINK VOLUMES		1,060	650	1,710	-	-	-	787	923	1,710	346	594	940
2040	TURN SUMMARY	1,056	650	1,706	-	-	-	769	923	1,692	341	594	935
CONTROL LINK VOLUMES		562	658	1,220	-	-	-	643	497	1,140	104	156	260
2015	TURN SUMMARY	564	658	1,222	-	-	-	643	497	1,140	104	156	260
CONTROL LINK VOLUMES		601	699	1,300	-	-	-	697	533	1,230	113	167	280
2020	TURN SUMMARY	597	699	1,296	-	-	-	689	533	1,222	112	167	279
CONTROL LINK VOLUMES		677	793	1,470	-	-	-	806	614	1,420	131	199	330
2030	TURN SUMMARY	682	793	1,475	-	-	-	794	614	1,408	130	199	329
CONTROL LINK VOLUMES		792	918	1,710	-	-	-	968	742	1,710	154	236	390
2040	TURN SUMMARY	805	918	1,723	-	-	-	939	742	1,681	152	236	388

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at 87th Street	MISSING Leg:	East Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.60% CGR	- CGR	1.94% CGR	1.60% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years 1 - 1 1

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		13,000		-		11,000		6,900	
NO. YEARS	5	2020	1.083	14,000	-	-	1.101	12,000	1.083	7,500
NO. YEARS	15	2030	1.269	16,000	-	-	1.334	15,000	1.269	8,800
NO. YEARS	25	2040	1.487	19,000	-	-	1.617	18,000	1.487	10,300

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 1,006			-			1,153			615			
12/1/2015	68	474	-	-	-	-	-	297	96	284	-	165	1,390
% TURNS:	13%	87%	-	-	-	-	-	75%	24%	63%	-	37%	
P.M.	2-Way Pk Hr Vol: 1,146			-			1,044			632			
12/1/2015	208	249	-	-	-	-	-	529	198	66	-	158	1,414
% TURNS:	45%	54%	-	-	-	-	-	73%	27%	29%	-	70%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2015	13%	87%	-	-	-	-	75%	24%	63%	-	37%	
	2020	15%	85%	-	-	-	-	74%	25%	61%	-	38%	
	2030	16%	84%	-	-	-	-	74%	26%	61%	-	39%	
	2040	16%	83%	-	-	-	-	74%	26%	61%	-	39%	
P.M.	2015	45%	54%	-	-	-	-	73%	27%	29%	-	70%	
	2020	45%	55%	-	-	-	-	72%	28%	31%	-	69%	
	2030	44%	55%	-	-	-	-	72%	28%	32%	-	68%	
	2040	44%	56%	-	-	-	-	71%	29%	33%	-	67%	

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2015	7.7%	8.8%	-	-	10.5%	9.5%	8.9%	9.2%
	2020	8.0%	8.9%	-	-	10.2%	9.4%	8.9%	9.1%
	2030	8.5%	8.9%	-	-	9.6%	9.2%	9.0%	9.1%
	2040	9.0%	9.0%	-	-	9.0%	9.0%	9.0%	9.0%
D FACTOR	2015	54.0%	40.0%	-	-	34.2%	69.7%	73.2%	35.6%
	2020	54.0%	40.7%	-	-	34.2%	69.2%	72.0%	35.6%
	2030	54.0%	42.0%	-	-	34.1%	68.2%	69.5%	35.6%
	2040	54.0%	43.4%	-	-	34.1%	67.1%	67.1%	35.6%

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build	T-INTERSECTION?	Yes
INTERSECTION:	CR 510 at Treasure Coast Elementary School	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:				

