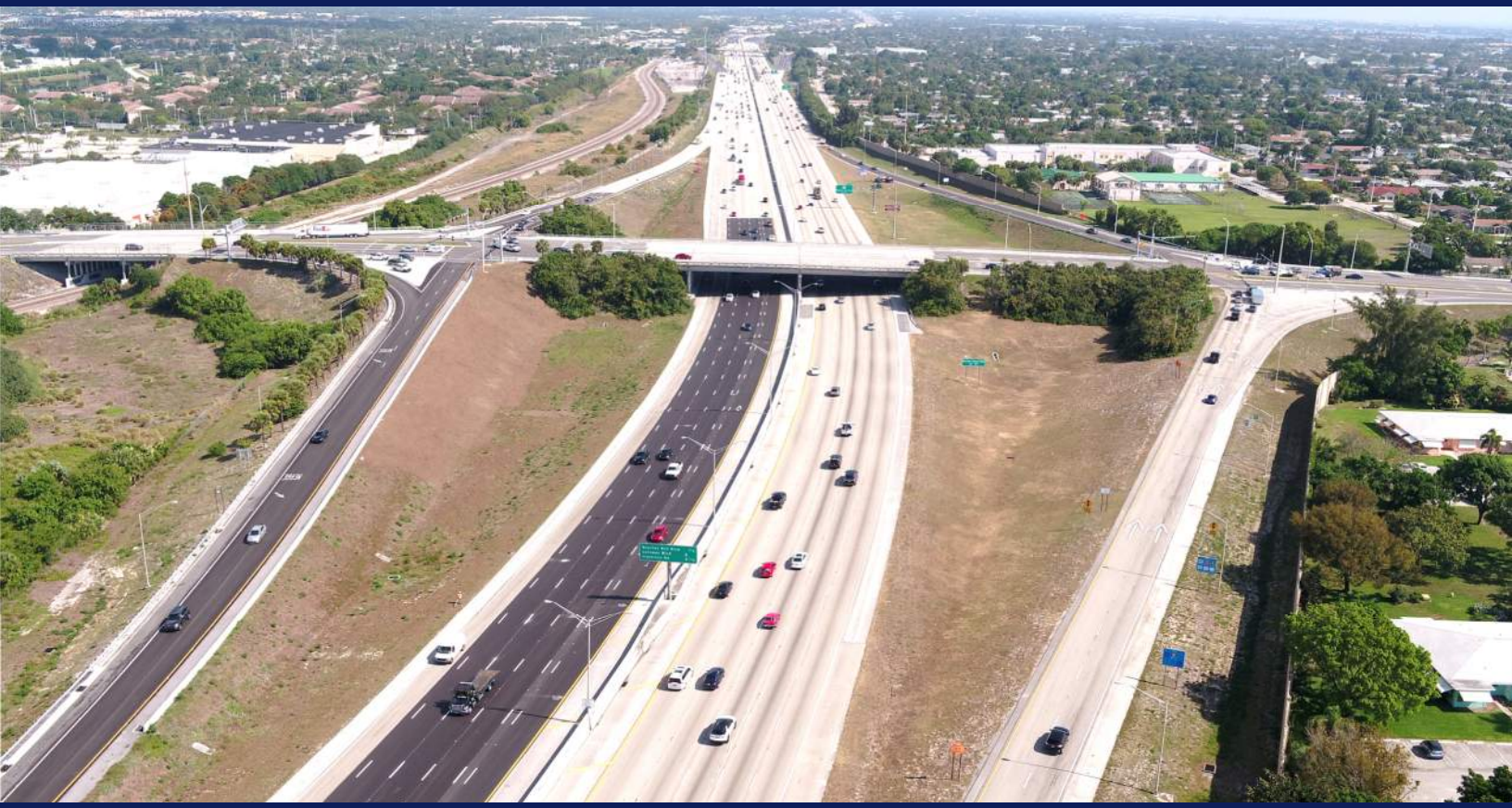
SR 9/I-95 Project Development and Environment (PD&E) Study from S. of Woolbright Road to N. of Woolbright Road Palm Beach County, Florida

FPID No.: 437279-1-22-02 | ETDM No.: 14341



INTERCHANGE MODIFICATION REPORT

May 2021

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by FDOT pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated December 14, 2016 and executed by FHWA and FDOT.

INTERCHANGE MODIFICATION REPORT

SR 9/I-95 Project Development and Environment Study
From S. of Woolbright Road to N. of Woolbright Road
Palm Beach County, Florida
(From Mile Post 13.560 to Mile Post 13.995)

FPID: 437279-1-22-02
ETDM #: 14341

Prepared for:

Florida Department of Transportation
District Four

Broward, Florida

May 2021

Interchange Modification Report (IMR)

SR 9/I-95 at Woolbright Road Interchange PD&E Study

FPID: 437279-1-22-02

Florida Department of Transportation

Determination of Safety, Operational and Engineering Acceptability

Acceptance of this document indicates successful completion of the review and determination of safety, operational and engineering acceptability of the Interchange Access Request. Approval of the access request is contingent upon compliance with applicable Federal requirements, specifically the National Environmental Policy Act (NEPA) or Department's Project Development and Environment (PD&E) Procedures. Completion of the NEPA/PD&E process is considered approval of the project location design concept described in the environmental document.

Requestor	Humberto Arrieta, P.E. FDOT District 4 Project Manager	Date
Interchange Review Coordinator	Cesar Martinez, P.E. District Four	Date
Systems Management Administrator	Jenna Bowman, PE Systems Implementation Office – Central Office	Date
State Chief Engineer	Will Watts, P.E. Central Office	Date

SYSTEMS IMPLIMENTATION OFFICE

QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

Submittal Date: May 2021

FM Number: 437279-1-22-02

Project Title: SR 9/I-95 Project Development and Environment Study
From S. of Woolbright Road to N. of Woolbright Road

District: District 4

Requestor: Humberto Arrieta, P.E. Phone: (954) 777-4242

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Document Type: ☐ MLOU ☐ IJR ☒ IMR ☐ IOAR ☐ OTHER_____

Status of Document (Only complete documents will be submitted for review; however, depending on the complexity of the project, interim reviews may be submitted as agreed upon in the MLOU)

Quality Control (QC) Statement

This document has been prepared following FDOT Procedure Topic No. 525-030-160 (New or Modified Interchanges) and complies with the FHWA Two Policy requirements. Appropriate District level quality control reviews have been conducted and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

Requestor_____ Date: _____

Humberto Arrieta, P.E.
FDOT District 4 Project Manager

IRC _____ Date: _____

Cesar Martinez, P.E.
FDOT District 4 Project Development Manager

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with Hanson Professional Services, Inc., a Florida corporation authorized under the provisions of Section 471.023, Florida Statutes, to offer engineering services to the public through a Professional Engineer, duly licensed under Chapter 471, Florida Statutes, (CA Lic. No. 7961) by the State of Florida Board of Professional Engineers and I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice hereby reported for:

PROJECT: SR 9/I-95 Project Development and Environment Study
From S. Woolbright Road to N. of Woolbright Road

LOCATION: Palm Beach County, FL

FINANCIAL PROJECT ID: 437279-1-22-02

This report includes a summary of data collection effort, traffic analysis, discussion of preferred alternative and summary of conclusions. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering and planning as applied through professional judgement and experience.

Name: Jeff V. Easley, P.E.

Florida P.E. No.: 45199

Signature: _____

Date: _____

EXECUTIVE SUMMARY

The purpose of this study is to identify long-term needs of I-95 and develop concepts to address traffic spillback onto I-95, reduce congestion on I-95 and Woolbright Road, improve interchange operations, and improve safety at the I-95 and Woolbright Road interchange through the 2045 design year horizon.

The primary need of the project is to alleviate existing and future traffic congestion and improve safety at the interchange. Recent studies completed in the region such as the Concept Development Report completed in 2014 and I-95 Interchange Master Plan for Palm Beach County completed in 2015 identified operational deficiencies at ramps, the terminal intersections, and the adjacent intersections.

A Methodology Letter of Understanding (MLOU) was prepared to document the methodology for the analysis and evaluation of this Interchange Modification Report (IMR). The MLOU was approved in by the Florida Department of Transportation (FDOT) District 4 Interchange Review Coordinator (IRC) and FDOT Central Office in October 2019. The primary basis for traffic projections in this IMR is existing field traffic counts and the Southeast Regional Planning Model 7.062 (SERPM 7.062) with base year 2010 and horizon year 2040. The analysis years for this study include Existing Year 2019, Opening Year 2025, and Design Year 2045. The operational analysis for this study was performed using the Highway Capacity Software (HCS 7.7) and Synchro 10.3. All operational analysis followed the guidelines of the Highway Capacity Manual 6th Edition (HCM 6th Edition).

As part of this study, an existing crash analysis was performed. The data provided from FDOT State Safety Office Map Based Query Tool (SSOGis) shows along I-95 and Woolbright Road rear-end crashes, sideswipe, and angle crashes are the most prominent crashes within the project area.

The existing (2019) annual average daily traffic (AADT) along I-95 south of Woolbright Road is approximately 228,000, and I-95 north of Woolbright Road is approximate 237,000. Along Woolbright Road, the existing AADT ranges from 40,500 to 42,500 vehicles per day. The existing AM and PM peak hour operating conditions for the I-95 mainline sections show Level of Service (LOS) D or better for the ramps, LOS E for the I-95 NB mainline segment south of Woolbright Road during the PM peak hour, LOS E for the I-95 SB mainline segment south of Woolbright Road during the AM peak hour, LOS E for the I-95 NB mainline segment between Woolbright Road ramp during the PM peak hour, LOS F for the I-95 NB

weave segment during the PM peak hour and LOS E for the I-95 SB weave segment during the AM peak hour.

The Existing Year 2019 intersection analysis results indicated that Woolbright Road at SW 8th street intersection operates at overall LOS D in the AM and PM peak hours. The Woolbright Road at Seacrest Boulevard intersection operates at overall LOS D in the AM peak hour and overall LOS E in the PM peak hour. For the ramp terminal intersections, both operate at LOS E or worse during the AM and PM peak hours.

Four alternatives were evaluated to address the purpose and needs identified for this project. These include the No-Build Alternative and three Build Alternatives. The No-Build Alternative assumes as a baseline for comparison against the Build Alternatives. The three Build Alternatives developed as part of the alternative's analysis include the following:

- Build Alternative 1 – Tight Diamond Interchange (TDI)
- Build Alternative 2 – Diverging Diamond Interchange (DDI)
- Build Alternative 3 – Single Point Urban Interchange (SPUI)

Based on the future operational analysis, the 2045 No-Build Alternative will result in LOS F at both the I-95 NB and SB ramp terminals with extended queues backing onto the I-95 exit ramps during the AM and PM peak hours, if no additional improvements are done. In addition, the weaving freeway segments within the project limit will all operate at LOS F and the basic freeway segments between the on and off ramps will operate at LOS C or worse. Consequently, it was determined that the No-Build Alternative will be inadequate to accommodate the future travel demand within this interchange.

In order to accommodate the future travel demand while enhancing safety within the interchange area, a Tight Diamond Interchange (TDI) configuration was recommended as the primary Build Alternative.

The Build Alternative shows improved traffic operations and safety within the project study area when compared to the No-Build Alternative due to reduction in congestion and improved geometric design to improve safety.

Based on the evaluations of the No-Build and Build Alternatives, the recommended alternative, for approval in this study, is the Build Alternative.

This IMR has been developed in accordance with the FDOT Policy No. 000-525-015: Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS), FDOT Procedure No. 525-030-160: New or Modified Interchanges, Interchange Access Request User's Guide (IARUG), FDOT Policy No. 000-525-006: Level of Service Targets for the SHS, and the FDOT Procedure No. 520-030-120: Project Traffic Forecasting.

E.1 Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in approval of interchange modification projects. Responses to each of the FHWA 2 policy points are provided to show that the proposed modification for the I-95 at Woolbright Road interchange is viable based on the conceptual analysis performed to date. The following demonstrate compliance with the FHWA's requirements and justification for the proposed modifications to the I-95 at Woolbright Road Interchange.

E.1.1 FHWA Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An in-depth operational and safety analysis was conducted to study the impacts of the proposed improvements. Several performance measures were used to compare the operations and safety of the existing system under No-Build and Build conditions. Key measures included freeway densities, freeway V/C ratios, intersection delays, level of service and 95th percentile queue lengths, crash rates and frequency, predominant crash patterns, expected crashes, and potential crash reduction using crash modification factors. Based on the results of this comprehensive evaluation, Build Alternative 1 with the Tight Diamond Interchange (TDI) configuration was selected as the preferred alternative due to the significantly higher safety and traffic operational benefits it provides to offset its relatively higher construction cost.

From an operational perspective, the traffic analysis performed for the signalized intersections indicated that the all the study intersections will operate at an overall LOS F during the peak hours by Design Year 2045 if no improvements are done. Under Build Alternative 1, the study indicated that TDI Interchange performs substantially better than the No-Build Alternative for all future year scenarios, particularly for the I-95 ramp terminal intersections, which are the primary focus for this study. Both I-95 ramp terminals will operate at LOS D during both AM and PM peak hours for the 2045 design compared to LOS F for the No-Build Alternative. The southbound (SB) ramp terminal intersection will experience 66.6% and 69.7% reduction in delay for the AM and PM peak hours, respectively, whereas the northbound (NB) ramp terminal will experience 58.2% and 75.5% reduction in delay during the AM and PM peak hourss, respectively compared to the No-Build Alternative. Significant queuing will also be observed at the ramp terminals and adjacent intersections.

From a safety perspective, a total of 734 crashes occurred along I-95 and the ramps at Woolbright Road within the study area from 2013 to 2017. And a total of 341 crashes occurred along Woolbright Road within the same period. The predominant crash types that occurred within the study area were rear-end collisions, sideswipe collisions and angled collisions. Crashes of these types are typically attributed to congested conditions along the arterials and interchange ramps and terminals. The proposed improvements under the preferred Build Alternative 1 is anticipated to result in an overall crash reduction of approximately 1% compared to the No-Build Alternative due to the significant reduction in delays resulting from the TDI configuration. This will enhance safety within the interchange area.

Overall, the preferred Build Alternative 1 provides significantly better traffic operations and enhanced safety when compared to the No-Build Alternative.

E.1.2 FHWA Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The proposed improvements to the I-95 at Woolbright Road interchange and adjacent intersections will provide full access and cater to all traffic movements from Woolbright Road to and from I-95. The proposed modifications are designed to meet current standards for federal-aid projects on the interstate system and conform to the American Association of State Highway and Transportation Officials (AASHTO) and the FDOT Design Manual.

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1. INTRODUCTION

The Florida Department of Transportation (FDOT) District Four is conducting a Project Development and Environment (PD&E) study for the interchange of Woolbright Road and I-95 to evaluate an alternative to improve traffic operations and safety at this critical interchange located in the City of Boynton Beach, Palm Beach County. This Interchange Modification Report (IMR) is being prepared to seek engineering, safety and operational acceptability for the proposed improvements to the I-95 and Woolbright Road interchange. The proposed improvements will include operational and safety improvements to the Interchange. This IMR will document the existing and future conditions in the study area, the analysis of future conditions, ramps and merge/diverge junctions between the interstate mainline and the interchange within the project limits. A Concept Development Report was completed in December 2014 that evaluated improvements at this interchange. I-95 and Woolbright Road interchange is a diamond type configuration. Woolbright Road is a Divided Urban Minor Arterial within the study area, and I-95 is classified as an Urban Principal Arterial Interstate. This IMR has been prepared as part of the PD&E Study to address the proposed improvements at the I-95 Interchange with Woolbright Road. The proposed improvements will include operational and safety improvements to the Interchange. This IMR is prepared in accordance with the approved Methodology Letter of Understanding (MLOU). The MLOU was approved on October 28, 2019, summarizing and documenting all methodology agreements reached between the Requestor, FDOT's District Four Interchange Review Team and FDOT Central Office. This MLOU is provided in **Appendix A**.

1.1 Background

The I-95 at Woolbright Road interchange serves as an important access point in Palm Beach County. FDOT District 4 evaluated several alternatives to improve traffic operations and safety at this key interchange as part of the Concept Development Report (CDR). This IMR will evaluate the recommendations from the CDR and propose ultimate improvements to enhance the movement of people and goods at the interchange. Woolbright Road is currently a 6-lane divided arterial west of I-95 and 5-lane arterial with a 2-way left turn lane east of I-95 within the project limits. Within the project limits, I-95 is a ten-lane divided interstate freeway north-south of Woolbright Road with four general purpose lanes and one High Occupancy Vehicle (HOV) lane. Auxiliary lanes are provided north of Study Interchange on both NB (one

lane) and SB (two lanes) directions. At the Woolbright Road interchange, the I-95 NB and SB ramp terminals are signalized intersections.

Bicycle lanes are located along Woolbright Road in the eastbound and westbound directions from SW 8th Street to I-95 NB ramp terminal intersection. There are no bike lanes along Woolbright Road east of I-95 interchange. Within the study area, sidewalks are present along Woolbright Road in the eastbound and westbound direction.

The project is listed in the FDOT Strategic Intermodal System (SIS) Adopted 5-Year Plan (FY 2019/2020 to 2023/2025). The SIS First Five-Year Plan illustrates projects on the SIS that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

The IMR stems from a recently completed Project Traffic Analysis Report (PTAR), dated June 2020. The PTAR is part of the PD&E Study done to evaluate the proposed improvements at the I-95 interchange with Woolbright Road.

This IMR is being prepared to seek approval for the proposed improvements to the interstate access point of I-95 at Woolbright Road in Palm Beach County. This IMR has been developed in accordance with the FDOT Policy Statement 000-525-015: Approval of New or Modified Access to Limited Access Highways on the State Highway System (SHS), FDOT Procedure Topic 525-030-160: New or Modified Interchanges, Interchange Access Request User's Guide (IARUG), and the FDOT Procedure Topic 525-030-120: Project Traffic Forecasting.

1.2 Purpose and Need

The purpose of this study is to identify long-term needs of I-95 and develop concepts to address traffic spillback onto I-95, reduce congestion on I-95 and Woolbright Road, improve interchange operations, and improve safety at the I-95 and Woolbright Road interchange through the 2045 design year horizon. This project will also consider SIS connector improvements needed within the project area and will be consistent with plans for the I-95 mainline, including the potential extension of I-95 Express lanes through Palm Beach County.

Additional considerations for the purpose and need for this project are further described in the following sections that include System Linkage, Capacity, Transportation Demand, Social Demands/Economic Development, Modal Interrelationships, and Safety.

System Linkage: I-95 is a part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). A need exists to ensure that I-95 continues to meet the minimum requirements as a component of those two systems. The project is not proposing to change system linkage; however, the interchange modifications would improve movements within the existing systems. The proposed project at I-95 and Woolbright Road will help improve connectivity and capacity within the roadway network by addressing traffic spillback onto I-95 and improving interchange connections.

Capacity: Using field review data collected in 2018, A.M. and P.M. peak conditions were observed at all intersections in the study area. At the Corporate Drive/SW 8th Street intersection, during the P.M. peak hour, all approaches experienced minimal queues, except for the westbound and eastbound directions. The westbound left-turn queue experienced spillback into the through lanes and the eastbound direction experienced long queues. During the P.M. peak hour on the I-95 southbound ramp intersection, the eastbound approach experienced long queues, but all queues cleared the intersection during each signal cycle. The southbound approach experienced significant queues, with the queue not clearing during one signal cycle. During the P.M. peak hour at the I-95 northbound ramps intersection, the eastbound approach experienced minimal queue buildup and the northbound and westbound approaches experienced long queues; however, all queues cleared the intersection in one signal cycle for all approaches.

Transportation Demand: Interchange improvements to I-95 at Woolbright Road is included in the Palm Beach County TPA's 2045 LRTP under projects funded with SIS revenues, which includes federal funds. The project is consistent with the plans for the I-95 mainline, including the extension of express lanes into Palm Beach County.

Social Demands/Economic Development: Social and economic demands on the I-95 corridor will continue to increase as population and employment increase. The Palm Beach County TPA 2040 LRTP states that the population would grow 27 percent from 1.32 million in 2010 to 1.68 million in 2040. The employment was also forecasted to grow from 571,000 to 820,000 employees in the same 30 year period for an

increase of nearly 44 percent. The predicted increase in population and employment will increase congestion in the study area.

Modal Interrelationships: Currently, sidewalks and crosswalks are provided on both sides of Woolbright Road. Palm Tran Route 70 services Seacrest Boulevard both north and south of Woolbright Road east of the interchange, as well as the Boynton Beach Tri-Rail station 2.68 miles north of Woolbright Road. The project proposes to provide undesignated bicycle lanes on both sides of Woolbright Road. Capacity improvements at the interchange will enhance the mobility of people and goods by alleviating current and future congestion at the interchange and the surrounding freight and transit networks. Reduced congestion will serve to maintain and improve viable access to the major transportation facilities and businesses in the area.

Safety: The crash data for the latest available five-year period (2013 to 2017) along Woolbright Road (93220000) from SW 8 Street to S. Seacrest Boulevard was retrieved from the FDOT SSOGis Tool. SSOGis is a database maintained annually by FDOT for crashes reported along the state highway facilities. The database provides information on various characteristics associated with each crash including: collision type, severity, weather conditions, road surface conditions and date/time information.

Overall, there was a total of 1076 crashes along I-95 mainline, ramps and Woolbright Road during the 5-year period. Of the 1076 crashes reported, 341 crashes occurred along Woolbright Road. Based on crash severity, front to rear (rear-end) crashes were the most common type of crash accounting for 163 (47.8%) of total crashes along Woolbright Road followed by 76 angle crashes accounting for (22.3%), and 27 sideswipe crashes (7.9%), 2 pedestrian crashes (0.6%) of total crashes. Majority of the crashes (256 crashes 75.1%) occurred under daylight conditions with 73 crashes (21.4%) occurred during nighttime. The percentage of nighttime crashes is lower than the statewide percentage of 33%. Poor surface conditions contributed only marginally to the number of crashes recorded over the five-year period as 289 (84.8%) of the total crashes occurred during clear weather conditions and on dry pavement surface. 52 of crashes (15.2%) occurred on wet pavement. This is lower than the statewide average of 15%.

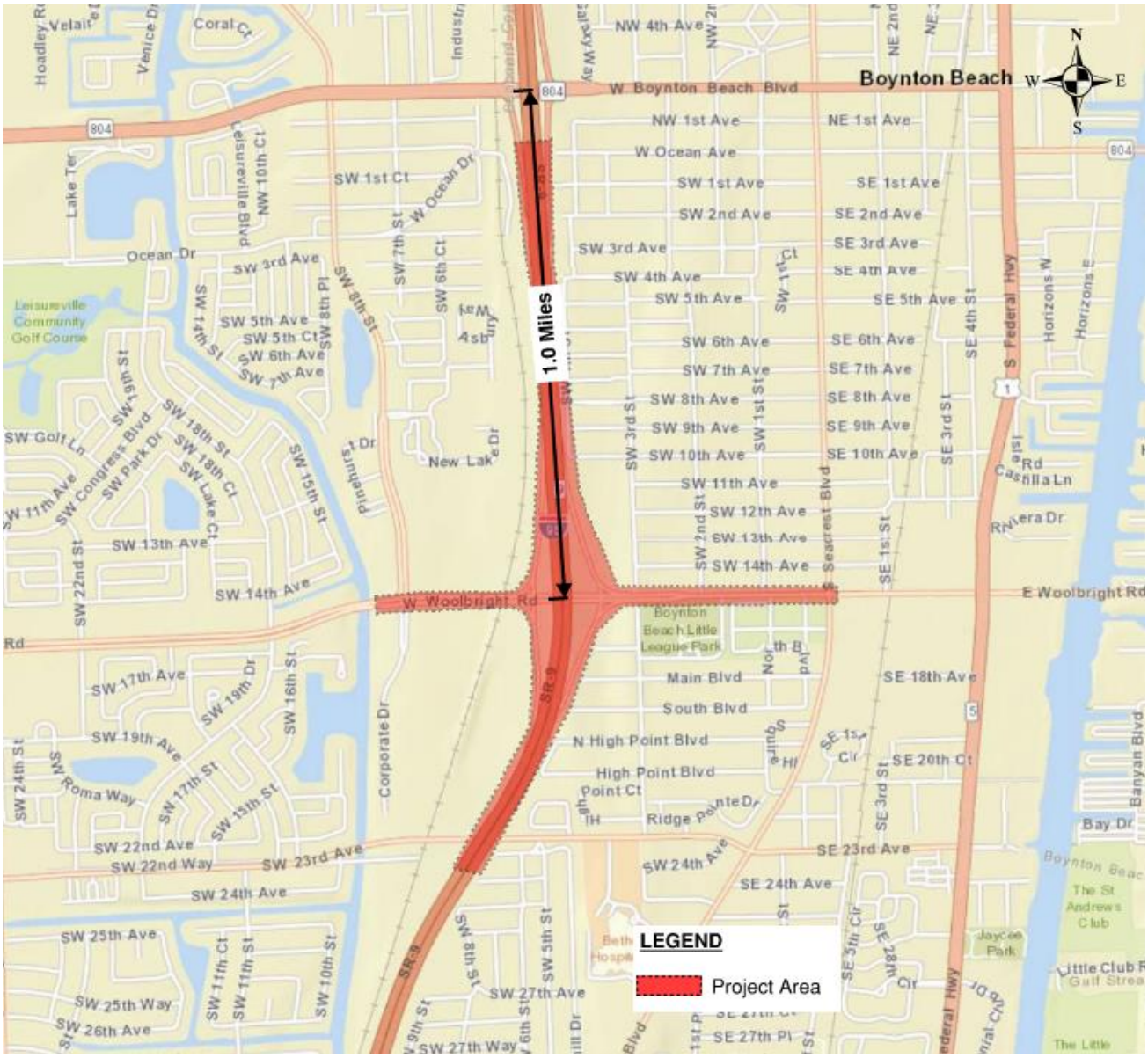
One (1) fatal crash occurred within the study limits during the five-year period. Property Damage Only (PDO) crashes accounted for 192 (56.3%) of all crashes; 148 crashes resulted in Injury. Among the contributing causes documented in the crash data, “carelessness of negligent manner” (119 crashes, 34.9%), resulted in the most crashes. Other contributing causes included “failed to yield right-of-way” (45

crashes, 13.2%), "followed too closely" (22 crashes, 6.5%), "ran red light" (23 crashes, 6.7%). A significant number of crashes were documented to have been the result of "no contributing action" (21 crashes, 6.2%) and "other contributing action" (26 crashes, 7.6%).

1.3 Project Location

The subject interchange is located in Palm Beach County along I-95 at Milepost 13.75, Section number 93220000. The I-95 at Woolbright Road interchange is located between of the I-95 at Boynton Beach Boulevard interchange to the north and I-95 at Atlantic Avenue interchange to the south. Woolbright Road is approximately 1.0 mile south of Boynton Beach Boulevard and 3.8 miles north of Atlantic Avenue. All signalized intersections along Woolbright Road from Corporate Drive/SW 8th Street to Seacrest Boulevard are included in the study area. The project location and the study area are shown in **Figure 1-1**. The study area does not extend to Atlantic Avenue interchange because it is over 3.5 miles south of the study interchange.

Figure 1-1: Project Location and Study Area Map



2. METHODOLOGY

2.1 Overview

An MLOU was prepared to document the methodology for the analysis and evaluation of this IMR. The MLOU was approved in October 2019 by the FDOT District 4 IRC and FDOT Central Office in October 2019. A signed copy of the MLOU is provided in **Appendix A**. The following sections summarize the methodology outlined in the MLOU.

The methodology used for travel demand forecasting and development of design hour traffic is consistent with the FDOT Project Traffic Forecasting Handbook. The primary basis for traffic projections is traffic tube counts and intersection turning counts, FDOT Traffic Online (FTO) and the SERPM 7.062 with the base year 2010 and horizon year 2040. The AADT volumes and traffic data collection was previously performed in the *Traffic Data Collection and Traffic Projections for I-95 at Woolbright Road*, dated December 2017. This report was made available by FDOT, and is provided in **Appendix B**.

2.2 Analysis Years

The following study years are established for this IMR:

Traffic Forecasting

- Base Year: 2010
- Horizon Year: 2040

Traffic Operational Analysis

- Existing Year: 2019
- Opening Year: 2025
- Design Year: 2045

A year of failure analysis shall be coordinated with FDOT and shall be performed for the Recommended Alternative if there is failing Level of Service (LOS) in the Design Year. The analysis years proposed for the IMR are consistent with the PTAR.

2.3 Area of Influence

The area of influence (AOI) for the IMR includes the study interchange of I-95 and Woolbright Road located in Palm Beach County's urbanized area. As per the requirements in the IARUG, the NB off and SB on ramps

of Boynton Beach Boulevard are included in the AOI along with the I-95 at Woolbright Road study interchange, the ramps are approximately 1.6 miles from the study interchange. Atlantic Avenue interchange is not included within the AOI as it is over 3.5 miles from the study interchange and will not be impacted by alternatives at Woolbright Road Interchange. The MLOU included the intersection of Woolbright Road and Seacrest Boulevard within the AOI. The intersection is located 0.45 miles east of the interchange and based on preliminary traffic analysis, it was determined to be outside the AOI for this IMR. No improvements were developed at this intersection. Traffic operations and safety analysis results for this intersection are included for informational purposes only.

The major study corridor is Woolbright Road: Between SW 8th Street and Seacrest Boulevard

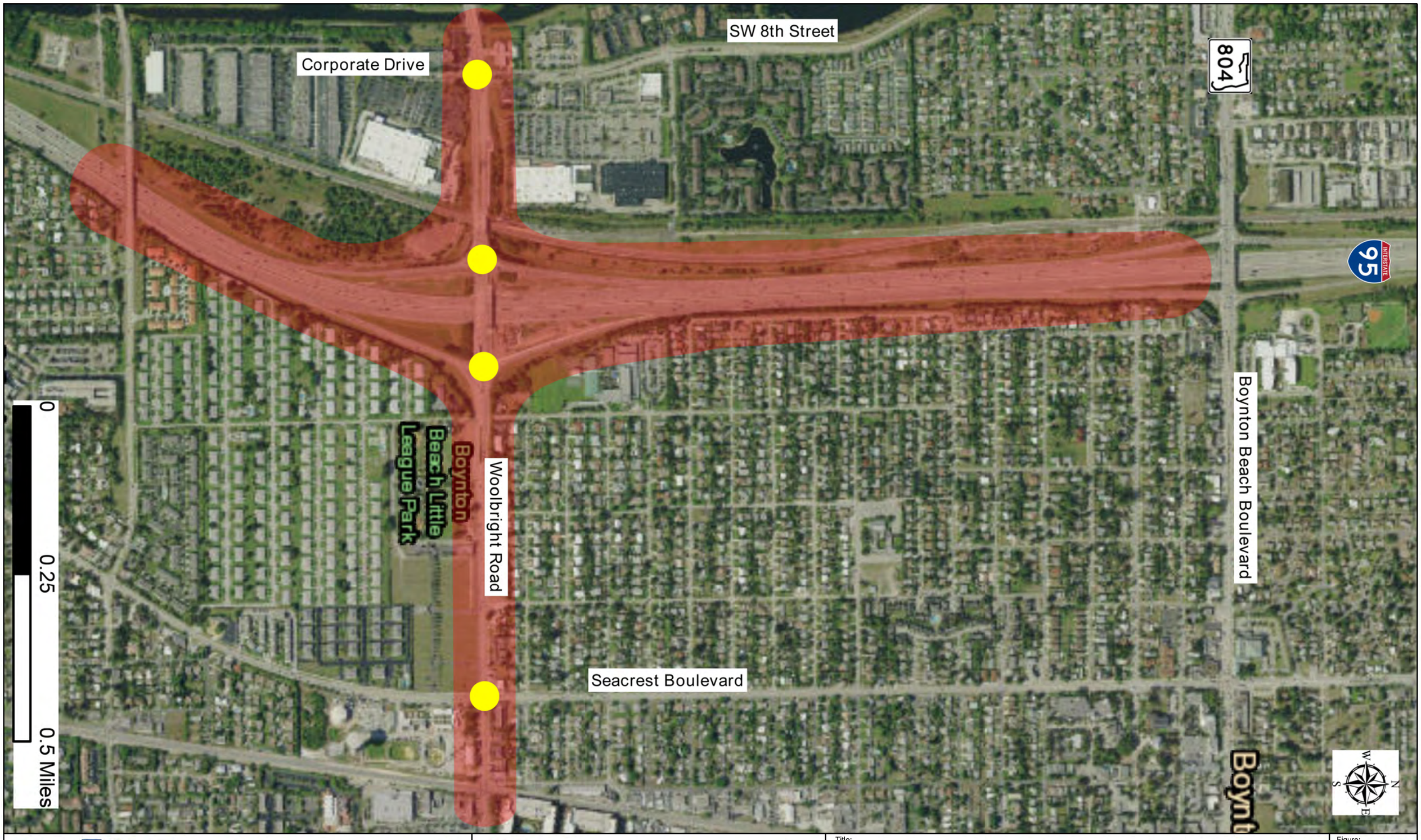
- Woolbright Road is a 6-lane divided arterial west of I-95 and a 5-lane arterial with a 2-way left turn lane east of I-95 within the study area. Bicycle lanes are located along Woolbright Road in the eastbound and westbound directions from SW 8th Street to I-95 NB ramp terminal intersection. There are no bike lanes along Woolbright Road east of I-95 interchange. The speed limit is 40 miles per hour.

The area of influence also includes the intersections associated with all study ramps. The intersections and traffic impacts analyzed within the area of influence are listed below.

- Intersections
  - Woolbright Road at Corporate Drive/SW 8th Street (Signalized)
  - Woolbright Road at I-95 SB ramp terminal (Signalized)
  - Woolbright Road at I-95 NB ramp terminal (Signalized)
  - Woolbright Road at Seacrest Boulevard (Signalized)
- Mainline through movements
  - I-95 NB and SB between Boynton Beach Boulevard and Woolbright Road Interchange
  - I-95 NB and SB between Woolbright Road Interchange and Atlantic Avenue Interchange
- Ramp merge and diverge junctions
  - I-95 SB Off-Ramp at Boyton Beach Boulevard
  - I-95 NB On-Ramp at Boyton Beach Boulevard
  - I-95 SB Off-Ramp at Woolbright Road
  - I-95 SB On-Ramp at Woolbright Road

- I-95 NB Off-Ramp at Woolbright Road
- I-95 NB On-Ramp at Woolbright Road

The area of influence is shown in **Figure 2-1**.



Florida Department of Transportation *District Four* *3400 West Commercial Boulevard* *Fort Lauderdate, FL 33309*	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Area of Influence	Figure: 2-1

2.4 Data Collection

The analysis conducted for this IMR is based on a combination of data that include recent data collection efforts and additional data available from FDOT. The data sources within the project study area included:

- Field Traffic Counts
- Existing Traffic Data from FTO
- Land Use Data from the Florida Geographic Data Library (FGDL)
- Existing Plan, Programs, and Project Lists from FDOT and Palm Beach County
- Environmental impacts are being evaluated in the PD&E study
- Traffic Data Collection and Traffic Projections for I-95 at Woolbright Road, dated December 2017
- FDOT Roadway Characteristic Inventory (RCI)
- FDOT SSOGis Tool
- Palm Beach TPA
- Palm Beach County Traffic and Engineering Division

Existing travel time runs were not performed as part of this IMR. This is because no microsimulation models were used to analyze existing or future traffic conditions.

2.5 Base Traffic Data and Traffic Factors

The primary sources of the traffic data for this IMR are the 2017 *Traffic Data Collection & Traffic Projections for I-95 at Woolbright Road Report*, field traffic counts, FTO, and the SERPM 7.062 model with base year 2010 and horizon year 2040.

Existing daily vehicle counts and turning movement counts were obtained from the 2017 Report and additional field counts performed in 2019 to validate the 2017 data. The 2017 data was collected in September 2017 on typical weekdays (Tuesday, Wednesday, and Thursday) at the intersections within the vicinity of the I-95 at Woolbright Road interchange. This data collection effort was performed during the peak season for traffic. In general, the traffic data for each intersection included 6-hour turning movement counts (6:00 AM to 9:00 AM, and 4:00 PM to 7:00 PM), including the Right-Turn-On-Red (RTOR) volumes, for three consecutive weekdays, 72-hour approach/departure machine counts for all the approaches, and vehicle classification counts for selected approaches at selected intersections. In addition, the 72-hour classification counts from Tuesday to Thursday were collected for all the I-95 on and off ramps.