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	- CGR	1.94% CGR	1.94% CGR	1.94% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
 2 = Linear Growth Throughout All Years
 3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	-	1	1	1
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	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015	-	-	13,000	-	1,500	-	12,000	-
NO. YEARS	5	2020	-	1.101	14,000	1.101	2,000	1.101	13,200
NO. YEARS	15	2030	-	1.334	17,000	1.334	2,000	1.334	16,000
NO. YEARS	25	2040	-	1.617	21,000	1.617	2,000	1.617	19,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)		FROM EAST LEG (Westbound)		FROM SOUTH LEG (Northbound)		FROM WEST LEG (Eastbound)		TOTAL			
	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU	RIGHT	THRU				
A.M.	2-Way Pk Hr Vol:		978		488		1,194					
12/1/2015	-	-	-	262	55	80	-	144	207	579	-	1,333
% TURNS:	-	-	-	82%	17%	36%	-	64%	26%	74%	-	
P.M.	2-Way Pk Hr Vol:		1,047		99		1,072					
12/1/2015	-	-	-	712	22	14	-	32	29	297	-	1,112
% TURNS:	-	-	-	97%	3%	30%	-	68%	9%	91%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	-	-	-	-	82%	17%	36%	-	64%	26%	74%	-
2020	-	-	-	-	83%	17%	37%	-	62%	25%	75%	-
2030	-	-	-	-	83%	17%	38%	-	62%	24%	75%	-
2040	-	-	-	-	84%	16%	38%	-	61%	23%	76%	-
P.M.												
2015	-	-	-	-	97%	3%	30%	-	68%	9%	91%	-
2020	-	-	-	-	96%	4%	32%	-	66%	9%	90%	-
2030	-	-	-	-	96%	4%	32%	-	66%	9%	91%	-
2040	-	-	-	-	96%	4%	33%	-	65%	9%	91%	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	-	-	7.5%	8.1%	32.5%	6.6%	10.0%	8.9%
2020	-	-	7.8%	8.2%	32.5%	7.1%	9.8%	8.9%
2030	-	-	8.4%	8.6%	32.5%	8.0%	9.4%	9.0%
2040	-	-	9.0%	9.0%	32.5%	9.0%	9.0%	9.0%
D FACTOR								
2015	-	-	32.5%	70.2%	46.1%	47.5%	65.9%	30.5%
2020	-	-	32.6%	69.6%	46.1%	47.5%	65.9%	31.0%
2030	-	-	32.7%	68.3%	46.1%	47.5%	65.9%	31.9%
2040	-	-	32.9%	67.1%	46.1%	47.5%	65.9%	32.9%

TMTOOL INPUT SHEET

Project Description:

SECTION NO.: 88000000	PREPARED BY: Metric Eng
FM NO.: 405606-2-22-01	FILE: Version 1
PROJECT LIMITS: CR 512 to 58th Ave	DATE: 1/9/2017
DESIGN YEAR: 2040 - Build	T-INTERSECTION?: Yes
INTERSECTION: CR 510 at Powerline Road (70th Ave)	MISSING Leg: South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =	CGR	CGR	-	CGR
Historic + Model Trend GR =	CGR	CGR	-	CGR
Base Year Model to Future Year Model GR =	CGR	CGR	-	CGR
Recommended Growth Rate:	2.49% CGR	2.49% CGR	-	2.49% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		2,700		14,000		-		12,000
NO. YEARS	5	2020 1.131	3,100	1.131	15,800	-	-	1.131	13,600
NO. YEARS	15	2030 1.446	3,900	1.446	20,200	-	-	1.446	17,400
NO. YEARS	25	2040 1.849	5,000	1.849	25,900	-	-	1.849	22,200

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M. 2-Way Pk Hr Vol: 177		177			1,123			-			1,086		
7/20/2014	39	-	73	33	293	-	-	-	-	-	722	30	1,196
% TURNS:	35%	-	65%	10%	90%	-	-	-	-	-	96%	4%	
P.M. 2-Way Pk Hr Vol: 263		263			1,217			-			1,080		
7/20/2014	29	-	47	152	719	-	-	-	-	-	297	33	1,283
% TURNS:	38%	-	61%	17%	82%	-	-	-	-	-	90%	10%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.	2015	35%	-	65%	10%	90%	-	-	-	-	96%	4%	
	2020	36%	-	63%	11%	89%	-	-	-	-	95%	5%	
	2030	36%	-	63%	11%	89%	-	-	-	-	94%	6%	
	2040	36%	-	63%	11%	88%	-	-	-	-	94%	6%	
P.M.	2015	38%	-	61%	17%	82%	-	-	-	-	90%	10%	
	2020	39%	-	60%	18%	82%	-	-	-	-	89%	11%	
	2030	39%	-	60%	18%	82%	-	-	-	-	89%	11%	
	2040	39%	-	60%	18%	82%	-	-	-	-	89%	11%	

K & D FACTORS:

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR	2015	6.6%	9.7%	8.0%	8.7%	-	-	9.1%	9.0%
	2020	7.0%	9.6%	8.2%	8.8%	-	-	9.0%	9.0%
	2030	8.0%	9.3%	8.6%	8.9%	-	-	9.0%	9.0%
	2040	9.0%	9.0%	9.0%	9.0%	-	-	9.0%	9.0%
D FACTOR	2015	63.8%	29.3%	29.1%	71.7%	-	-	69.3%	30.6%
	2020	63.8%	29.3%	29.9%	70.7%	-	-	68.9%	31.1%
	2030	63.8%	29.3%	31.4%	68.9%	-	-	68.0%	32.0%
	2040	63.8%	29.3%	32.9%	67.1%	-	-	67.1%	32.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000 DATE: 1/9/2017
 FM NO.: 405606-2-22-01 NOTES:
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - No Build
 INTERSECTION: CR 510 at Powerline Road (70th Ave)
 PREPARED BY: Metric Eng
 FILE: Version 1