The 2019 traffic data collected for this study was performed on April 10-11, 2019. The counts occurred on typical weekdays (Wednesday and Thursday) at the I-95 ramp terminal intersections and Seacrest Boulevard intersection for spot validation of 2017 data. This data collection effort was performed during the peak season for traffic. In general, the traffic data for each intersection included 6-hour turning movement counts (6:00 AM to 9:00 AM, and 4:00 PM to 7:00 PM), including the Right-Turn-On-Red (RTOR) volumes, for two consecutive weekdays. Both weekday counts were comparable, however for consistency Wednesday counts were used for this study. 7:30 AM and 4:45 PM were adopted as the prevailing peak hours at the study intersections based on the traffic counts. No counts were conducted at SW 8th Street intersection; therefore, existing traffic was developed by factoring and balancing the 2017 volumes mentioned above. The 2019 traffic counts are in provided in **Appendix B**.

Information from the FTO was used to obtain the remaining mainline and ramps traffic data and to check reasonableness with previous studies volumes. Information from the FTO was used to confirm the growth rate used to develop future traffic. Adjustments were made if necessary, to ensure that turning movement volumes at ramp terminals sum to the peak hour ramp volumes.

The factors used for design traffic analysis include the K, D, T_{Daily}, and Peak Hour (PHF) Factors.

- The K factor is the proportion of the AADT occurring during the peak hour of the design year, depending upon the area type and facility type.
- The D factor is the proportion of the 30th highest hour of the design year traveling in the peak direction.
- The T_{Daily} factor is the adjusted, annual daily percentage of truck traffic. The DHT factor is the percentage of truck traffic during the peak hour and can be estimated as half of the T_{Daily} factor.
- The PHF is applied to convert hourly flow to peak 15-minute flow rate for capacity analysis.

The traffic factors from the approved MLOU are recommended for use in this IMR are presented in **Table 2-1**. Additional details regarding the development of traffic factors can be found in the *Project Traffic Forecast Memorandum*.

Table 2-1: Summary of Traffic Factors

Roadway	K	D	T_{24}	DHT	PHF
I-95 S of Woolbright Road	8.5%	50.4-61.2%	6.1%	3.1%	0.95
I-95 N of Woolbright Road	8.5%	50.4-61.2%	7.4%	3.7%	0.95
Boynton Beach Boulevard Ramps	9.0%	99.9%	4.7%	2.4%	0.95
Woolbright Road Ramps	9.0%	99.9%	4.6%	2.3%	0.95
Woolbright Road E of I-95	9.0%	50.8-67.1%	5.2%	2.6%	0.92
Woolbright Road W of I-95	9.0%	50.8-67.1%	3.3%	1.7%	0.92
Corporate Drive/SW 8th Street	9.0%	50.8-67.1%	4.6%	2.3%	0.92
Seacrest Boulevard	9.0%	50.8-67.1%	4.6%	2.3%	0.92

Source: 2017 FDOT FTO

2.6 Selected Travel Demand Model

The 2045 future daily forecasts were developed under a separate study – *Traffic Data Collection & Traffic Projections*, dated December 2017. This study is included in **Appendix B**.

2.6.1 Southeast Regional Planning Model

The SERPM 7.062 model with base year of 2010 and horizon year of 2040 was available at the initiation of this study and reviewed for the study area. Year 2010 and 2040 volumes were obtained from the model. The base year model validation was performed by the Department and daily forecasts were provided for use in the PD&E Study and IMR. Modifications to the model were made as part of the travel demand forecasting effort performed in the *Traffic Data Collection & Traffic Projections Report*. The future daily volumes and travel patterns were checked for reasonableness. Any changes made to the model volumes were submitted to the Department for review and approval.

2.7 LOS Target

FDOT maintains minimum acceptable operating LOS targets for the State Highway System as well as the SIS. I-95 is an SIS facility. The term LOS is defined as the system of six designated ranges from “A” (best) to “F” (worst) used to evaluate roadway facility performance. The FDOT minimum acceptable operating LOS targets as detailed in the MLOU were used for this IMR. The LOS targets for major roadways analyzed in this IMR are summarized below:

- I-95 Interstate Mainline: LOS D
- Ramps Merge/Diverge: LOS D
- Signalized Intersections: LOS D

2.8 Analysis Procedures

AM and PM peak hour operations within the study area were assessed under existing conditions, No-Build, and Build conditions. Analysis of I-95 and Woolbright Road arterial, including the interchange ramps and intersections, were based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. The methods, tools and assumptions are described in the section as follows.

The analysis of I-95 mainlines and interchange ramps within the study area were conducted using the most recent version of the Highway Capacity Software (HCS). The HCS analysis was performed using the AM and PM peak hour volumes and the lane configuration for I-95 and the ramps.

The intersection analysis was conducted using the most recent version of Synchro software (version 10). The delay and level of service (LOS) for signalized intersections analysis was reported based on Highway Capacity Manual (HCM 6th Edition) Methodology. The 95th percentiles queues reported are based on Synchro methodology. The intersections within the study area are all signalized, and the analysis was performed using balanced turning movement volumes and intersection lane configuration for existing/No-Build conditions and proposed build alternatives. The peak hour factors used for the existing conditions analysis were based on Table 2-1 and for future conditions a peak hour factor of 0.95 was used for AM and PM peak hour intersections analysis.

2.9 Alternatives Considered

The following scenarios were considered for this project:

- Existing Year 2019 – AM and PM peak hours.
- No-Build Alternative – Opening Year 2025 and Design Year 2045 – AM and PM peak hours.
- Build Alternatives – Opening Year 2025 and Design Year 2045 – AM and PM peak hours.

3. EXISTING CONDITIONS

The following section provides a discussion and evaluation of the existing conditions within the area of influence. This discussion includes existing land use data, transportation systems data, existing traffic data, and existing operating conditions.

3.1 Existing Land Use

The interchange falls within Palm Beach County. According to the FDOT District Four Generalized Land Use Map, the primary land uses along I-95 and Woolbright Road is a mix of commercial, residential, and education etc. **Figure 3-1** shows the existing land use within the study area.

Land use directly adjacent to the I-95 at Woolbright Road interchange between SW 8th Street and the interstate on the northwest and southwest quadrant are primary commercial. Residential uses are located behind the adjacent commercial uses on the northwest quadrant.

Educational uses with some residential uses are located northeast quadrant of the interchange. More additional residential uses are located on the southeast quadrant of the interchange.

3.2 Existing Transportation Network

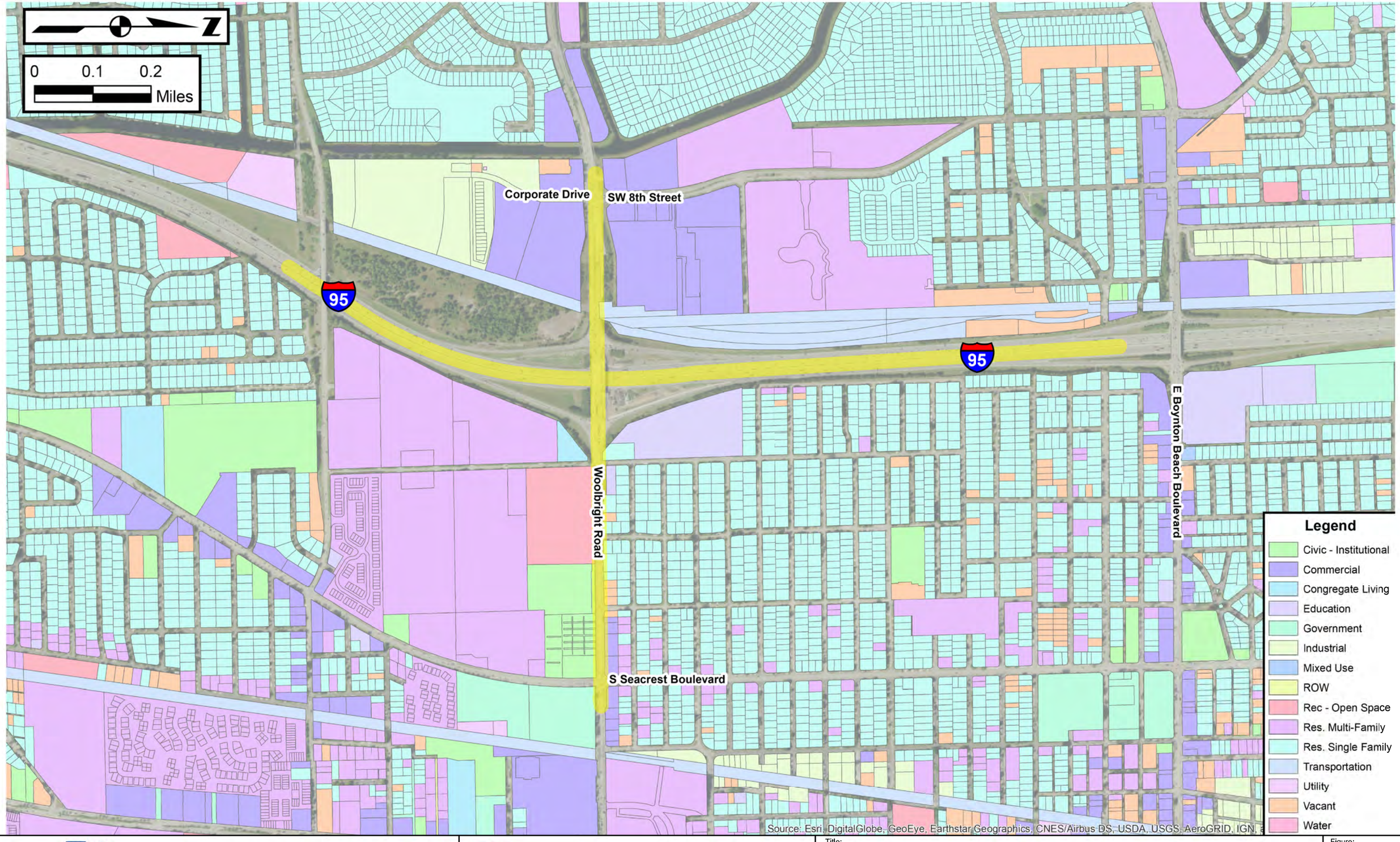
3.2.1 Existing Roadway Network

The existing transportation network along I-95 within the area of influence consists of a ten-lane urban principal arterial - interstate freeway with four general purpose lanes and one high occupancy vehicle (HOV) lane in each direction. Woolbright Road is a six lane Divided Urban Minor Arterial west of I-95 and five lane Urban Minor Arterial with a two-way left turn lane east of I-95. **Table 3-1** summarizes the functional classification and number of lanes for I-95, Woolbright Road, Corporate Drive/SW 8th Street and Seacrest Boulevard within the project area of influence.

Table 3-1: Functional Classification of Area Roadways

Roadway	Functional Classification[1]	Number of Lanes
I-95 South of Woolbright Road	Urban Principal Arterial - Interstate	8 GUL + 2 HOV
I-95 North of Woolbright Road	Urban Principal Arterial - Interstate	8 GUL + 2 HOV + 3 AUX
Woolbright Road West of I-95	Urban Minor Arterial	6
Woolbright Road East of I-95	Urban Minor Arterial	4 + 1 Shared Left Turn
Corporate Drive/SW 8th Street	Local Road/Urban Major Collector	2/4
Seacrest Boulevard	Urban Minor Collector	2

[1]Source: 2010 Federal Functional Classification and Urban Area Boundaries Map for Palm Beach County



FDOT *Florida Department of Transportation* *District Four* *3400 West Commercial Boulevard* *Fort Lauderdate, FL 33309*	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Existing Land Use	Figure: 3-1

I-95 – I-95 within the study area is a ten-lane north-south Urban Principle Arterial Interstate providing four general purpose lanes and one HOV lane in each direction with inside and outside shoulders. Auxiliary lanes are provided on both NB (one-lane) and SB (two-lane) directions between Woolbright Road and Boynton Beach Boulevard to the north. The median within this section is approximately 32 feet with a concrete barrier throughout. The posted speed limit along I-95 is 65 mph.

Woolbright Road – Woolbright Road is an Urban Minor Arterial consisting of three-lanes in each direction west of I-95 and two-lanes in each direction with a shared left turn lane east of I-95. Bike lanes are provided from SW 8th Street to I-95 interchange. There are no bike lanes along Woolbright Road east of I-95 interchange. Sidewalks are provided in each direction of the road. The posted speed limit along Woolbright Road is 40 mph.

Corporate Drive/SW 8th Street – Corporate Drive, south of Woolbright Road, is a local road that provides access to office complexes. SW 8th Street, north of Woolbright Road, is a four-lane Urban Major Collector with a grass median. There is a sidewalk in each direction with no bike lanes.

Seacrest Boulevard – Seacrest Boulevard is a four-lane Urban Minor Collector. Seacrest Boulevard is undivided, and there is a sidewalk in each direction with no bike lanes.

The existing lane configuration is provided in **Figure 3-2**.

3.3 Existing Operational Performance

This section summarizes the existing traffic and operational analysis performed within the area of influence to assess the mobility conditions. This facility accommodates interstate and regional mobility for commuter and freight traffic.

3.3.1 Existing Traffic Data

The existing traffic data was provided in the *Traffic Data Collection and Traffic Projections for I-95 Woolbright Road* report. The existing traffic data from the report was validated to the IMR Existing Year 2019 using additional counts collected in 2019. The final Existing Year 2019 volumes used for the IMR were checked for reasonableness and adjusted and balanced as needed.

AADTs along I-95 were adjusted to attain a balanced flow and depicted in **Figure 3-3**

N.T.S

N

Corporate Dr

SW 8th St

E Boynton Beach Blvd

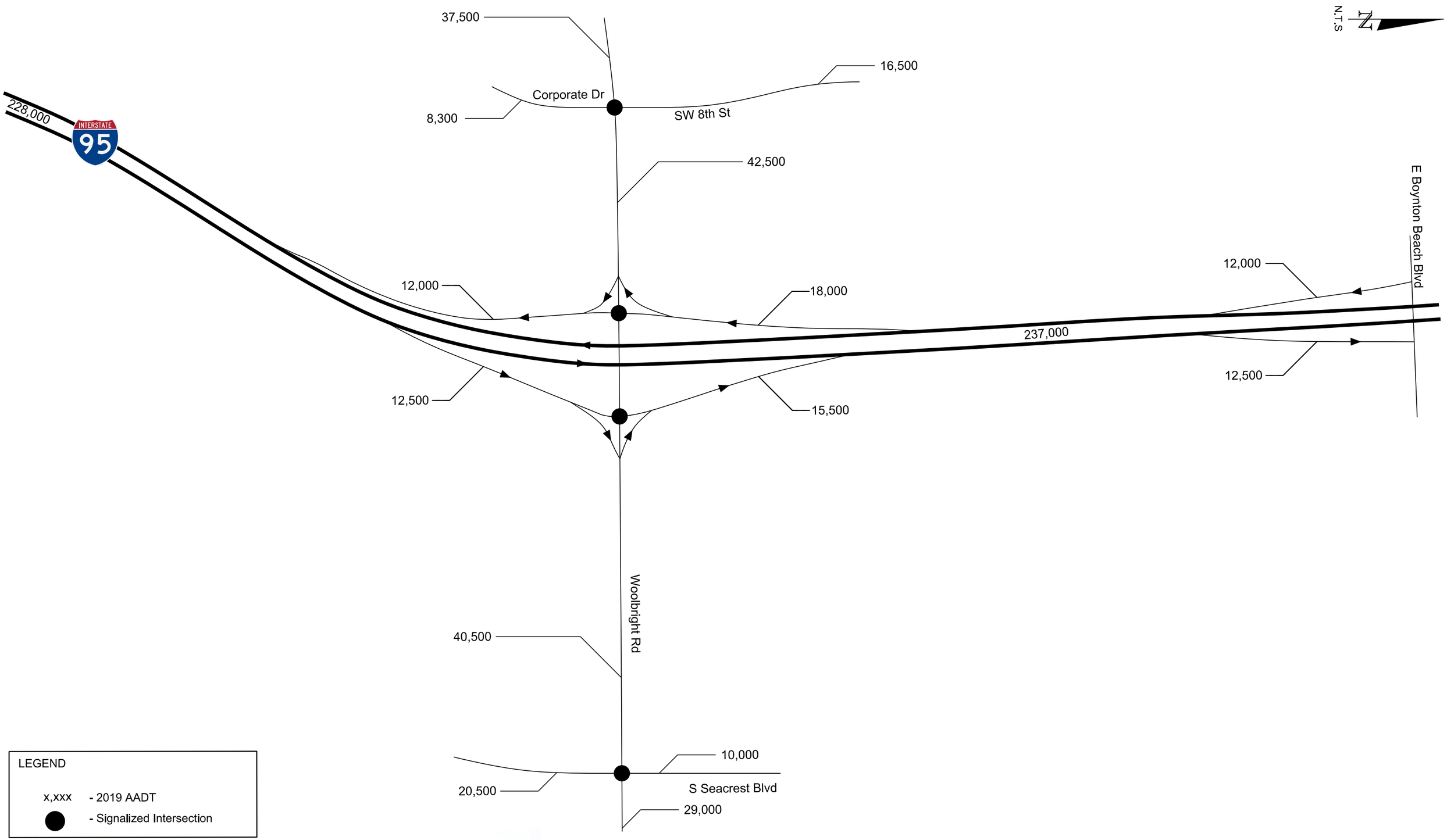
Woolbright Rd

S Seacrest Blvd

LEGEND

- Number of GP Lanes
- Number of HOV Lanes
- Number of New Lanes
- Signalized Intersection

Florida Department of Transportation District Four 3400 West Commercial Boulevard Fort Lauderdate, FL 33309	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Existing Year 2019 Lane Configuration	Figure: 3-2



Florida Department of Transportation District Four 3400 West Commercial Boulevard Fort Lauderdale, FL 33309	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Existing Year 2019 Annual Average Daily Traffic (AADT)	Figure: 3-3

3.3.2 HCM Based Operational Analysis

A detailed operational analysis for the Existing Year 2019 performed for individual roadway elements, i.e., mainline segments, ramp junctions, weaving segment and study intersections. HCS 7.7 was used for the operational analysis of mainline segments and ramps. Synchro 10 was used for the analysis of study intersections. Documentation for the Existing Conditions analysis is provided in **Appendix C**.

Mainline Analysis

The Existing Year 2019 mainline analysis results are summarized in **Table 3-2**. The results of the operational analysis show that all the mainline segments operate at LOS D or better except the following segments:

- I-95 NB south of Woolbright Road at LOS E (PM peak hour).
- I-95 SB south of Woolbright Road at LOS E (AM peak hour).
- I-95 NB between Woolbright Road Ramps at LOS E (PM peak hour).

Figure 3-4 illustrates the peak hour volumes and LOS results for the Existing Year 2019 mainline analysis.

Table 3-2: Existing Year 2019 Mainline Capacity Analysis Summary

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density[1]	LOS	Volume	Density[1]	LOS
I-95 South of Woolbright Road	NB	4	5,641	22.8	C	8,744	44.8	E
	SB	4	8,335	40.5	E	5,878	24	C
I-95 Between Woolbright Off-Ramp and On-Ramp	NB	4	4,987	20.4	C	7,707	35.7	E
	SB	4	7,186	32.4	D	5,143	21.6	C

1. Density = passenger cars/mile/lane

Ramp Analysis

The Existing Year 2019 ramp analysis results are summarized in **Table 3-3**. The results of the operational analysis show that all study ramps have adequate capacity based on the volume. **Figure 3-4** illustrates the peak hour volumes and v/c ratios for the Existing Year 2019 ramp analysis.

Table 3-3: Existing Year 2019 Ramp Analysis Summary

Interchange	Ramp	Analysis Type	AM Peak Hour				PM Peak Hour			
			Volume	Density [1]	LOS	V/C	Volume	Density[1]	LOS	V/C
I-95 at Woolbright Road	NB Off	Diverge	654	11.8	B	0.18	1,037	25.9	C	0.28
	SB On	Merge	1,255	30.6	D	0.68	719	19.3	B	0.39

1. Density = passenger cars/mile/lane

Weaving Analysis

The Existing Year 2019 weaving analysis results are summarized in **Table 3-4**. The weave volumes were estimated using weighted average of upstream mainline and relevant on ramp volume to establish downstream split for off ramp and mainline volumes. The maximum length of a weaving segment (in feet) is computed from the follow equation:

$$L_{MAX} = [5{,}728\ (1 + VR^{1.6})] - [1{,}566\ N_W]$$

L_{MAX} = Maximum weaving segment length (using the short length definition)
VR = volume ratio
NWL = Number of lanes from which weaving maneuvers may be made with either one or no lane changes

The results of the weaving operational analysis show that all the weaving segments operate at acceptable LOS of C or better expect the following segments:

- I-95 NB weave between Woolbright Road and Boynton Beach Boulevard at LOS F (PM peak hour).
- I-95 SB weave between Boynton Beach Boulevard and Woolbright Road at LOS F (AM peak hour).

Figure 3-4 illustrates the peak hour volumes and LOS results for the Existing Year 2019 weaving analysis.

Table 3-4: Existing Year 2019 Weaving Analysis Summary

Weaving Segment	Direction	AM Peak Hour				PM Peak Hour			
		Volume	Density[1]	LOS	V/C	Volume	Density[1]	LOS	V/C
I-95 between Woolbright Road and Boynton Beach Boulevard	NB	6,399	27.2	C	0.62	9,336	-- *	F	0.9
	SB	8,468	36.4	E	0.93	6,454	22.2	C	0.77

1. Density = passenger cars/mile/lane

*HCS analysis does not report densities for LOS F results. The missing densities have LOS F, as shown in the output files.

N.T.S

E (C)
8,335 (5,878)
1,430 (715)

INTERSTATE 95

622 (1,178)
5,641 (8,744)
C (E)

Corporate Dr

SW 8th St

D (D)
1,392 (1,187)
98 (64)
154 (192)
153 (123)
92 (37)
453 (335)
39 (197)
25 (62)
85 (291)
236 (79)
998 (1,395)
275 (498)

E Boynton Beach Blvd

0.68 (0.39)
1,255 (719)

0.35 (0.35)
1,282 (1,311)

8,468 (6,454)
1,324 (731)
D (C)

0.27 (0.16)
1,090 (640)

713 (1,251)
6,308 (9,263)
C (F)

510 (1,050)
0.13 (0.26)

654 (1,037)
0.18 (0.28)

1,412 (1,629)
0.76 (0.88)

E (F)
1,090 (1,407)
840 (406)
745 (704)
537 (607)
415 (313)
764 (1,268)

F (F)
681 (835)
946 (1,179)
355 (578)
299 (459)
731 (794)
824 (1,003)

Woolbright Rd

S Seacrest Blvd

D (E)
533 (475)
643 (899)
53 (162)
135 (96)
403 (257)
81 (81)
529 (589)
262 (406)
77 (153)
99 (59)
763 (952)
29 (59)

LEGEND

x,xxx (x,xxx) - Peak Hour Volumes AM (PM)

x,xxx (x,xxx) - HOV Peak Hour Volumes AM (PM)

x (x) - Mainline Level of Service AM (PM)

x (x) - Ramp V/C ratio AM (PM)

x (x) - Intersection Level of Service AM (PM)

Florida Department of Transportation
District Four
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Fort Lauderdale, FL 33309

I-95/SR 9 Interchange at Woolbright Road
Project Development & Environment Study
FPID No.: 437279-1-22-02
ETDM No.: 14341

Title:
Existing Year 2019 Peak Hour Volumes and LOS/VC Ratios

Figure:
3-4

Intersection Analysis

The Existing Year 2019 intersection analysis results are summarized in **Table 3-5**. All study intersections are signalized and were analyzed using field signal timing and phasing plans for AM and PM peak hours. Traffic signal timing information was obtained from the Palm Beach County Traffic Engineering Division for the study intersections. No signal optimization was performed when analyzing Existing Year 2019 conditions. In Existing Year 2019, the results indicate several operational deficiencies along Woolbright Road within the study area. The following intersections operate at LOS E or worse during AM and PM peak hours:

- Woolbright Road at I-95 SB On/Off-Ramps
- Woolbright Road at I-95 NB On/Off-Ramps

There are several individual movements at these intersections that will operate at LOS F. These movements are listed below:

Woolbright Road at I-95 SB On/Off-Ramps

- EB right-turn (AM and PM peak hours)
- SB left-turn (AM and PM peak hours)

Woolbright Road at I-95 NB On/Off-Ramps

- WB right-turn (AM and PM peak hours)
- NB left-turn (AM and PM peak hours)

Figure 3-4 illustrates the peak hour volumes and LOS results for the Existing Year 2019 intersection analysis. Details of the signal phasing and timing plans are provided in **Appendix C**.

Table 3-5: Existing Year 2019 Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec)	LOS	Delay (sec)	LOS
				AM (PM)	AM (PM)	AM (PM)	AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	154 (192)	19.0 (61.9)	B (E)	37.6 (43.5)	D (D)
		Through	1,392 (1,187)	35.7 (32.1)	D (C)		
		Right	98 (64)	24.6 (23.8)	C (C)		
	Westbound	Left	236 (79)	55.8 (36.0)	E (D)		
		Through	998 (1,395)	28.0 (49.0)	C (D)		
		Right	275 (498)	0.0 (5.1)	A (A)		
	Northbound	Left	39 (197)	56.6 (44.9)	E (D)		
		Through/ Right	110 (353)	62.0 (79.1)	E (E)		
	Southbound	Left	453 (335)	69.9 (72.3)	E (E)		
		Through/ Right	245 (160)	55.2 (48.2)	E (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,090 (1.407)	30.7 (43.8)	C (D)	65.0 (90.4)	E (F)
		Right	840 (406)	116.9 (128.4)	F (F)		
	Westbound	Left	415 (313)	26.6 (36.0)	C (D)		
		Through	764 (1,268)	31.1 (49.3)	C (D)		
	Southbound	Left	537 (607)	219.6 (390.7)	F (F)		
		Right	745 (704)	1.1 (1.0)	A (A)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	681 (835)	24.4 (27.7)	C (C)	86.4 (96.7)	F (F)
		Through	946 (1,179)	16.9 (19.6)	B (B)		
	Westbound	Through	824 (1,003)	53.7 (46.1)	D (D)		
		Right	731 (794)	132.7 (142.1)	F (F)		
	Northbound	Left	355 (578)	443.4 (455.9)	F (F)		
		Right	299 (459)	0.3 (0.5)	A (A)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	53 (162)	16.9 (74.7)	B (E)	54.8 (58.0)	D (E)
		Through/ Right	1,176 (1,374)	59.9 (55.7)	E (E)		
	Westbound	Left	99 (59)	36.5 (38.4)	D (D)		
		Through/ Right	792 (1,011)	35.9 (51.9)	D (D)		
	Northbound	Left	529 (589)	78.5 (70.4)	E (E)		
		Through/ Right	339 (559)	39.1 (50.4)	D (D)		
	Southbound	Left	81 (81)	67.8 (72.5)	E (E)		
		Through/ Right	538 (353)	63.5 (68.5)	E (E)		

In the existing year, the Available Storage accommodates the 95th Percentile queue at all intersection approaches except the following (marked as red in Table 3-6):

- EB left-turn at Woolbright Road and Corporate Drive/SW 8th Street (PM peak hour)
- WB right-turn at Woolbright Road and I-95 NB ramp terminal (AM and PM peak hours)

Table 3-6 summarizes the queue analysis for Existing Year 2019.

Table 3-6: 95th Intersection Percentile Queue Length Summary – Existing Year 2019

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	110	534	0	284	267	0	54	86	-	288	266	-
	PM Peak	251	484	0	m72	#777	m25	185	334	-	233	99	-
	Existing Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	284	#924	m69	m122	-	-	-	-	#460	-	0
	PM Peak	-	463	315	m77	m192	-	-	-	-	#596	-	0
	Existing Storage (feet)	***-***	***1,250***	***1,350***	***900***	***2,750***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***400***
Woolbright Road at I-95 Northbound Ramps	AM Peak	m126	m105	-	-	m266	m#775	#368	-	0	-	-	-
	PM Peak	m152	m127	-	-	242	#848	#585	-	0	-	-	-
	Existing Storage (feet)	***900***	***1,750***	***-***	***-***	***2,250***	***675***	***>1,300***	***-***	***400***	***-***	***-***	***-***
Woolbright Road at Seacrest Boulevard	AM Peak	m66	#842	-	117	450	-	#375	172	-	133	313	-
	PM Peak	m219	#1,041	-	69	#774	-	386	320	-	143	227	-
	Existing Storage (feet)	***300***	***2,250***		***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

95th percentile volume exceeds capacity, queue maybe longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.
Storage length for arterial left turns at ramp terminals is distance ramp terminal plus extended defacto left turn pocket length.

3.4 Crash and Safety Information

Vehicular crash data along I-95, Woolbright Road and at the interchange ramps were obtained from the FDOT SSOGis Tool. SSOGis is a database maintained annually by FDOT for crashes reported along the state highway facilities. The database provides information on various characteristics associated with each crash including: collision type, severity, weather conditions, road surface conditions and date/time information. The crash data was collected for the most recent five years available (2013-2017). The crashes were analyzed to assess safety conditions along I-95, Woolbright Road and at the interchange ramps within the project limits. The existing crash analysis performed for the IMR is consistent with the methods outlined in the Highway Safety Manual 1st Edition (HSM). The raw crash data is provided in **Appendix D**. The following section summarizes the crash analysis performed.

3.4.1 I-95 Mainline

The crash analysis results reveal that there was a total of 704 crashes on I-95 within the project area during the five study years (2013-2017). Of these 704 crashes, front to rear (rear-end) crashes were the most common type of crash accounting for 287 (40.8%) of total crashes followed by 129 sideswipe crashes accounting for (18.3%), and 57 angle crashes (8.1%) of total crashes. Majority of the crashes (449 crashes 63.8%) occurred under daylight conditions with 221 crashes (31.4%) occurred during nighttime. The percentage of nighttime crashes is lower than the statewide percentage of 33%. Poor surface conditions contributed only marginally to the number of crashes recorded over the five-year period as 533 (75.7%) of the total crashes occurred during clear weather conditions and on dry pavement surface. 171 of crashes (24.3%) occurred on wet pavement. This is higher than the statewide average of 15%.

There were two (2) fatal crashes that occurred within the study limits during the five-year period. Property Damage Only (PDO) crashes accounted for 407 (57.7%) of all crashes; 296 crashes resulted in Injury. Among the contributing causes documented in the crash data, “carelessness of negligent manner” (246 crashes, 34.9%), resulted in the most crashes. Other contributing causes included “drove too fast for conditions” (37 crashes, 5.3%), “failed to keep in proper lane” (28 crashes, 4.0%), “followed too closely” (26 crashes, 3.7%) “over-correcting/over-steering” (22 crashes, 3.1%), “swerved or avoided” (18 crashes, 2.6%), “improper passing” (13 crashes, 1.8%). A significant number of crashes were documented to have been the result of “no contributing action” (134 crashes, 19.0%) and “other contributing action” (85 crashes, 12.1%). **Table 3-7** and **Figure 3-5** show the crash summary along I-95 mainline within the study area.

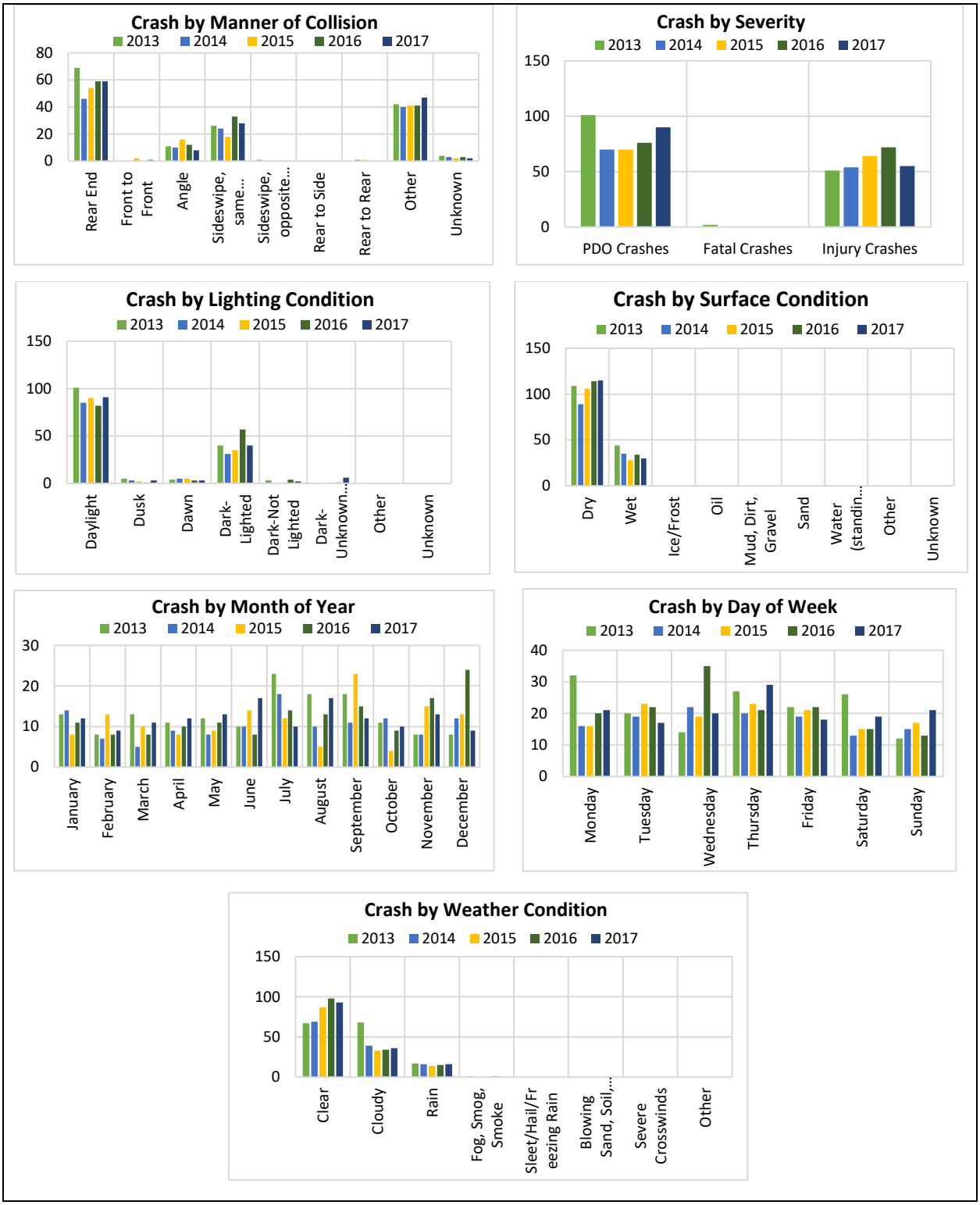
Table 3-7: I-95 Severity Summary (2013 to 2017)

I-95 at Woolbright Road			Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	Percentage
			2013	2014	2015	2016	2017			
Manner of Collision/Impact		Rear End	69	46	54	59	59	287	57.4	40.8%
		Front to Front	0	0	2	0	1	3	0.6	0.4%
		Angle	11	10	16	12	8	57	11.4	8.1%
		Sideswipe, same direction	26	24	18	33	28	129	25.8	18.3%
		Sideswipe, opposite direction	1	0	0	0	0	1	0.2	0.1%
		Rear to Side	0	0	0	0	0	0	0	0.0%
		Rear to Rear	0	1	1	0	0	2	0.4	0.3%
		Other	42	40	41	41	47	211	42.2	30.0%
		Unknown	4	3	2	3	2	14	2.8	2.0%
		Total Crashes	153	124	134	148	145	704	140.8	100.0%
Harmful Events	Collision w/ Non-Fixed Object	Pedestrian	0	0	0	0	0	0	0	0.0%
		Pedalcycle	0	0	0	0	0	0	0	0.0%
		Railway Vehicle	0	0	0	0	0	0	0	0.0%
		Animal	0	0	0	0	0	0	0	0.0%
		Motor Vehicle in Transport	113	88	97	112	99	509	101.8	72.3%
		Parked Motor Vehicle	2	0	1	0	2	5	1	0.7%
		Work Zone/Maintenance Equipment	0	0	0	1	0	1	0.2	0.1%
		Struck by Falling, Shifting Cargo	1	2	3	3	1	10	2	1.4%
		Other Non-Fixed Object	7	6	4	4	4	25	5	3.6%
	Collision w/ Fixed Object	Impact Attenuator/Crash Cushion	0	0	0	0	1	1	0.2	0.1%
		Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
		Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
		Bridge Rail	0	0	0	0	0	0	0	0.0%
		Culvert	0	0	0	0	0	0	0	0.0%
		Curb	0	0	0	0	0	0	0	0.0%
		Ditch	2	2	0	0	0	4	0.8	0.6%
		Embankment	0	0	0	0	0	0	0	0.0%
		Guardrail Face	1	0	2	2	1	6	1.2	0.9%
		Guardrail End	0	0	0	0	0	0	0	0.0%
		Cable Barrier	0	0	0	0	0	0	0	0.0%
		Concrete Traffic Barrier	17	14	15	14	27	87	17.4	12.4%
		Other Traffic Barrier	0	0	0	0	0	0	0	0.0%
		Tree (standing)	1	1	2	2	2	8	1.6	1.1%
		Utility Pole/Light Support	0	0	0	1	1	2	0.4	0.3%
		Traffic Sign Support	1	0	0	0	0	1	0.2	0.1%
		Traffic Signal Support	0	0	0	0	0	0	0	0.0%
		Other Post, Pole, or Support	1	0	0	0	0	1	0.2	0.1%
		Fence	0	1	0	0	0	1	0.2	0.1%