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	<u>YEAR</u>	<u>NORTH LEG</u>	<u>EAST LEG</u>	<u>SOUTH LEG</u>	<u>WEST LEG</u>
24 HR EST. AADT	2015	2,700	14,000	-	12,000
24 HR EST. AADT	2020	3,100	15,800	-	13,600
24 HR EST. AADT	2030	3,900	20,200	-	17,400
24 HR EST. AADT	2040	5,000	25,900	-	22,200

Percent Turns Calculated From Base Year AADTs:

JKTURN		<u>FROM NORTH LEG</u>			<u>FROM EAST LEG</u>			<u>FROM SOUTH LEG</u>			<u>FROM WEST LEG</u>		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2015	2-WAY ADT	2,700			14,000			-			12,000		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		12,000	-	14,000	2,700	12,000	-	-	-	-	-	14,000	2,700
		46%	-	54%	18%	81%	-	-	-	-	-	83%	16%
2020	2-WAY ADT	3,100			15,800			-			13,600		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		13,600	-	15,800	3,100	13,600	-	-	-	-	-	15,800	3,100
		46%	-	54%	18%	81%	-	-	-	-	-	83%	16%
2030	2-WAY ADT	3,900			20,200			-			17,400		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		17,400	-	20,200	3,900	17,400	-	-	-	-	-	20,200	3,900
		46%	-	54%	18%	81%	-	-	-	-	-	83%	16%
2040	2-WAY ADT	5,000			25,900			-			22,200		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
		22,200	-	25,900	5,000	22,200	-	-	-	-	-	25,900	5,000
		46%	-	54%	18%	81%	-	-	-	-	-	84%	16%

A.M. DESIGN HR. TURNS		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
		<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>	<u>RIGHT</u>	<u>THRU</u>	<u>LEFT</u>
2015	EST. TURNS	40	-	71	34	296	-	-	-	-	721	32	
2020	EST. TURNS	44	-	93	42	338	-	-	-	-	818	38	
2030	EST. TURNS	52	-	146	65	450	-	-	-	-	1,046	44	
2040	EST. TURNS	62	-	226	106	596	-	-	-	-	1,335	56	
2015	EST. TURNS	28	-	47	150	720	-	-	-	-	300	32	
2020	EST. TURNS	32	-	54	173	806	-	-	-	-	347	39	
2030	EST. TURNS	36	-	72	210	1,032	-	-	-	-	481	43	
2040	EST. TURNS	41	-	99	267	1,302	-	-	-	-	666	50	

LINK VOLUME CHECK		<u>NORTH LEG</u>			<u>EAST LEG</u>			<u>SOUTH LEG</u>			<u>WEST LEG</u>		
		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
DESIGN HOUR A.M.:	CONTROL LINK VOLUMES	113	67	180	327	793	1,120	-	-	-	753	337	1,090
	2015 TURN SUMMARY	114	67	181	332	793	1,125	-	-	-	755	337	1,092
	CONTROL LINK VOLUMES	139	81	220	388	912	1,300	-	-	-	847	383	1,230
	2020 TURN SUMMARY	140	81	221	382	912	1,294	-	-	-	858	383	1,241
	CONTROL LINK VOLUMES	200	110	310	546	1,194	1,740	-	-	-	1,067	503	1,570
	2030 TURN SUMMARY	201	110	311	518	1,194	1,712	-	-	-	1,093	503	1,596
	CONTROL LINK VOLUMES	287	163	450	767	1,563	2,330	-	-	-	1,341	659	2,000
	2040 TURN SUMMARY	290	163	453	706	1,563	2,269	-	-	-	1,393	659	2,052

DESIGN HOUR P.M.:		<u>FROM</u>			<u>TO</u>			<u>LINK</u>			<u>FROM</u>			<u>TO</u>			<u>LINK</u>		
		<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>	<u>FROM</u>	<u>TO</u>	<u>LINK</u>
CONTROL LINK VOLUMES	2015 TURN SUMMARY	77	183	260	872	348	1,220	-	-	-	331	749	1,080	-	-	-	331	749	1,080
CONTROL LINK VOLUMES	2020 TURN SUMMARY	77	183	260	873	348	1,221	-	-	-	334	749	1,083	-	-	-	334	749	1,083
CONTROL LINK VOLUMES	2030 TURN SUMMARY	87	213	300	978	402	1,380	-	-	-	381	839	1,220	-	-	-	381	839	1,220
CONTROL LINK VOLUMES	2040 TURN SUMMARY	87	213	300	982	402	1,384	-	-	-	388	839	1,227	-	-	-	388	839	1,227
CONTROL LINK VOLUMES	2015 TURN SUMMARY	106	254	360	1,236	554	1,790	-	-	-	501	1,069	1,570	-	-	-	501	1,069	1,570
CONTROL LINK VOLUMES	2020 TURN SUMMARY	110	254	364	1,245	554	1,799	-	-	-	526	1,069	1,595	-	-	-	526	1,069	1,595
CONTROL LINK VOLUMES	2030 TURN SUMMARY	132	318	450	1,564	766	2,330	-	-	-	657	1,343	2,000	-	-	-	657	1,343	2,000
CONTROL LINK VOLUMES	2040 TURN SUMMARY	141	318	459	1,572	766	2,338	-	-	-	717	1,343	2,060	-	-	-	717	1,343	2,060