		Mailbox	0	0	0	0	0	0	0	0.0%
		Other Fixed Object	0	0	2	1	2	5	1	0.7%
	Non-Collision	Overturn/Rollover	2	4	3	3	3	15	3	2.1%
		Fire/Explosion	0	0	0	0	0	0	0	0.0%
		Immersion	0	0	0	0	0	0	0	0.0%
		Jackknife	0	0	0	0	0	0	0	0.0%
		Cargo/Equipment Loss or Shift	0	0	2	1	0	3	0.6	0.4%
		Fell/Jumped From Motor Vehicle	0	2	0	1	0	3	0.6	0.4%
		Thrown or Falling Object	1	0	1	1	0	3	0.6	0.4%
		Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
		Other Non-Collision	4	4	2	2	2	14	2.8	2.0%
Severity		PDO Crashes	101	70	70	76	90	407	81.4	57.7%
		Fatal Crashes	2	0	0	0	0	2	0.4	0.7%
		Injury Crashes	51	54	64	72	55	296	59.2	42.0%
Lighting Conditions		Daylight	101	85	90	82	91	449	89.8	63.8%
		Dusk	5	3	2	1	3	14	2.8	2.0%
		Dawn	4	5	5	3	3	20	4	2.8%
		Dark-Lighted	40	31	35	57	40	203	40.6	28.8%
		Dark-Not Lighted	3	0	1	4	2	10	2	1.4%
		Dark-Unknown lighting	0	0	1	1	6	8	1.6	1.1%
		Other	0	0	0	0	0	0	0	0.0%
		Unknown	0	0	0	0	0	0	0	0.0%
Surface Conditions		Dry	109	89	106	114	115	533	106.6	75.7%
		Wet	44	35	28	34	30	171	34.2	24.3%
		Ice/Frost	0	0	0	0	0	0	0	0.0%
		Oil	0	0	0	0	0	0	0	0.0%
		Mud, Dirt, Gravel	0	0	0	0	0	0	0	0.0%
		Sand	0	0	0	0	0	0	0	0.0%
		Water (standing/moving)	0	0	0	0	0	0	0	0.0%
		Other	0	0	0	0	0	0	0	0.0%
		Unknown	0	0	0	0	0	0	0	0.0%
Month of Year		January	13	14	8	11	12	58	11.6	8.2%
		February	8	7	13	8	9	45	9	6.4%
		March	13	5	10	8	11	47	9.4	6.7%
		April	11	9	8	10	12	50	10	7.1%
		May	12	8	9	11	13	53	10.6	7.5%
		June	10	10	14	8	17	59	11.8	8.4%
		July	23	18	12	14	10	77	15.4	10.9%
		August	18	10	5	13	17	63	12.6	8.9%
		September	18	11	23	15	12	79	15.8	11.2%
		October	11	12	4	9	10	46	9.2	6.5%
		November	8	8	15	17	13	61	12.2	8.7%
		December	8	12	13	24	9	66	13.2	9.4%
Day of Week		Monday	32	16	16	20	21	105	21	14.9%
		Tuesday	20	19	23	22	17	101	20.2	14.3%

	Wednesday	14	22	19	35	20	110	22	15.6%
	Thursday	27	20	23	21	29	120	24	17.0%
	Friday	22	19	21	22	18	102	20.4	14.5%
	Saturday	26	13	15	15	19	88	17.6	12.5%
	Sunday	12	15	17	13	21	78	15.6	11.1%
Contributing Circumstances (Vehicle Only)	Not Coded	18	20	18	17	4	77	15.4	10.9%
	NO Contributing Action	27	25	35	27	20	134	26.8	19.0%
	Operated MV in Careless or Negligent Manner	51	45	44	44	62	246	49.2	34.9%
	Failed to Yield Right-of-way	1	0	0	0	1	2	0.4	0.3%
	Improper Backing	0	0	0	0	0	0	0	0.0%
	Improper Turn	0	0	0	1	1	2	0.4	0.3%
	Followed too Closely	1	1	5	12	7	26	5.2	3.7%
	Ran Red Light	0	0	1	0	0	1	0.2	0.1%
	Drove too Fast for Conditions	19	9	5	0	4	37	7.4	5.3%
	Ran Stop Sign	0	0	0	0	0	0	0	0.0%
	Improper Passing	3	1	4	3	2	13	2.6	1.8%
	Exceed Posted Speed	2	0	0	0	0	2	0.4	0.3%
	Wrong Side or Wrong Way	0	0	0	0	0	0	0	0.0%
	Failed to Keep in Proper Lane	4	4	4	11	5	28	5.6	4.0%
	Ran Off Roadway	1	2	0	3	3	9	1.8	1.3%
	Disregarded Other Traffic Sign	0	0	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	5	3	2	2	10	22	4.4	3.1%
	Swerved or Avoided	3	3	5	5	2	18	3.6	2.6%
	Operated MV Erratic, Reckless or Aggressive	0	0	0	1	1	2	0.4	0.3%
	Other Contributing Action	18	11	11	22	23	85	17	12.1%
Weather Condition	Clear	67	69	87	98	93	414	82.8	58.8%
	Cloudy	68	39	33	34	36	210	42	29.8%
	Rain	17	16	14	15	16	78	15.6	11.1%
	Fog, Smog, Smoke	1	0	0	1	0	2	0.4	0.3%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

Figure 3-5: I-95 Crash Summary Statistics Histograms (2013-2017)



3.4.2 I-95 Ramps at Woolbright Road

The crash analysis results reveal that there was a total of 30 crashes on the I-95 ramps at Woolbright Road interchange within the project area during the five study years (2013-2017). Of these 30 crashes, most of the crashes are located along the NB on-ramp. Of these 30 crashes, the front to rear (rear-end) crashes were the most common type of crash accounting for 16 (53.3%) of total crashes followed by 4 sideswipe crashes accounting for (13.3%), and 1 angle crash (3.3%) of total crashes. Majority of the crashes (19 crashes, 63.3%) occurred under daylight conditions with 8 crashes (26.7%) occurred during nighttime. The percentage of nighttime crashes is lower than the statewide percentage of 33%. Poor surface conditions contributed only marginally to the number of crashes recorded over the five-year period as 21 (70.0%) of the total crashes occurred during clear weather conditions and on dry pavement surface. Nine crashes (30.0%) occurred on wet pavement; this is higher than the statewide average of 15%.

There were no fatal crashes that occurred within the study limits during the five-year period. PDO crashes accounted for 19 (63.3%) of all crashes; 11 crashes resulted in Injury. Among the contributing causes documented in the crash data, “carelessness of negligent manner” (13 crashes, 43.3%), resulted in the most crashes. Other contributing causes included “failed to keep in proper lane” (3 crashes, 10.0%), “improper passing” (2 crashes, 6.7%). A significant number of crashes were documented to have been the result of “no contributing action” (2 crashes, 6.7%) and “other contributing action” (3 crashes, 10.0%). **Table 3-8** and **Figure 3-6** show the crash summary along I-95 ramps within the study area.

A summary of crash analysis for each I-95 ramp is as shown below:

I-95 at NB Off-Ramp

The crash analysis results reveal that there was a total of 6 crashes at the I-95/NB On-Ramp intersection during the five study years (2013-2017). Of these 6 crashes, front to rear (rear-end) crashes were the most common crash type accounting 2 (33%), and 2 sideswipes (33%) of total crashes. There were 3 injuries and no fatalities.

I-95 at NB On-Ramp

The crash analysis results reveal that there was a total of 11 crashes at the I-95/NB On-Ramp intersection during the five study years (2013-2017). Of these 11 crashes, front to rear (rear-end) crashes were the most common crash type accounting 8 (73%) of total crashes. There were 4 injuries and no fatalities.

I-95 at SB Off-Ramp

The crash analysis results reveal that there was a total of 8 crashes at the I-95/NB On-Ramp intersection during the five study years (2013-2017). Of these 8 crashes, front to rear (rear-end) crashes were the most common crash type accounting 3 (38%) of total crashes. There were 3 injuries and no fatalities.

I-95 at SB On-Ramp

The crash analysis results reveal that there was a total of 5 crashes at the I-95/NB On-Ramp intersection during the five study years (2013-2017). Of these 5 crashes, front to rear (rear-end) crashes were the most common crash type accounting 3 (60%) of total crashes. There were 1 injury and no fatalities.

Table 3-8: I-95 Ramps at Woolbright Road Crash Summary Statistics (2013 to 2017)

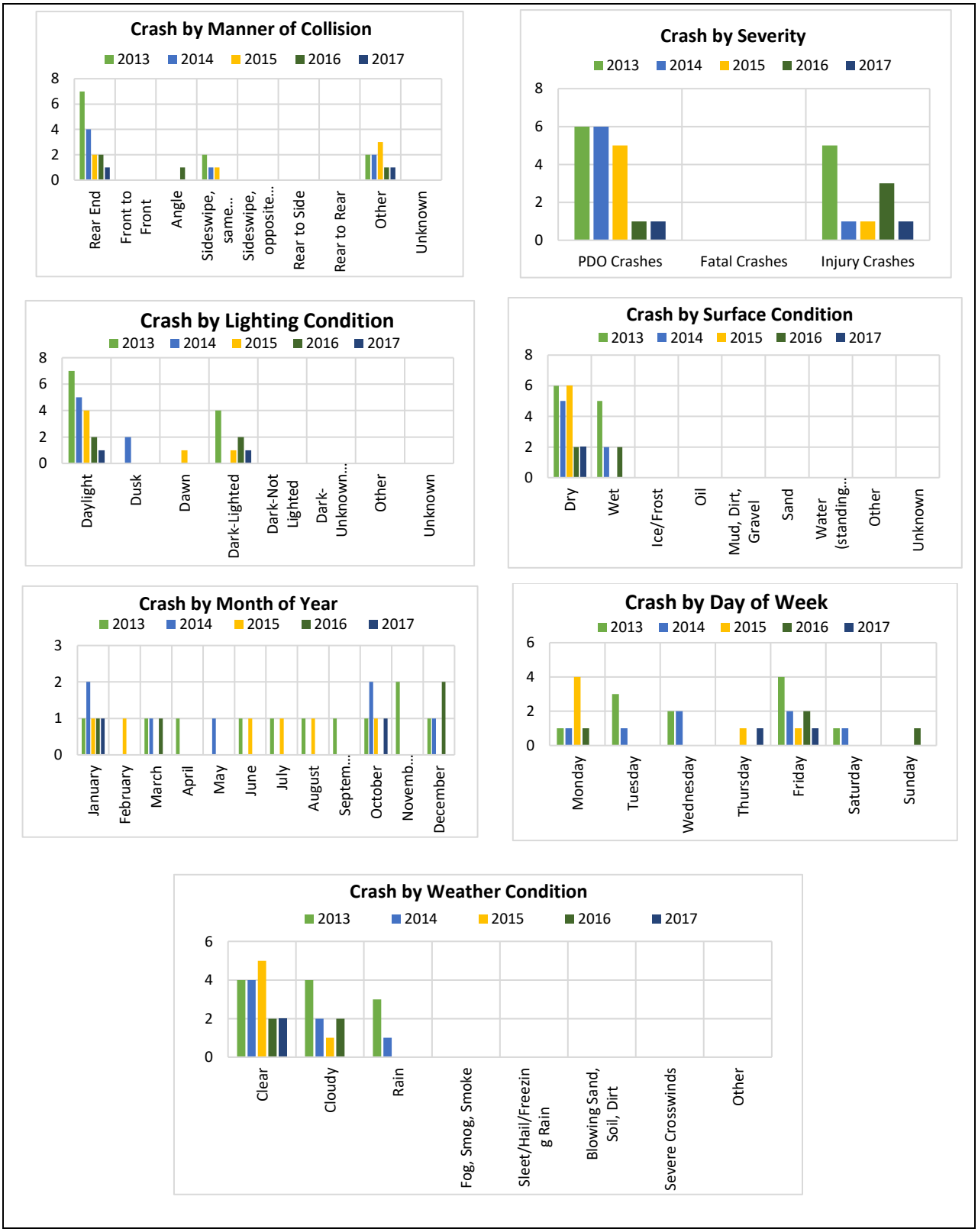
I-95 Ramps at Woolbright Road			Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	Percentage
			Year							
			2013	2014	2015	2016	2017			
Manner of Collision/Impact		Rear End	7	4	2	2	1	16	3.2	53.3%
		Front to Front	0	0	0	0	0	0	0	0.0%
		Angle	0	0	0	1	0	1	0.2	3.3%
		Sideswipe, same direction	2	1	1	0	0	4	0.8	13.3%
		Sideswipe, opposite direction	0	0	0	0	0	0	0	0.0%
		Rear to Side	0	0	0	0	0	0	0	0.0%
		Rear to Rear	0	0	0	0	0	0	0	0.0%
		Other	2	2	3	1	1	9	1.8	30.0%
		Unknown	0	0	0	0	0	0	0	0.0%
		Total Crashes	11	7	6	4	2	30	6	100.0%
Harmful Events	Collision w/ Non-Fixed Object	Pedestrian	0	0	0	0	0	0	0	0.0%
		Pedalcycle	0	0	0	0	0	0	0	0.0%
		Railway Vehicle	0	0	0	0	0	0	0	0.0%
		Animal	0	0	0	0	0	0	0	0.0%
		Motor Vehicle in Transport	9	5	3	4	1	22	4.4	73.3%
		Parked Motor Vehicle	0	0	0	0	0	0	0	0.0%
		Work Zone/Maintenance Equipment	0	0	0	0	0	0	0	0.0%
		Struck by Falling, Shifting Cargo	0	0	0	0	0	0	0	0.0%
		Other Non-Fixed Object	0	0	0	0	0	0	0	0.0%
	Collision w/	Impact Attenuator/Crash Cushion	0	0	0	0	0	0	0	0.0%

	Fixed Object	Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
		Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
		Bridge Rail	0	0	0	0	0	0	0	0.0%
		Culvert	0	0	0	0	0	0	0	0.0%
		Curb	0	0	0	0	0	0	0	0.0%
		Ditch	0	0	1	0	0	1	0.2	3.3%
		Embankment	0	0	0	0	0	0	0	0.0%
		Guardrail Face	1	0	1	0	0	2	0.4	6.7%
		Guardrail End	0	0	0	0	0	0	0	0.0%
		Cable Barrier	0	0	0	0	0	0	0	0.0%
		Concrete Traffic Barrier	0	0	0	0	0	0	0	0.0%
		Other Traffic Barrier	0	0	0	0	0	0	0	0.0%
		Tree (standing)	0	0	0	0	0	0	0	0.0%
		Utility Pole/Light Support	0	1	1	0	0	2	0.4	6.7%
		Traffic Sign Support	0	1	0	0	0	1	0.2	3.3%
		Traffic Signal Support	0	0	0	0	0	0	0	0.0%
		Other Post, Pole, or Support	0	0	0	0	0	0	0	0.0%
		Fence	0	0	0	0	0	0	0	0.0%
		Mailbox	0	0	0	0	0	0	0	0.0%
		Other Fixed Object	0	0	0	0	0	0	0	0.0%
	Non-Collision	Overturn/Rollover	0	0	0	0	1	1	0.2	3.3%
		Fire/Explosion	0	0	0	0	0	0	0	0.0%
		Immersion	0	0	0	0	0	0	0	0.0%
		Jackknife	0	0	0	0	0	0	0	0.0%
		Cargo/Equipment Loss or Shift	0	0	0	0	0	0	0	0.0%
		Fell/Jumped from Motor Vehicle	0	0	0	0	0	0	0	0.0%
		Thrown or Falling Object	0	0	0	0	0	0	0	0.0%
		Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
		Other Non-Collision	1	0	0	0	0	1	0.2	3.3%
Severity		PDO Crashes	6	6	5	1	1	19	3.8	63.3%
		Fatal Crashes	0	0	0	0	0	0	0	0.0%
		Injury Crashes	5	1	1	3	1	11	2.2	36.7%
Lighting Conditions		Daylight	7	5	4	2	1	19	3.8	63.3%
		Dusk	0	2	0	0	0	2	0.4	6.7%
		Dawn	0	0	1	0	0	1	0.2	3.3%
		Dark-Lighted	4	0	1	2	1	8	1.6	26.7%
		Dark-Not Lighted	0	0	0	0	0	0	0	0.0%
		Dark-Unknown lighting	0	0	0	0	0	0	0	0.0%
		Other	0	0	0	0	0	0	0	0.0%
		Unknown	0	0	0	0	0	0	0	0.0%
Surface Conditions		Dry	6	5	6	2	2	21	4.2	70.0%
		Wet	5	2	0	2	0	9	1.8	30.0%

	Ice/Frost	0	0	0	0	0	0	0	0.0%
	Oil	0	0	0	0	0	0	0	0.0%
	Mud, Dirt, Gravel	0	0	0	0	0	0	0	0.0%
	Sand	0	0	0	0	0	0	0	0.0%
	Water (standing/moving)	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0	0.0%
Month of Year	January	1	2	1	1	1	6	1.2	20.0%
	February	0	0	1	0	0	1	0.2	3.3%
	March	1	1	0	1	0	3	0.6	10.0%
	April	1	0	0	0	0	1	0.2	3.3%
	May	0	1	0	0	0	1	0.2	3.3%
	June	1	0	1	0	0	2	0.4	6.7%
	July	1	0	1	0	0	2	0.4	6.7%
	August	1	0	1	0	0	2	0.4	6.7%
	September	1	0	0	0	0	1	0.2	3.3%
	October	1	2	1	0	1	5	1	16.7%
	November	2	0	0	0	0	2	0.4	6.7%
	December	1	1	0	2	0	4	0.8	13.3%
Day of Week	Monday	1	1	4	1	0	7	1.4	23.3%
	Tuesday	3	1	0	0	0	4	0.8	13.3%
	Wednesday	2	2	0	0	0	4	0.8	13.3%
	Thursday	0	0	1	0	1	2	0.4	6.7%
	Friday	4	2	1	2	1	10	2	33.3%
	Saturday	1	1	0	0	0	2	0.4	6.7%
	Sunday	0	0	0	1	0	1	0.2	3.3%
Contributing Circumstances	Not Coded	1	0	0	1	1	3	0.6	10.0%
	NO Contributing Action	2	0	0	0	0	2	0.4	6.7%
	Operated MV in Careless or Negligent Manner	3	4	2	3	1	13	2.6	43.3%
	Failed to Yield Right-of-way	0	0	1	0	0	1	0.2	3.3%
	Improper Backing	0	1	0	0	0	1	0.2	3.3%
	Improper Turn	0	0	0	0	0	0	0	0.0%
	Followed too Closely	1	0	0	0	0	1	0.2	3.3%
	Ran Red Light	0	0	0	0	0	0	0	0.0%
	Drove too Fast for Conditions	0	0	0	0	0	0	0	0.0%
	Ran Stop Sign	0	0	0	0	0	0	0	0.0%
	Improper Passing	1	0	1	0	0	2	0.4	6.7%
	Exceed Posted Speed	0	0	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	0	0	0	0	0	0	0	0.0%
	Failed to Keep in Proper Lane	2	1	0	0	0	3	0.6	10.0%
	Ran Off Roadway	0	0	1	0	0	1	0.2	3.3%

	Disregarded Other Traffic Sign	0	0	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	0	0	0	0	0	0	0	0.0%
	Swerved or Avoided	0	0	0	0	0	0	0	0.0%
	Operated MV Erratic, Reckless or Aggressive	0	0	0	0	0	0	0	0.0%
	Other Contributing Action	1	1	1	0	0	3	0.6	10.0%
Weather Condition	Clear	4	4	5	2	2	17	3.4	56.7%
	Cloudy	4	2	1	2	0	9	1.8	30.0%
	Rain	3	1	0	0	0	4	0.8	13.3%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

Figure 3-6: I-95 Ramps at Woolbright Road Crash Summary Statistics Histograms (2013-2017)



3.4.3 Woolbright Road

The crash analysis results reveal that there was a total of 341 crashes on Woolbright Road within the project area during the five study years (2013-2017). Of these 341 crashes, front to rear (rear-end) crashes were the most common type of crash accounting for 163 (47.8%) of total crashes followed by 76 angle crashes accounting for (22.3%), and 27 sideswipe crashes (7.9%), 2 pedestrian crashes (0.6%) of total crashes. Majority of the crashes (256 crashes 75.1%) occurred under daylight conditions with 73 crashes (21.4%) occurred during nighttime. The percentage of nighttime crashes is lower than the statewide percentage of 33%. Poor surface conditions contributed only marginally to the number of crashes recorded over the five-year period as 289 (84.8%) of the total crashes occurred during clear weather conditions and on dry pavement surface. 52 of crashes (15.2%) occurred on wet pavement. This is lower than the statewide average of 15%.

One (1) fatal crash occurred within the study limits during the five-year period. Property Damage Only (PDO) crashes accounted for 192 (56.3%) of all crashes; 148 crashes resulted in Injury. Among the contributing causes documented in the crash data, "carelessness of negligent manner" (119 crashes, 34.9%), resulted in the most crashes. Other contributing causes included "failed to yield right-of-way" (45 crashes, 13.2%), "followed too closely" (22 crashes, 6.5%), "ran red light" (23 crashes, 6.7%). A significant number of crashes were documented to have been the result of "no contributing action" (21 crashes, 6.2%) and "other contributing action" (26 crashes, 7.6%). **Table 3-9** and **Figure 3-7** show the crash summary along Woolbright Road within the study area.

Table 3-9: Woolbright Road Crash Summary Statistics (2013 to 2017)

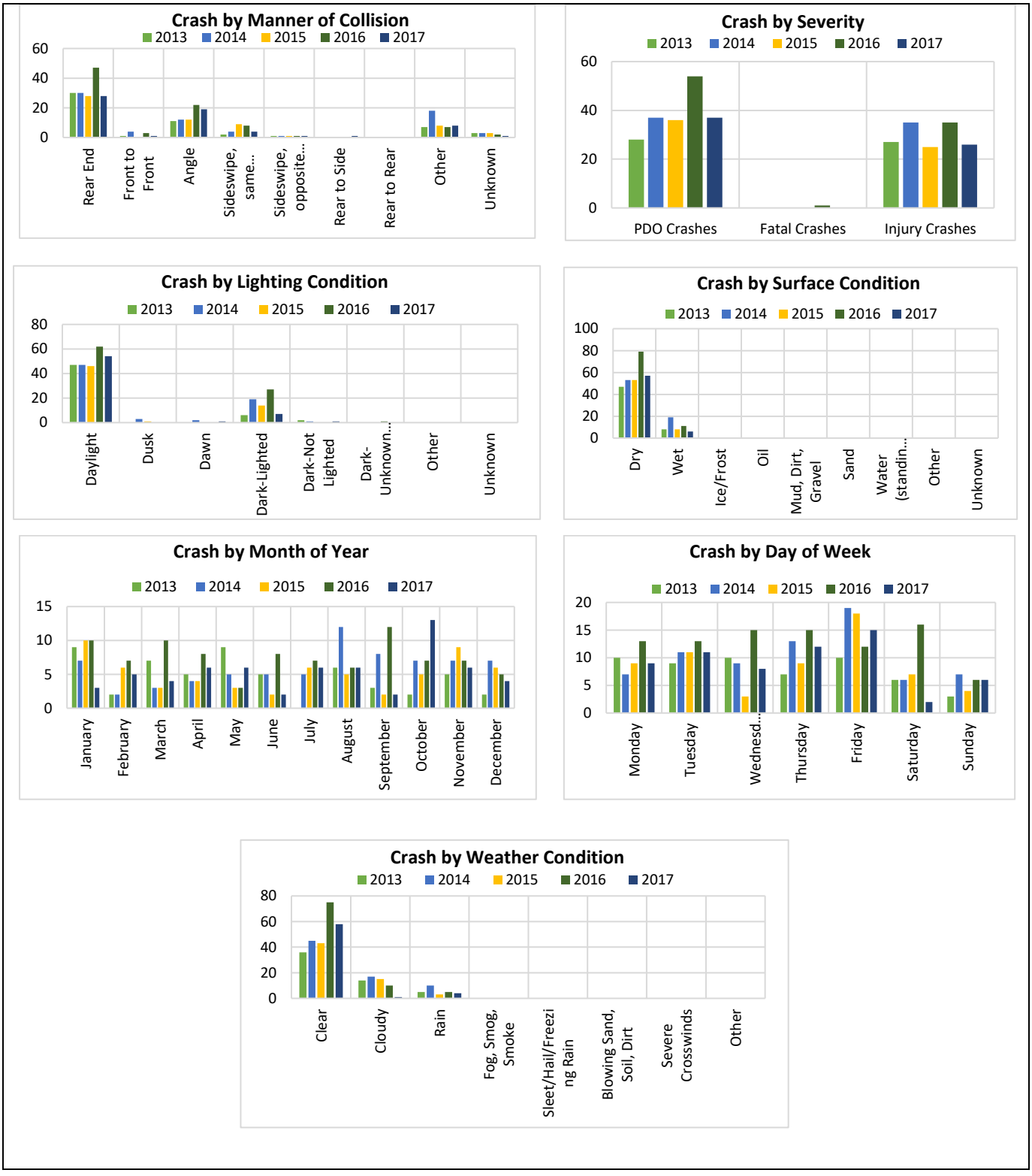
Woolbright Road		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	Percentage
		Year							
		2013	2014	2015	2016	2017			
Manner of Collision/Impact	Rear End	30	30	28	47	28	163	32.6	47.8%
	Front to Front	1	4	0	3	1	9	1.8	2.6%
	Angle	11	12	12	22	19	76	15.2	22.3%
	Sideswipe, same direction	2	4	9	8	4	27	5.4	7.9%
	Sideswipe, opposite direction	1	1	1	1	1	5	1	1.5%
	Rear to Side	0	0	0	0	1	1	0.2	0.3%
	Rear to Rear	0	0	0	0	0	0	0	0.0%
	Other	7	18	8	7	8	48	9.6	14.1%
	Unknown	3	3	3	2	1	12	2.4	3.5%
	Total Crashes	55	72	61	90	63	341	68.2	100.0%

Harmful Events	**Collision w/ Non-Fixed Object**	Pedestrian	1	0	0	0	1	2	0.4	0.6%
		Pedalcycle	0	0	0	0	0	0	0	0.0%
		Railway Vehicle	0	0	0	0	0	0	0	0.0%
		Animal	0	0	0	0	0	0	0	0.0%
		Motor Vehicle in Transport	47	60	55	86	59	307	61.4	90.0%
		Parked Motor Vehicle	0	0	0	0	0	0	0	0.0%
		Work Zone/Maintenance Equipment	0	0	0	0	0	0	0	0.0%
		Struck by Falling, Shifting Cargo	0	0	0	0	0	0	0	0.0%
		Other Non-Fixed Object	0	0	0	0	0	0	0	0.0%
	Collision w/ Fixed Object	Impact Attenuator/Crash Cushion	0	0	0	0	0	0	0	0.0%
		Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
		Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
		Bridge Rail	0	0	0	0	0	0	0	0.0%
		Culvert	0	0	0	0	0	0	0	0.0%
		Curb	1	2	0	0	1	4	0.8	1.2%
		Ditch	0	1	1	1	0	3	0.6	0.9%
		Embankment	0	0	0	0	0	0	0	0.0%
		Guardrail Face	0	1	1	1	0	3	0.6	0.9%
		Guardrail End	0	1	0	0	0	1	0.2	0.3%
		Cable Barrier	0	0	0	0	0	0	0	0.0%
		Concrete Traffic Barrier	0	0	0	0	1	1	0.2	0.3%
		Other Traffic Barrier	1	0	0	0	0	1	0.2	0.3%
		Tree (standing)	1	2	0	1	0	4	0.8	1.2%
		Utility Pole/Light Support	1	3	0	0	1	5	1	1.5%
		Traffic Sign Support	0	0	1	0	0	1	0.2	0.3%
		Traffic Signal Support	0	0	0	0	0	0	0	0.0%
		Other Post, Pole, or Support	1	0	0	0	0	1	0.2	0.3%
		Fence	0	0	0	0	0	0	0	0.0%
		Mailbox	0	0	0	0	0	0	0	0.0%
		Other Fixed Object	0	0	2	0	0	2	0.4	0.6%
	Non-Collision	Overturn/Rollover	0	2	0	1	0	3	0.6	0.9%
		Fire/Explosion	0	0	0	0	0	0	0	0.0%
		Immersion	0	0	0	0	0	0	0	0.0%
		Jackknife	0	0	0	0	0	0	0	0.0%
		Cargo/Equipment Loss or Shift	0	0	0	0	0	0	0	0.0%
		Fell/Jumped From Motor Vehicle	0	0	0	0	0	0	0	0.0%

		Thrown or Falling Object	0	0	0	0	0	0	0	0.0%
		Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
		Other Non-Collision	2	0	1	0	0	3	0.6	0.9%
Severity		PDO Crashes	28	37	36	54	37	192	38.4	56.3%
		Fatal Crashes	0	0	0	1	0	1	0.2	0.3%
		Injury Crashes	27	35	25	35	26	148	29.6	43.4%
Lighting Conditions		Daylight	47	47	46	62	54	256	51.2	75.1%
		Dusk	0	3	1	0	0	4	0.8	1.2%
		Dawn	0	2	0	0	1	3	0.6	0.9%
		Dark-Lighted	6	19	14	27	7	73	14.6	21.4%
		Dark-Not Lighted	2	1	0	0	1	4	0.8	1.2%
		Dark-Unknown lighting	0	0	0	1	0	1	0.2	0.3%
		Other	0	0	0	0	0	0	0	0.0%
		Unknown	0	0	0	0	0	0	0	0.0%
Surface Conditions		Dry	47	53	53	79	57	289	57.8	84.8%
		Wet	8	19	8	11	6	52	10.4	15.2%
		Ice/Frost	0	0	0	0	0	0	0	0.0%
		Oil	0	0	0	0	0	0	0	0.0%
		Mud, Dirt, Gravel	0	0	0	0	0	0	0	0.0%
		Sand	0	0	0	0	0	0	0	0.0%
		Water (standing/moving)	0	0	0	0	0	0	0	0.0%
		Other	0	0	0	0	0	0	0	0.0%
		Unknown	0	0	0	0	0	0	0	0.0%
Month of Year		January	9	7	10	10	3	39	7.8	11.4%
		February	2	2	6	7	5	22	4.4	6.5%
		March	7	3	3	10	4	27	5.4	7.9%
		April	5	4	4	8	6	27	5.4	7.9%
		May	9	5	3	3	6	26	5.2	7.6%
		June	5	5	2	8	2	22	4.4	6.5%
		July	0	5	6	7	6	24	4.8	7.0%
		August	6	12	5	6	6	35	7	10.3%
		September	3	8	2	12	2	27	5.4	7.9%
		October	2	7	5	7	13	34	6.8	10.0%
		November	5	7	9	7	6	34	6.8	10.0%
		December	2	7	6	5	4	24	4.8	7.0%
Day of Week		Monday	10	7	9	13	9	48	9.6	14.1%
		Tuesday	9	11	11	13	11	55	11	16.1%
		Wednesday	10	9	3	15	8	45	9	13.2%
		Thursday	7	13	9	15	12	56	11.2	16.4%
		Friday	10	19	18	12	15	74	14.8	21.7%
		Saturday	6	6	7	16	2	37	7.4	10.9%
		Sunday	3	7	4	6	6	26	5.2	7.6%
Contributing Circumstances (Vehicle Only)		Not Coded	6	13	8	10	9	46	9.2	13.5%
		NO Contributing Action	2	6	3	8	2	21	4.2	6.2%

	Operated MV in Careless or Negligent Manner	26	23	24	28	18	119	23.8	34.9%
	Failed to Yield Right-of-way	3	8	9	13	12	45	9	13.2%
	Improper Backing	0	1	1	0	1	3	0.6	0.9%
	Improper Turn	1	0	1	0	0	2	0.4	0.6%
	Followed too Closely	6	1	3	12	0	22	4.4	6.5%
	Ran Red Light	6	2	5	4	6	23	4.6	6.7%
	Drove too Fast for Conditions	2	4	1	1	3	11	2.2	3.2%
	Ran Stop Sign	0	0	0	0	0	0	0	0.0%
	Improper Passing	0	0	0	0	1	1	0.2	0.3%
	Exceed Posted Speed	0	0	0	0	0	0	0	0.0%
	Wrong Side or Wrong Way	1	0	0	0	0	1	0.2	0.3%
	Failed to Keep in Proper Lane	0	1	2	1	5	9	1.8	2.6%
	Ran Off Roadway	0	0	1	2	1	4	0.8	1.2%
	Disregarded Other Traffic Sign	0	0	0	0	0	0	0	0.0%
	Disregarded other Road Markings	0	0	0	0	0	0	0	0.0%
	Over-Correcting/Over-Steering	2	1	0	1	0	4	0.8	1.2%
	Swerved or Avoided	0	0	0	0	0	0	0	0.0%
	Operated MV Erratic, Reckless or Aggressive	0	3	1	0	0	4	0.8	1.2%
	Other Contributing Action	0	9	2	10	5	26	5.2	7.6%
Weather Condition	Clear	36	45	43	75	58	257	51.4	75.4%
	Cloudy	14	17	15	10	1	57	11.4	16.7%
	Rain	5	10	3	5	4	27	5.4	7.9%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

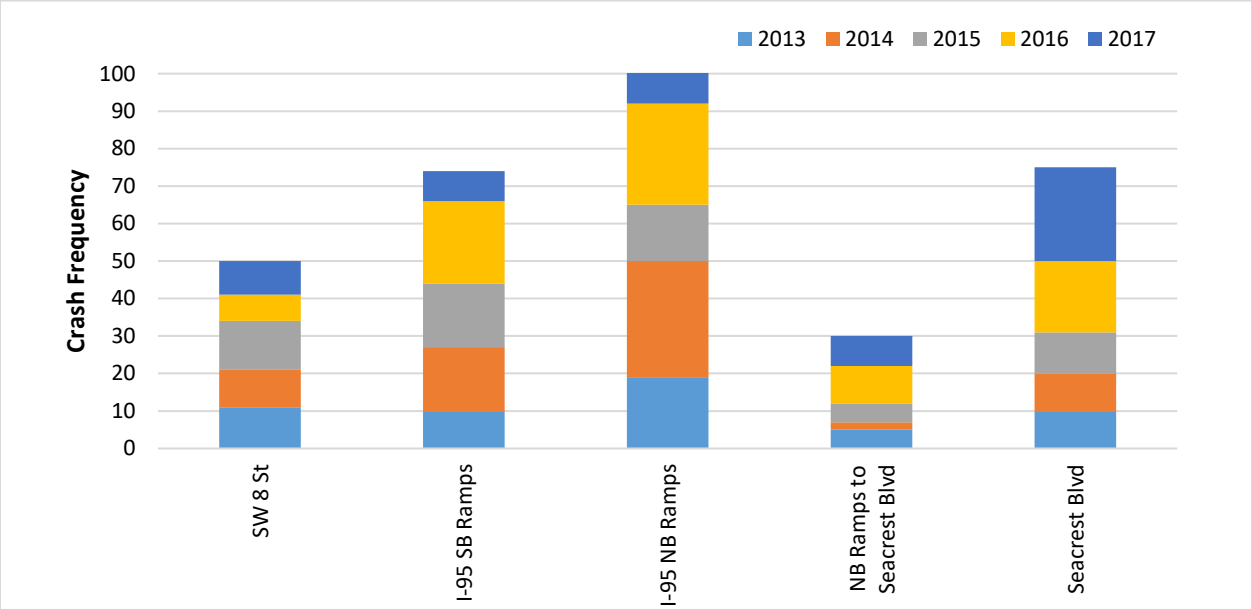
Figure 3-7: Woolbright Road Crash Summary Statistics Histograms (2013-2017)



3.4.4 Crash Hotspots

A crash accumulation analysis was conducted along Woolbright Road to identify specific segments or intersections with high crash frequencies and identify possible roadway deficiencies that can be improved. The crash accumulation analysis is graphically illustrated in **Figure 3-8**. Based on analysis, the following locations were identified as high crash frequency locations with greater than 10 crashes for the five-year period. These locations are not among the high crash locations classified in the most recent FDOT High-Crash List (2009-2013).

Figure 3-8: Safety Hotspots along Woolbright Road



SW 8th street provides access to the Lowe's Home Improvement store, The Home Depot as well as several residentials and businesses. Seacrest Boulevard provides access to Boynton Beach Utilities Department as well as residential neighborhoods and businesses.