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build		
INTERSECTION:	CR 510 at 66th Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.44% CGR	2.59% CGR	1.87% CGR	2.49% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		7,600		11,000		12,000		13,000	
NO. YEARS	5	2020	1.074	8,160	1.136	13,000	1.097	13,000	1.131	15,000
NO. YEARS	15	2030	1.239	9,420	1.467	16,000	1.320	16,000	1.446	19,000
NO. YEARS	25	2040	1.430	10,870	1.895	21,000	1.589	19,000	1.849	24,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 827												
12/1/2015	11	393	210	43	130	54	60	151	190	390	381	19	2,032
% TURNS:	2%	64%	34%	19%	57%	24%	15%	38%	47%	49%	48%	2%	
P.M.	2-Way Pk Hr Vol: 749												
12/1/2015	22	181	71	158	473	52	45	310	395	177	154	7	2,045
% TURNS:	8%	66%	26%	23%	69%	8%	6%	41%	53%	52%	46%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	2%	64%	34%	19%	57%	24%	15%	38%	47%	49%	48%	2%
2020	5%	61%	34%	19%	56%	25%	17%	36%	47%	48%	47%	5%
2030	6%	60%	34%	19%	55%	25%	18%	36%	47%	48%	47%	5%
2040	8%	58%	34%	19%	55%	26%	19%	35%	47%	47%	47%	6%
P.M.												
2015	8%	66%	26%	23%	69%	8%	6%	41%	53%	52%	46%	2%
2020	11%	63%	26%	23%	66%	10%	9%	39%	52%	51%	45%	4%
2030	12%	62%	27%	23%	66%	11%	10%	39%	51%	51%	45%	5%
2040	13%	60%	27%	23%	65%	12%	11%	38%	51%	50%	45%	5%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2015	10.9%	9.9%	8.0%	8.7%	10.3%	9.7%	8.6%	9.4%
2020	10.5%	9.7%	8.2%	8.7%	10.1%	9.5%	8.7%	9.4%
2030	9.8%	9.3%	8.6%	8.9%	9.5%	9.3%	8.8%	9.2%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2015	74.2%	36.6%	25.9%	71.7%	32.4%	64.7%	70.5%	27.5%
2020	72.8%	36.6%	27.3%	70.8%	32.4%	64.7%	69.8%	28.6%
2030	70.0%	36.6%	30.1%	68.9%	32.4%	64.7%	68.4%	30.7%
2040	67.1%	36.6%	32.9%	67.1%	32.4%	64.7%	67.1%	32.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - Build
 INTERSECTION: CR 510 at 66th Ave
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2015	7,600	11,000	12,000	13,000
24 HR EST. AADT	2020	8,160	13,000	13,000	15,000
24 HR EST. AADT	2030	9,420	16,000	16,000	19,000
24 HR EST. AADT	2040	10,870	21,000	19,000	24,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	7,600	11,000	12,000	13,000	11,000	13,000	12,000	13,000	11,000	13,000	12,000	13,000
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		36%	40%	37%	23%	40%	37%	35%	24%	41%	39%	36%	25%
2020	2-WAY ADT	8,160	13,000	13,000	15,000	13,000	13,000	13,000	8,160	15,000	13,000	13,000	15,000
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37%	41%	36%	23%	41%	36%	36%	23%	41%	38%	38%	24%
2030	2-WAY ADT	9,420	16,000	16,000	16,000	16,000	16,000	16,000	9,420	16,000	19,000	16,000	19,000
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37%	43%	36%	21%	43%	36%	36%	21%	43%	39%	39%	23%
2040	2-WAY ADT	10,870	21,000	19,000	21,000	21,000	19,000	19,000	10,870	21,000	24,000	19,000	24,000
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		38%	45%	35%	20%	45%	35%	38%	19%	43%	37%	41%	21%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	11	394	211	44	130	54	60	153	189	391	382	19
2020	EST. TURNS	30	396	228	54	161	78	84	155	197	432	458	36
2030	EST. TURNS	40	398	246	72	244	110	104	158	245	537	605	48
2040	EST. TURNS	51	400	283	103	382	167	142	160	278	629	843	61
2015	EST. TURNS	22	181	70	158	474	51	44	311	396	178	153	7
2020	EST. TURNS	34	182	80	179	544	75	71	319	421	192	186	17
2030	EST. TURNS	40	184	92	201	659	95	96	334	505	244	254	23
2040	EST. TURNS	47	186	114	243	838	132	146	348	565	290	362	31