Based on the crash analysis, a total of 332 crashes occurred within this hotspot areas identified from 2013 to 2017. Rear-end crashes were the predominant crash type accounting for 158 crashes (47.6%) of the total crashes followed by 76 angle crashes (22.9%), 24 sideswipe crashes (7.2%), and 25 fixed object crashes (7.5%). Among the contributing causes documented in the crash data, 'carelessness or negligent manner' (112 crashes, 33.7%), 'failed to yield right of way' (45 crashes, 13.6%), 'no contributing action' (20 crashes, 6.0%), 'followed too Closely' (22 crashes, 6.6%), 'improper turn' (2 crashes, 0.6%) and 'ran red light' (23 crashes, 6.9%) were among the highest.

Most of the rear-end crashes occurring at I-95 NB ramp terminal intersection were mainly due to drivers following too closely and failing to yield the right of way, which may be attributed to inadequate signal timing for the intersection. At Seacrest Boulevard intersection, most of the angle crashes were attributed to 'failed to yield right of way' which could also be due to difficulty in judging correctly adequate gaps for the Woolbright Road traffic stream in order to make left-turn maneuver at this intersection.

3.4.5 Fatal Crashes

Fatal crashes are a major concern in the roadway safety analysis. Based on the crash data, there were a total of 3 fatal crashes within the study area. Two fatal crashes occurred on I-95 and one fatal crash on Woolbright Road.

The SSOGis crash data was reviewed to identify specific contributing factors that may have caused these fatal crashes. The two fatal crashes that occurred along I-95 NB S of Woolbright Road were caused when the vehicles lost control while driving careless. These fatal crashes occurred under dry surface conditions and during the daytime. The fatal crash on Woolbright Road that occurred between NB ramp terminal and Seacrest Boulevard, this crash occurred under dry surface condition and during the nighttime.

3.4.6 Crash Frequencies and Rates

I-95 and Woolbright Road within the study area were segmented into 20 areas as presented in **Table 3-10**, This was done to further analyze the crash frequencies and rates at different sections of the roadway within the project limits to provide a better understanding of the existing crash patterns. **Table 3-11** provides the existing crash frequencies and rates along the different roadway sections as described in **Table 3-10**.

After segmenting I-95, Woolbright Road and the interchange ramps, the crash frequency and crash rate were calculated for each segment. The 'Average Crash Rate Method' of crash analysis, based on segment length, AADT and number of crashes occurred, was used for calculating the actual crash rate for the roadway segments. The actual crash rate for the study corridors from year 2013 to 2017 was compared with the statewide average crash rate for the same type of facility.

Based on the analysis presented in Table 3-10, on Woolbright Road, segment 5 have the highest crash rate of 1.540 crashes per million vehicle miles travelled whilst section 6 has the lowest with crash rate of 0.331 crashes per million vehicle miles travelled. The actual crash rate for segment 15 and 20 are higher than the statewide average. The crash rate at Woolbright Road and Seacrest Boulevard intersection, 1.015, is

higher than the statewide average, 0.623. The intersection at Woolbright Road and SW 8th Street has a crash rate of 0.640, which is higher than the statewide average, 0.562.

Table 3-10: Roadway Segmentation for Crash Analysis

Segment	Description
1	I-95 NB S of Woolbright Road
2	I-95 NB Diverge Area S of Woolbright Road
3	Woolbright Road NB Off-Ramp
4	I-95 NB between Off and On-Ramps
5	Woolbright Road NB On-Ramp
6	I-95 NB Weaving Area N of Woolbright Road
7	I-95 SB Weaving Area N of Woolbright Road
8	Woolbright Road SB Off-Ramp
9	I-95 SB between Off and On-Ramps
10	Woolbright Road SB On-Ramp
11	I-95 SB Merge Area S of Woolbright Road
12	I-95 SB S of Woolbright Road
15	Woolbright Road at SW 8 Street
16	Woolbright Road between SW 8 Street and SB Ramps
17	Woolbright Road at SB Ramps
18	Woolbright Road at NB Ramps
19	Woolbright Road between NB Ramps and Seacrest Boulevard
20	Woolbright Road at Seacrest Boulevard

Table 3-11: Existing Crash Frequencies and Rates

Segment Description	Total Number of Crashes	Number of Crashes			Traffic Volume (AADTs)**	Crash Frequency (Crash/year)	Segment Type	Segment Length (Feet)	Crash Rate (Crash/MVMT)	Statewide Average Crash Rate
		Fatal	Injuries	PDO						
I-95 NB S of Woolbright Road	92	2	40	51	193900	18.4	Segment	0.42	0.619	0.924
I-95 NB Diverge Area S of Woolbright Road	108	0	41	67	193900	21.6	Segment	0.46	0.663	0.924
Woolbright Road NB Off-Ramp	6	0	3	3	11800	1.2	Segment	0.21	1.327	*
I-95 NB between Off and On-Ramps	105	0	45	60	203900	21	Segment	0.6	0.470	0.924
Woolbright Road NB On-Ramp	11	0	4	7	14500	2.2	Segment	0.27	1.540	*
I-95 NB Weaving Area N of Woolbright Road	40	0	16	24	213900	8	Segment	0.31	0.331	0.924
I-95 SB Weaving Area N of Woolbright Road	33	0	12	21	213900	6.6	Segment	0.25	0.338	0.924
Woolbright Road SB Off-Ramp	8	0	3	5	16600	1.6	Segment	0.26	1.016	*
I-95 SB between Off and On-Ramps	192	0	78	114	203900	38.4	Segment	0.71	0.727	0.924
Woolbright Road SB On-Ramp	5	0	1	4	11500	1	Segment	0.26	0.916	*
I-95 SB Merge Area S of Woolbright Road	86	0	38	48	193900	17.2	Segment	0.75	0.324	0.924
I-95 SB S of Woolbright Road	49	0	27	22	193900	9.8	Segment	0.15	0.923	0.924
Woolbright Road at SW 8 Street	50	0	25	25	42800	10	Intersection	-	0.640	0.562
Woolbright Road between SW 8 Street and SB Ramps	9	0	5	4	42800	1.8	Segment	0.24	0.480	6.575
Woolbright Road at SB Ramps	74	0	38	36	42800	14.8	Intersection	-	0.947	1.511
Woolbright Road at NB Ramps	103	0	39	64	40500	20.6	Intersection	-	1.394	1.511
Woolbright Road between NB Ramps and Seacrest Boulevard	30	1	12	18	40500	6	Segment	0.47	0.864	5.391
Woolbright Road at Seacrest Boulevard	75	0	30	45	40500	15	Intersection	-	1.015	0.623

*Statewide average crash rate not available

** AADTs are averages of historical AADTs from Florida Traffic Online from 2013 to 2017 AADTs

3.5 Consistency with Master Plans, LRTP, LFC and DRIs

This IMR considers all programmed and planned roadway improvements in the area. These capacity improvements are consistent with those specified in the regional transportation plans including the following:

- Palm Beach Transportation Planning Agency (TPA) 2040 Long Range Transportation Plan (LRTP)
- Palm Beach TPA Transportation Improvement Program (TIP)
- FDOT's SIS Second Five Year Plan
- FDOT Five-Year Work Program
- FDOT's Strategic Intermodal System Plan

In addition, this IMR is conducted in coordination with the ongoing intersection improvement at Woolbright Road at Seacrest Boulevard (Proj# 20229919), which includes adding an eastbound right turn lane on Woolbright Road at Seacrest Boulevard. This improvement is listed in the Palm Beach TPA Transportation Improvement Program (TIP) – FY 2021-2025.

4. NEED

The Woolbright Road interchange with I-95 is an important component of the SIS in Palm Beach County, Florida and provides a key transportation element. This interchange is an important connection for commuters and freight traffic in the region. The objective of the IMR is to propose improvements that will provide a safer and more operationally efficient interchange.

Operational Performance

The I-95 at Woolbright Road interchange ramps and intersections operate at an acceptable LOS F during AM and PM peak hours in Existing Year 2019. However, traffic congestion and long delays are experienced by some movements at the study intersections, where they operate at LOS F during the PM peak hour. At the Woolbright Road and I-95 SB ramp terminal, the eastbound left operates at LOS F in the Existing Year 2019. Also, the westbound right movement at Woolbright Road and I-95 ramp terminal intersection operate at LOS F during the PM peak hour. Travel demand forecasts indicate that the study area is expected to experience substantial traffic growth in future years. Based on the anticipated growth in traffic, operating conditions at the interchange and the study intersections will further deteriorate. Under No-Build Alternative, the traffic analysis performed for the signalized intersections indicated that all the study intersections will operate at an overall LOS F during the peak hours by Design Year 2045. The proposed project will address these concerns by increasing capacity at the interchange and providing acceptable operating conditions through the Design Year (2045).

Transportation Capacity

An increase in demand on I-95 and Woolbright Road interchange is anticipated in the future due to planned growth in the area. As a result, additional traffic demand on major arterials within the study area will need to be addressed. **Table 4-1** summarizes the anticipated growth within the study area.

Table 4-1: Forecasted Growth in Traffic Volumes

Segment	Existing (2019)	Opening (2025)	Design (2045)
I-95 south of Woolbright Road	228,000	232,000	242,000
I-95 north of Woolbright Road	237,000	243,000	261,000
Woolbright Road west of I-95	42,500	44,500	52,000
Woolbright Road east of I-95	40,500	42,000	46,000

The study area also has a high volume of heavy traffic along I-95. For the purpose of this study, it was assumed that trucks would increase proportionally with traffic volumes. I-95 experiences a 7.4% of daily truck percentage to the north of Woolbright Road and a 6.1% of daily truck percentage to the south of Woolbright Road. The truck volume will increase proportionally to the vehicular traffic and will result in further deteriorated conditions.

Safety

The existing safety analysis provided in **Section 3.3.3** shows that high crash locations exist within the study area. Specifically, Woolbright Road at SW 8th Street intersection and Seacrest Boulevard along Woolbright Road have higher crash rates than the statewide average. The increased traffic volumes and high travel speeds create an environment that is prone to crashes.

If no operational and safety improvements are made within the project limits, traffic operations within the study area will progressively become worse, increasing the number of crashes, and deteriorating the access to and from I-95 and Woolbright Road for users.

Emergency Evacuation and Response Times

I-95 and Woolbright Road serve as part of the emergency evacuation route network designated by the Florida Division of Emergency Management and Palm Beach County. As designated evacuation facilities, the interchange is critical in facilitating traffic flow during emergency evacuation periods. Woolbright Road is a major east-west corridor in eastern Palm Beach County providing linkage to I-95.

5. Future Traffic Forecasts

The AADT development for this project was performed as part of the *Traffic Data Collection and Traffic Projections Report*. The report is provided in **Appendix B**. A summary of the future transportation network and future traffic volume forecasting is discussed in this section.

5.1 Future Transportation Network

The TPA for Palm Beach County plays a critical role in addressing regional transportation issues, convening stakeholders, and identifying the long-term transportation needs within Palm Beach County. It also serves as the coordinating forum for all the local governments for matters relating to the maintenance and development of the county's transportation network. Together they establish long-term planning goals and objectives, set priorities, and identify the agency responsible for funding and implementing needed transportation improvements.

5.2 Travel Demand Forecasting/Development of AADTs

The AADT forecasting and development was performed in December 2017 as part of the Traffic Data Collection and Traffic Projections for I-95 at Woolbright Road report. A brief discussion of AADT development methodology is presented below.

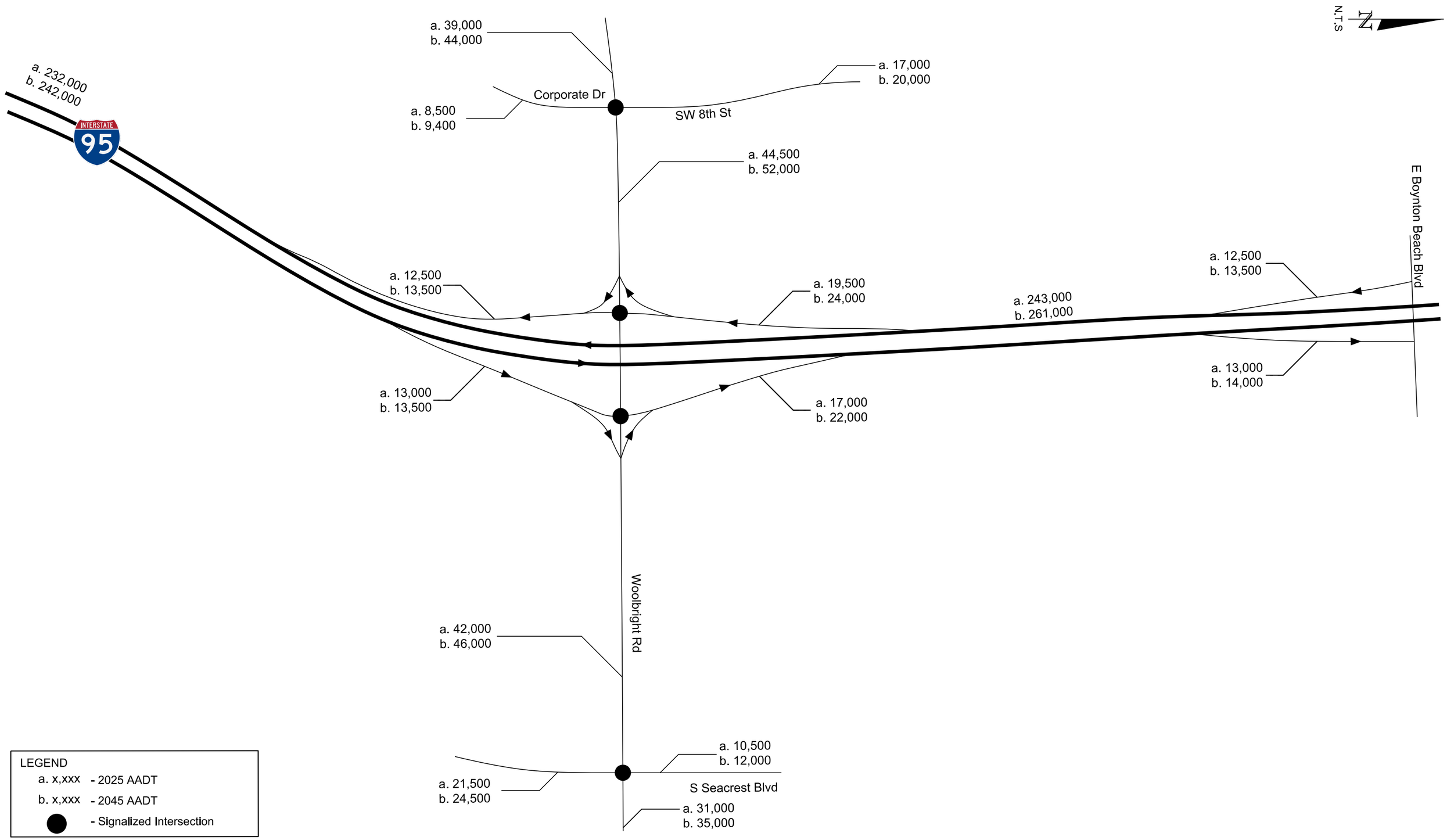
To obtain reasonable and consistent traffic projections, various traffic forecasting methodologies were evaluated. The purpose of evaluating various traffic forecasting methodologies was to recommend the most reasonable forecasting methodology for the study interchanges to develop consistent traffic projections. The forecast methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet.
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.062 projections using FDOT Trend analysis spreadsheet.
- Socioeconomic growth for TAZs within 2-mile buffer of the study interchanges between the SERPM 7.062 base year 2010 and future year 2040.

- Comprehensive traffic forecasting method, which first calculated the percent difference between the 2017 AADT from field data and the projected 2017 AADT interpolated from 2010 and 2040 SERPM 7.062 projections, and then maintained this percent difference and applied to 2040 SERPM 7.062 projections to calculate 2040 AADT.

The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. Based on the comparison and discussions with FDOT Project Manager, the comprehensive traffic forecasting method was used to develop the AADT for these PD&E studies. The traffic forecasting methodology used for each approach of each intersection was based on the 2017 AADT (from field), and 2010 and 2040 SERPM 7.062 model volumes. The 2017 model volume was interpolated using 2010 and 2040 model volumes. Then the percent differences of 2017 AADT and interpolated 2017 forecasted AADT from model was calculated. The recommended 2040 AADT were calculated by applying this percent difference to the 2040 SERPM 7.062 model volumes. Then the 2020 and 2030 volumes were interpolated using 2017 AADT and recommended 2040 volumes. For the roadway segments where the SERPM 7.062 2040 model volumes are lower than the SERPM 7.062 2010 model volumes, or are not included in the SERPM 7 network, the future 2020, 2030, and 2040 AADTs were calculated using 2017 AADT and a compound growth factor of 0.5%. For all the roadway links, the 2017 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted.

AADT volumes are developed by interpolation for Opening Year of this IMR. The AADT volumes do not change between any of the alternatives. The AADTs for 2025 and 2045 are presented in **Figure 5-1**.