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
DESIGN HOUR A.M.:													
CONTROL LINK VOLUMES		614	216	830	227	653	880	401	839	1,240	790	330	1,120
2015	TURN SUMMARY	616	216	832	228	653	881	402	839	1,241	792	330	1,122
CONTROL LINK VOLUMES		624	236	860	290	770	1,060	423	887	1,310	911	389	1,300
2020	TURN SUMMARY	654	245	899	293	770	1,063	436	906	1,342	927	389	1,316
CONTROL LINK VOLUMES		643	277	920	414	956	1,370	494	1,026	1,520	1,151	529	1,680
2030	TURN SUMMARY	684	277	961	425	956	1,381	507	1,045	1,552	1,190	529	1,719
CONTROL LINK VOLUMES		656	324	980	622	1,268	1,890	554	1,156	1,710	1,449	711	2,160
2040	TURN SUMMARY	734	324	1,058	652	1,268	1,920	581	1,196	1,777	1,533	711	2,244
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES		274	476	750	683	267	950	750	410	1,160	338	892	1,230
2015	TURN SUMMARY	274	476	750	683	267	950	751	410	1,161	337	892	1,229
CONTROL LINK VOLUMES		289	501	790	803	337	1,140	801	439	1,240	401	999	1,400
2020	TURN SUMMARY	296	515	811	798	337	1,135	810	449	1,260	396	999	1,395
CONTROL LINK VOLUMES		322	558	880	978	442	1,420	959	521	1,480	536	1,204	1,740
2030	TURN SUMMARY	316	558	874	955	442	1,397	936	524	1,460	521	1,204	1,725
CONTROL LINK VOLUMES		358	622	980	1,268	622	1,890	1,106	604	1,710	711	1,449	2,160
2040	TURN SUMMARY	347	622	969	1,213	622	1,835	1,058	608	1,666	682	1,449	2,131

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build		
INTERSECTION:	CR 510 at 58th Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	2.07% CGR	2.07% CGR	1.20% CGR	2.58% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
	2015		460		13,000		6,700		11,000	
NO. YEARS	5	2020	1.108	510	1.108	14,000	1.061	7,100	1.136	12,000
NO. YEARS	15	2030	1.360	630	1.360	18,000	1.196	8,000	1.465	16,100
NO. YEARS	25	2040	1.669	770	1.669	22,000	1.347	9,000	1.890	20,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 24												
12/1/2015	1	1	3	17	166	123	129	1	70	129	553	1	1,194
% TURNS:	20%	20%	60%	6%	54%	40%	65%	1%	35%	19%	81%	0%	
P.M.	2-Way Pk Hr Vol: 25												
12/1/2015	3	3	15	2	552	166	162	2	138	63	208	0	1,314
% TURNS:	14%	14%	71%	0%	77%	23%	54%	1%	46%	23%	77%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	20%	20%	60%	6%	54%	40%	65%	1%	35%	19%	81%	0%
2020	22%	20%	58%	5%	55%	40%	63%	1%	36%	20%	79%	0%
2030	22%	20%	58%	5%	56%	39%	63%	1%	36%	20%	79%	0%
2040	23%	20%	57%	5%	57%	38%	62%	1%	37%	20%	79%	1%
P.M.												
2015	14%	14%	71%	0%	77%	23%	54%	1%	46%	23%	77%	0%
2020	16%	15%	69%	1%	75%	24%	54%	1%	46%	24%	76%	0%
2030	17%	15%	68%	1%	75%	24%	53%	1%	46%	24%	76%	0%
2040	19%	15%	67%	1%	75%	24%	53%	1%	46%	24%	76%	0%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM		AM	PM		AM	PM		AM	PM	
K FACTOR												
2015	5.2%	5.4%	7.6%	8.5%	6.8%	8.0%	8.4%	8.8%				
2020	6.0%	6.1%	7.9%	8.6%	7.2%	8.2%	8.5%	8.8%				
2030	7.5%	7.6%	8.4%	8.8%	8.1%	8.6%	8.7%	8.9%				
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%				
D FACTOR												
2015	20.8%	84.0%	30.9%	65.2%	44.2%	56.6%	74.2%	28.1%				
2020	23.2%	80.6%	31.3%	65.5%	44.2%	56.6%	72.8%	29.1%				
2030	28.1%	73.9%	32.1%	66.3%	44.2%	56.6%	70.0%	31.0%				
2040	32.9%	67.1%	32.9%	67.1%	44.2%	56.6%	67.1%	32.9%				

TMTOOL INPUT SHEET

Project Description:

SECTION NO:	88000000	PREPARED BY:	Metric Eng
FM NO.:	405606-2-22-01	FILE:	Version 1
PROJECT LIMITS:	CR 512 to 58th Ave	DATE:	1/9/2017
DESIGN YEAR:	2040 - Build		
INTERSECTION:	CR 510 at 82nd Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
Historic Trend GR =				
Historic + Model Trend GR =				
Base Year Model to Future Year Model GR =				
Recommended Growth Rate:	1.82% CGR	2.49% CGR	1.82% CGR	1.94% CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years

2 = Linear Growth Throughout All Years

3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2015		100		12,000		100		13,000
NO. YEARS	5	2020 1.094	5,054	1.131	13,600	1.094	2,072	1.101	14,300
NO. YEARS	15	2030 1.311	6,012	1.446	17,400	1.311	2,465	1.334	17,300
NO. YEARS	25	2040 1.570	7,252	1.849	22,200	1.570	2,973	1.617	21,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY	FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol: 9												
12/1/2015	2	2	1	1	332	1	1	2	2	1	659	1	1,005
% TURNS:	40%	40%	20%	0%	99%	0%	20%	40%	40%	0%	100%	0%	
P.M.	2-Way Pk Hr Vol: 9												
12/1/2015	1	2	2	1	748	1	1	2	2	1	311	1	1,073
% TURNS:	20%	40%	40%	0%	100%	0%	20%	40%	40%	0%	99%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2015	40%	40%	20%	0%	99%	0%	20%	40%	40%	0%	100%	0%
2020	41%	37%	23%	3%	96%	1%	22%	38%	40%	1%	96%	3%
2030	41%	36%	23%	3%	95%	1%	23%	37%	40%	1%	96%	3%
2040	41%	34%	25%	4%	94%	2%	24%	36%	40%	2%	94%	4%
P.M.												
2015	20%	40%	40%	0%	100%	0%	20%	40%	40%	0%	99%	0%
2020	23%	37%	41%	2%	96%	1%	22%	38%	40%	1%	96%	3%
2030	23%	36%	41%	3%	96%	1%	23%	37%	40%	1%	95%	3%
2040	24%	34%	41%	4%	94%	2%	24%	36%	40%	2%	94%	4%

K & D FACTORS:

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
K FACTOR												
2015	9.0%	9.0%	8.3%	8.9%	9.0%	9.0%	9.0%	9.0%	7.7%	8.2%		
2020	9.0%	9.0%	8.4%	8.9%	9.0%	9.0%	9.0%	9.0%	7.9%	8.3%		
2030	9.0%	9.0%	8.7%	8.9%	9.0%	9.0%	9.0%	9.0%	8.5%	8.7%		
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%		
D FACTOR												
2015	55.6%	55.6%	33.6%	70.5%	55.6%	55.6%	55.6%	55.6%	66.3%	29.4%		
2020	57.9%	51.0%	33.4%	69.8%	53.3%	55.6%	55.6%	55.6%	66.5%	30.1%		
2030	62.5%	42.0%	33.2%	68.5%	48.9%	55.6%	55.6%	55.6%	66.8%	31.5%		
2040	67.1%	32.9%	32.9%	67.1%	44.4%	55.6%	55.6%	55.6%	67.1%	32.9%		

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 88000000
 FM NO.: 405606-2-22-01
 PROJECT LIMITS: CR 512 to 58th Ave
 DESIGN YEAR: 2040 - Build
 INTERSECTION: CR 510 at 82nd Ave
 PREPARED BY: Metric Eng
 FILE: Version 1

DATE: 1/9/2017
 NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
24 HR EST. AADT	2015	100			12,000			100			13,000		
24 HR EST. AADT	2020	5,054			13,600			2,072			14,300		
24 HR EST. AADT	2030	6,012			17,400			2,465			17,300		
24 HR EST. AADT	2040	7,252			22,200			2,973			21,000		

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	2-WAY ADT	100			12,000			100			13,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		13,000	100	12,000	100	13,000	100	12,000	100	13,000	100	12,000	100
2020	2-WAY ADT	5,054			13,600			2,072			14,300		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		14,300	2,072	13,600	5,054	14,300	2,072	13,600	5,054	14,300	2,072	13,600	5,054
2030	2-WAY ADT	6,012			17,400			2,465			17,300		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		17,300	2,465	17,400	6,012	17,300	2,465	17,400	6,012	17,300	2,465	17,400	6,012
2040	2-WAY ADT	7,252			22,200			2,973			21,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		21,000	2,973	22,200	7,252	21,000	2,973	22,200	7,252	21,000	2,973	22,200	7,252
		45%	6%	48%	23%	67%	10%	44%	14%	42%	9%	68%	22%

A.M. DESIGN HR. TURNS		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2015	EST. TURNS	2	2	1	1	335	1	1	2	2	1	664	1
2020	EST. TURNS	78	82	84	54	348	4	12	71	11	5	671	62
2030	EST. TURNS	95	99	119	65	373	7	18	73	14	7	881	68
2040	EST. TURNS	116	127	162	76	486	12	27	75	20	11	1,154	73
P.M. DESIGN HR. TURNS													
2015	EST. TURNS	1	2	2	1	744	1	1	2	2	1	307	1
2020	EST. TURNS	66	85	79	87	746	6	7	77	18	4	336	54
2030	EST. TURNS	68	86	89	143	945	11	10	95	22	6	395	75
2040	EST. TURNS	69	88	91	221	1,186	24	17	113	29	12	551	101

LINK VOLUME CHECK

DESIGN HOUR A.M.:	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG			
	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	
CONTROL LINK VOLUMES	5	5	10	334	666	1,000	5	5	10	661	339	1,000	
2015 TURN SUMMARY	5	5	10	338	666	1,004	5	5	10	667	339	1,006	
CONTROL LINK VOLUMES	263	187	450	383	767	1,150	99	91	190	754	376	1,130	
2020 TURN SUMMARY	244	187	431	406	767	1,173	94	91	185	738	437	1,175	
CONTROL LINK VOLUMES	338	202	540	503	1,017	1,520	108	112	220	978	482	1,460	
2030 TURN SUMMARY	312	206	518	445	1,017	1,462	105	112	217	955	482	1,437	
CONTROL LINK VOLUMES	438	212	650	657	1,343	2,000	119	151	270	1,268	622	1,890	
2040 TURN SUMMARY	405	224	629	575	1,343	1,918	122	151	273	1,238	622	1,860	
DESIGN HOUR P.M.:													
CONTROL LINK VOLUMES	5	5	10	750	310	1,060	5	5	10	313	747	1,060	
2015 TURN SUMMARY	5	5	10	747	310	1,057	5	5	10	310	747	1,057	
CONTROL LINK VOLUMES	232	218	450	844	366	1,210	104	86	190	359	831	1,190	
2020 TURN SUMMARY	230	218	448	839	422	1,261	103	95	198	394	831	1,225	
CONTROL LINK VOLUMES	227	313	540	1,066	494	1,560	123	97	220	473	1,027	1,500	
2030 TURN SUMMARY	243	313	556	1,100	494	1,594	127	103	230	476	1,035	1,511	
CONTROL LINK VOLUMES	215	435	650	1,341	659	2,000	149	121	270	622	1,268	1,890	
2040 TURN SUMMARY	248	435	683	1,431	659	2,090	159	124	283	664	1,284	1,948	

Note: Boxed number indicates manual adjustment.

APPENDIX E

Preliminary Traffic Signal Warrant Worksheets

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
 TRAFFIC ENGINEERING
 10/15

City: **Sebastian**
 County: **88 – Indian River**
 District: **Four**

Engineer: **Metric**
 Date: **December 1, 2016**

Major Street: **CR 510** Lanes: **2** Major Approach Speed: **55**
 Minor Street: **70 Avenue** Lanes: **1** Minor Approach Speed: **40**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 **or** 2 above is answered "Yes" 70% 100%

WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied for eight hours. Yes No

Warrant 1 is also satisfied if both Condition A and Condition B are "80%" satisfied (should only be applied after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems). Yes No

Condition A - Minimum Vehicular Volume

Condition A is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal.

100% Satisfied: Yes No
 80% Satisfied: Yes No
 70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	500	400	350	150	120	105
2 or more	1	600	480	420	150	120	105
2 or more	2 or more	600	480	420	200	160	140
1	2 or more	500	400	350	200	160	140

^a Basic Minimum hourly volume
^b Used for combination of Conditions A and B after adequate trial of other remedial measures
^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Street	Eight Highest Hours							
	6:30 AM	7:30 AM	8:30 AM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM
Major	1,132	1,008	783	853	1,079	1,170	1,110	965
Minor	112	129	145	132	135	170	171	131

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Condition B - Interruption of Continuous Traffic

Condition B is intended for application where Condition A is not satisfied and the traffic volume on a major street is so heavy that traffic on the minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Applicable: Yes No

100% Satisfied: Yes No

80% Satisfied: Yes No

70% Satisfied: Yes No

Number of Lanes for moving traffic on each approach		Vehicles per hour on major-street (total of both approaches)			Vehicles per hour on minor-street (one direction only)		
Major	Minor	100% ^a	80% ^b	70% ^c	100% ^a	80% ^b	70% ^c
1	1	750	600	525	75	60	53
2 or more	1	900	720	630	75	60	53
2 or more	2 or more	900	720	630	100	80	70
1	2 or more	750	600	525	100	80	70

^a Basic Minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Record 8 highest hours and the corresponding major-street and minor-street volumes in the Instructions Sheet.

Eight Highest Hours								
Street	6:30 AM	7:30 AM	8:30 AM	1:30 PM	2:30 PM	3:30 PM	4:30 PM	5:30 PM
Major	1,132	1,008	783	853	1,079	1,170	1,110	965
Minor	112	129	145	132	135	170	171	131

Existing Volumes

State of Florida Department of Transportation
TRAFFIC SIGNAL WARRANT SUMMARY

Form 750-020-01
TRAFFIC ENGINEERING
10/15

City: **Sebastian**
County: **88 – Indian River**
District: **Four**

Engineer: **Metric**
Date: **December 1, 2016**

Major Street: **CR 510** Lanes: **2** Major Approach Speed: **55**
Minor Street: **70 Avenue** Lanes: **1** Minor Approach Speed: **40**

MUTCD Electronic Reference to Chapter 4: <http://mutcd.fhwa.dot.gov/pdfs/2009r1r2/part4.pdf>

Volume Level Criteria

1. Is the posted speed or 85th-percentile of major street > 40 mph (70 km/h)? Yes No
 2. Is the intersection in a built-up area of an isolated community with a population < 10,000? Yes No
- "70%" volume level **may** be used if Question 1 or 2 above is answered "Yes" Yes No

WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

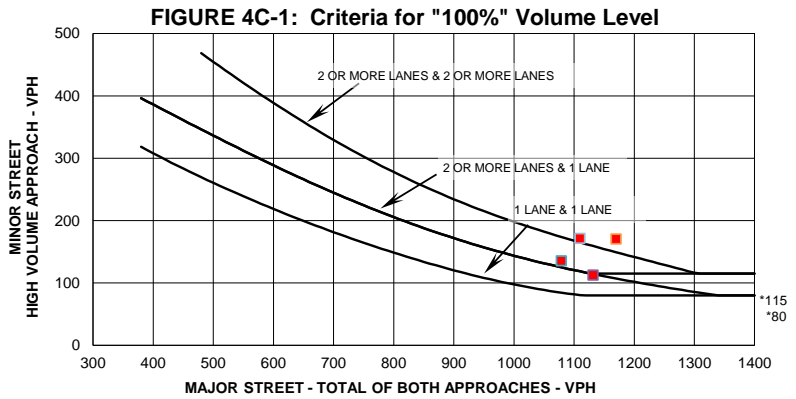
If all four points lie above the appropriate line, then the warrant is satisfied.

Applicable: Yes No
Satisfied: Yes No

Plot four volume combinations on the applicable figure below.

100% Volume Level

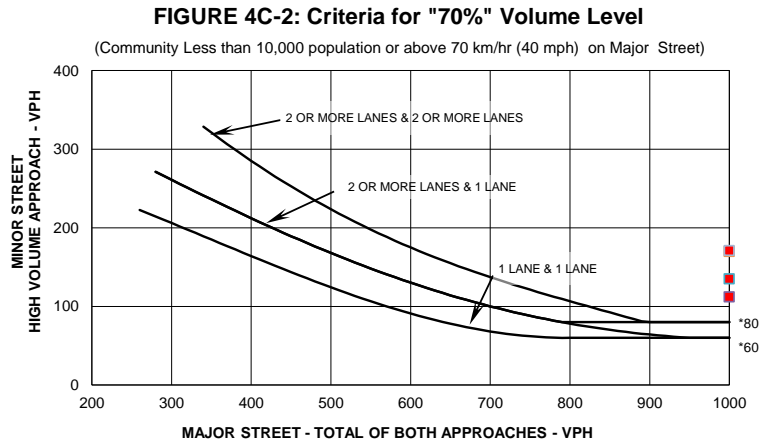
Four Highest Hours	Volumes	
	Major Street	Minor Street
6:30 AM	1132	112
2:30 PM	1079	135
3:30 PM	1170	170
4:30 PM	1110	171



* Note: 115 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor street approach with one lane.

70% Volume Level

Four Highest Hours	Volumes	
	Major Street	Minor Street
6:30 AM	1132	112
2:30 PM	1079	135
3:30 PM	1170	170
4:30 PM	1110	171



* Note: 80 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor street approach with one lane.