FDOT
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Fort Lauderdate, FL 33309

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ETDM No.: 14341

Title:
Opening Year 2025 and Design Year 2045
Annual Average Daily Traffic

Figure:
5-1

5.3 Development of DDHV Volumes

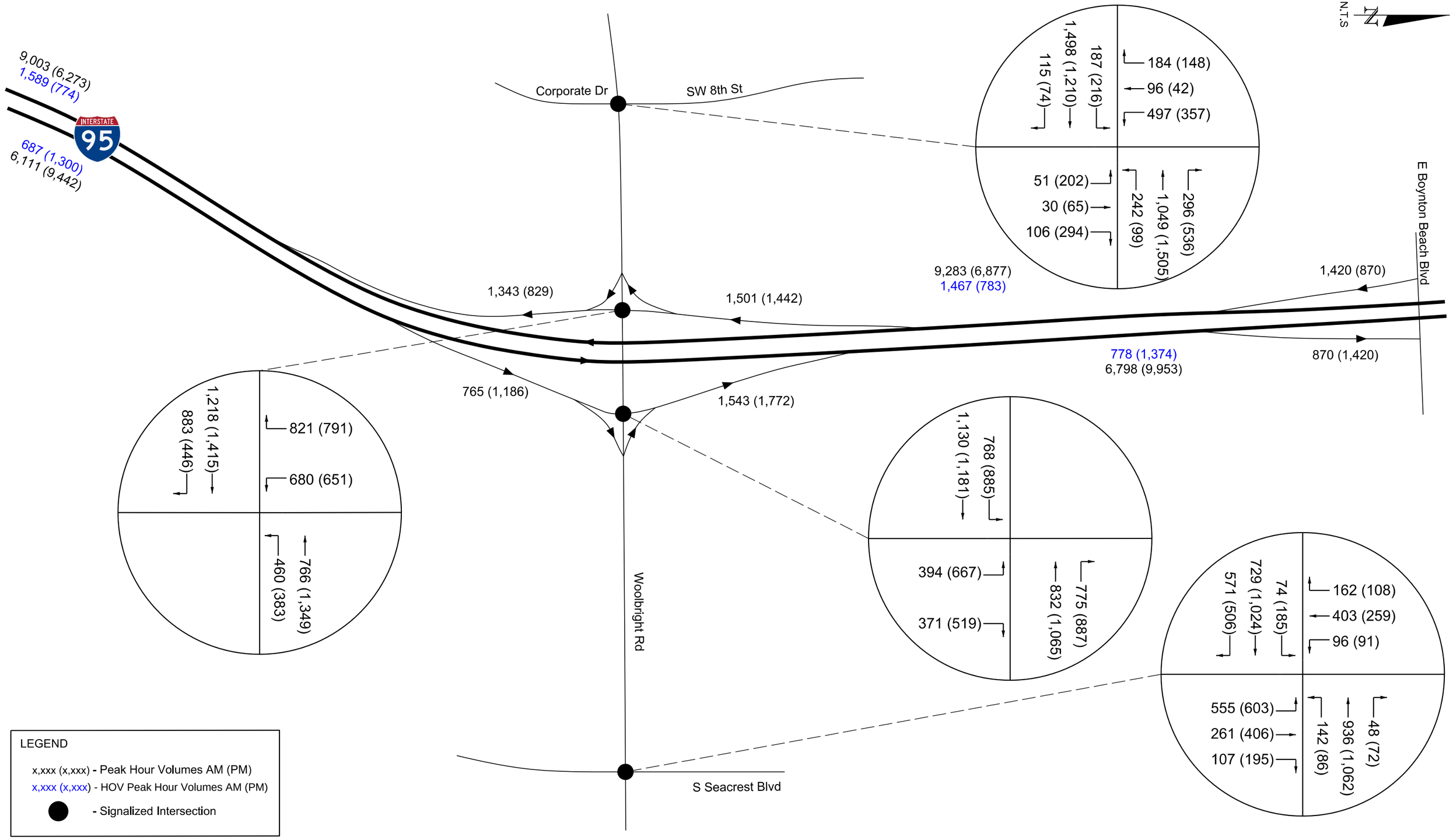
The Opening Year 2025 and Design Year 2045 DDHVs were developed using a combination of K and D factors along with the FDOT's TMTool. The No-Build 2025 and 2045 future year I-95 mainline and ramps DDHVs were estimated by applying the study K and D factors. The K and D factors presented in Section 2.4 were entered in the TMTool for Design Year 2045. The Opening Year 2025 volumes were developed by interpolation between existing year and design year.

The No-Build Alternative 2025 and 2045 future year turning movement volumes for intersections within the project study area were calculated using the FDOT's TMTool. The resulting projected traffic volumes were reviewed for reasonableness and adjustments were made as necessary to reflect growth rates consistent with the study area.

HOV lanes were accounted for in all ramp analysis. The percentage of HOV lanes compared to the total traffic on I-95 was provided via the District 4 I-95 Master Plan Study. The HOV percentage was different depending on the direction and peak hour. In the AM Peak Hour, the SB HOV percentage was between 13-18%, and in the NB direction, it was between 10-12%. In the PM Peak Hour, the SB HOV percentage was between 10-14%, and in the NB direction, it was between 12-14%. The GUL volume was calculated by subtracting the calculated HOV lane volume from the total volume. This methodology was also applied to the mainline volumes between the ramps at the interchanges.

The mainline and ramp DDHVs and intersection TMCs were then balanced and checked for reasonableness. **Figures 5-2** and **5-3** provide the future year No-Build DDHVs for 2025 and 2045, respectively.

The TMTool sheets are presented in **Appendix E**.



Florida Department of Transportation District Four 3400 West Commercial Boulevard Fort Lauderdale, FL 33309	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Opening Year 2025 No-Build and Build Peak Hour Volumes	Figure: 5-2

N.T.S

11,363 (7,509)
2,029 (924)
846 (1,610)
7,714 (11,891)
INTERSTATE 95
Corporate Dr
SW 8th St
E Boynton Beach Blvd
Woolbright Rd
S Seacrest Blvd

1,382 (864)
2,058 (1,638)
12,225 (8,279)
1,843 (928)
1,530 (940)
943 (1,693)
8,489 (12,417)
940 (1,530)
904 (1,309)
1,776 (1,918)

282 (277)
1,818 (1,437)
139 (112)
268 (222)
115 (68)
640 (468)

94 (205)
58 (68)
178 (346)
312 (168)
1,612 (1,935)
455 (720)

1,716 (1,801)
920 (450)
1,009 (983)
1,049 (655)
462 (414)
1,370 (1,840)

956 (896)
1,809 (1,560)
419 (786)
485 (523)
820 (1,022)
1,413 (1,468)

136 (211)
1,272 (1,487)
698 (595)
194 (150)
406 (262)
127 (111)

601 (665)
265 (410)
143 (279)
261 (112)
1,579 (1,514)
92 (90)

LEGEND

x,xxx (x,xxx) - Peak Hour Volumes AM (PM)

x,xxx (x,xxx) - HOV Peak Hour Volumes AM (PM)

- Signalized Intersection

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Title: Design Year 2045 No-Build and Build Peak Hour Volumes

Figure: 5-3

6. NO-BUILD CONDITIONS

This section documents the future conditions within the I-95 at Woolbright Road interchange modification study area for the No-Build Alternative. The No-Build Alternative assumes the existing plus committed roadway network. At this time, there are three projects; I-95 Managed Lane project (FPID #: 444202-1); I-95 at Boynton Beach Boulevard Interchange Design Project (FPID #: 435804-1); and a safety project at the Woolbright Road/Seacrest Boulevard intersection. The analysis years considered under the No-Build Alternative are Opening Year 2025 and Design Year 2045. The operational analysis includes the future year peak hour traffic forecasts for the area of influence. The primary objective of this analysis was to establish the No-Build operational conditions along I-95 and at the study interchange and intersections.

The safety project at the Woolbright Road/Seacrest Boulevard intersection will change the lane configuration at this study intersection, and the No-Build lane configuration is provided in **Figure 6-1**.

6.1 Individual Element No-Build Operational Analysis

An individual element operational analysis was conducted for the No-Build Alternative using HCM methodologies. HCS was used to perform a capacity analysis for the mainline segments and ramps. Synchro 10 was used to analyze the study intersections. The results of this detailed analysis are presented in the following sections**. Figure 6-2** and **Figure 6-3** illustrate the peak hour volumes utilized for the Opening Year 2025 and Design Year 2045 No-Build Alternative HCS and Synchro analysis respectively. Documentation for the No-Build Alternative analysis is provided in **Appendix F**.

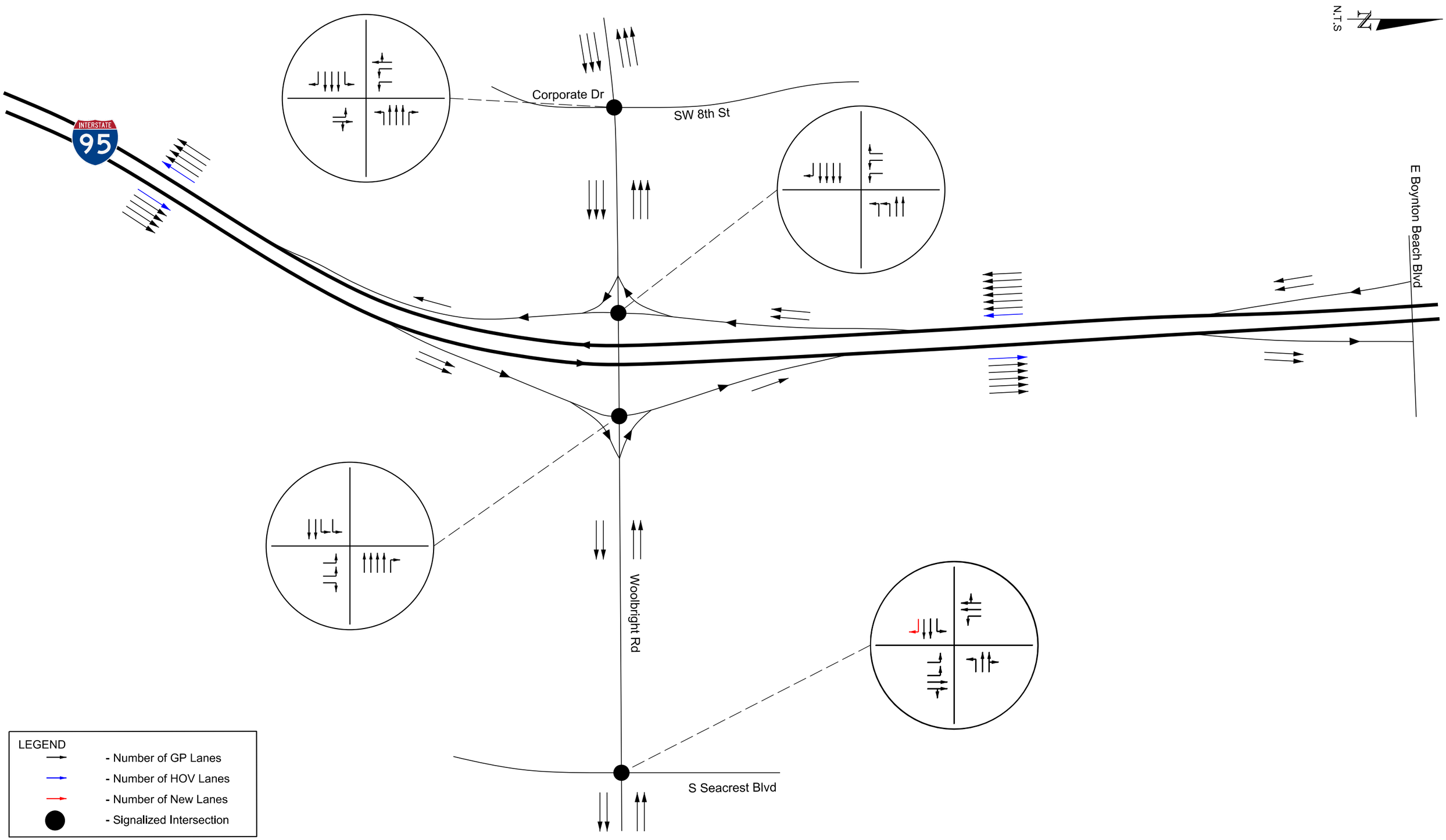
6.1.1 2025 No-Build Analysis

Mainline Analysis – Basic Segments

The results of the operational analysis show that all the mainline segments operate at an acceptable LOS D or better except the following segments (marked as red in **Table 6-1**):

- I-95 NB south of Woolbright Road at LOS F (PM peak hour)
- I-95 SB south of Woolbright Road at LOS F (AM peak hour)
- I-95 NB between Woolbright Road Ramps (PM peak hour)
- I-95 SB between Woolbright Road Ramps (AM peak hour)

Figure 6-2 illustrates the peak hour volumes and LOS results for the 2025 No-Build mainline analysis.



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Project Development & Environment Study
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ETDM No.: 14341

Title: No-Build Alternative -Lane Configuration

Figure: 6-1

N.T.S

D (C)
9,003 (6,273)
1,589 (774)

INTERSTATE 95

687 (1,300)
6,111 (9,442)
C (D)

Corporate Dr

SW 8th St

E Boynton Beach Blvd

Woolbright Rd

S Seacrest Blvd

0.72 (0.45)
1,343 (829)

0.40 (0.39)
1,501 (1,442)

9,283 (6,877)
1,467 (783)
D (B)

0..34 (0.22)
1,420 (870)

778 (1,374)
6,798 (9,953)
A (C)

870 (1,420)
0.22 (0.34)

765 (1,186)
0.21 (0.32)

1,543 (1,772)
0.83 (0.95)

E (E)
1,498 (1,210)
115 (74)
187 (216)
184 (148)
96 (42)
497 (357)
51 (202)
30 (65)
106 (294)
242 (99)
1,049 (1,505)
296 (536)

F (F)
1,218 (1,415)
883 (446)
821 (791)
680 (651)
460 (383)
766 (1,349)

F (F)
1,130 (1,181)
768 (885)
394 (667)
371 (519)
775 (887)
832 (1,065)

E (E)
571 (506)
729 (1,024)
74 (185)
162 (108)
403 (259)
96 (91)
555 (603)
261 (406)
107 (195)
142 (86)
936 (1,062)
48 (72)

LEGEND

x,xxx (x,xxx) - Peak Hour Volumes AM (PM)

x,xxx (x,xxx) - HOV Peak Hour Volumes AM (PM)

x (x) - Mainline Level of Service AM (PM)

x (x) - Ramp V/C ratio AM (PM)

x (x) - Intersection Level of Service AM (PM)

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INTERSTATE 95

I-95/SR 9 Interchange at Woolbright Road
Project Development & Environment Study
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ETDM No.: 14341

Title:
Opening Year 2025 No-Build Alternative Peak Hour Volumes and LOS/V/C Ratio

Figure:
6-2

N.T.S

F (C)
11,363 (7,509)
2,029 (924)

INTERSTATE 95

846 (1,610)
7,714 (11,891)
C (F)

Corporate Dr

SW 8th St

1,818 (1,437)
139 (112)
282 (277)
268 (222)
115 (68)
640 (468)
F (F)
94 (205)
58 (68)
178 (346)
312 (168)
1,612 (1,935)
455 (720)

E Boynton Beach Blvd

0.74 (0.47)
1,382 (864)

0.55 (0.44)
2,058 (1,638)

12,225 (8,279)
1,843 (928)
F (C)

0.38 (0.24)
1,530 (940)

940 (1,530)
0.24 (0.38)

943 (1,693)
8,489 (12,417)
C (F)

904 (1,309)
0.24 (0.35)

1,776 (1,918)
0.96 (1.03)

1,716 (1,801)
920 (450)
1,009 (983)
1,049 (655)
F (F)
462 (414)
1,370 (1,840)

956 (896)
1,809 (1,560)
F (F)
419 (786)
485 (523)
820 (1,022)
1,413 (1,468)

Woolbright Rd

S Seacrest Blvd

136 (211)
1,272 (1,487)
698 (595)
194 (150)
406 (262)
127 (111)
F (F)
601 (665)
265 (410)
143 (279)
261 (112)
1,579 (1,514)
92 (90)

LEGEND

x,xxx (x,xxx) - Peak Hour Volumes AM (PM)

x,xxx (x,xxx) - HOV Peak Hour Volumes AM (PM)

x (x) - Mainline Level of Service AM (PM)

x (x) - Ramp V/C ratio AM (PM)

x (x) - Intersection Level of Service AM (PM)

FDOT
Florida Department of Transportation
District Four
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Fort Lauderdale, FL 33309

INTERSTATE 95

I-95/SR 9 Interchange at Woolbright Road
Project Development & Environment Study
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ETDM No.: 14341

Title:
Design Year 2045 No-Build Peak Hour Volumes and LOS/V/C Ratio

Figure:
6-3

Table 6-1: Opening Year 2025 No-Build Mainline Capacity Analysis Summary

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density[1]	LOS	Volume	Density[1]	LOS
I-95 South of Woolbright Road	NB	4	6,111	25.1	C	9,442		F
	SB	4	9,003		F	6,273	25.9	C
I-95 Between Woolbright Off-Ramp and On-Ramp	NB	4	5,346	21.9	C	8,256	40.5	E
	SB	4	7,782	36.9	E	5,435	22.9	C

1. Density = passenger cars/mile/lane

Ramp Analysis – Merge and Diverge Segments

The ramp analysis shows that the following merge and diverge segments will operate at an unacceptable LOS (marked as red in **Table 6-2**):

- I-95 NB Off-Ramp to Woolbright Road at LOS F (PM peak hour)
- I-95 SB On-Ramp from Woolbright Road at LOS F (AM peak hour)

Figure 6-2 illustrates the peak hour volumes and ramp analysis results for the Opening Year 2025 No-Build ramp analysis.

Table 6-2: Opening Year 2025 No-Build Ramp Analysis Summary

Interchange	Ramp	Analysis Type	AM Peak Hour				PM Peak Hour			
			Volume	Density [1]	LOS	V/C	Volume	Density[1]	LOS	V/C
I-95 at Woolbright Road	NB Off	Diverge	765	13.6	B	0.21	1,186	32.4	F	0.32
	SB On	Merge	1,343	33.3	F	0.72	829	21.2	C	0.45

1. Density = passenger cars/mile/lane

Weaving Analysis – Weaving Segments

The weave analysis show that the following two weave segments will operate at an unacceptable LOS (marked as red in **Table 6-3**):

- I-95 NB weave between Woolbright Road and Boynton Beach Boulevard at LOS F (PM peak hour).
- I-95 SB weave between Boynton Beach Boulevard and Woolbright Road at LOS F (AM peak hour).

Figure 6-2 illustrates the peak hour volumes and LOS results for the Opening Year 2025 weaving analysis.

Table 6-3: Opening Year 2025 No-Build Weaving Analysis Summary

Weaving Segment	Direction	AM Peak Hour				PM Peak Hour			
		Volume	Density1	LOS	V/C[1]	Volume	Density1	LOS	V/C[1]
I-95 between Woolbright Road and Boynton Beach Boulevard	NB	6,889	30.8	D	0.68	10,028	--*	F	0.98
	SB	9,283	--*	F	1.13	6,877	24.5	C	0.89

1. Density = passenger cars/mile/lane

Intersection Analysis

The Opening Year 2025 No-Build intersection analysis results are summarized in **Table 6-4**. In Opening Year 2025, all the study intersections operate at LOS E or worse in the AM and PM peak hours. In addition, there are several individual movements that operate at LOS F in the Opening Year 2025 No-Build. These movements are listed below:

Woolbright Road at Corporate Drive/SW 8th Street

- WB right-turn (AM peak hour)
- SB left-turn (AM peak hour)

Woolbright Road at I-95 SB On/Off-Ramps

- EB right-turn (AM and PM peak hours)
- WB through (PM peak hour)
- SB left-turn (AM and PM peak hours)

Woolbright Road at I-95 NB On/Off-Ramps

- WB right-turn (AM and PM peak hours)
- NB left-turn (AM and PM peak hours)

Woolbright Road at Seacrest Boulevard

- NB left-turn (AM and PM peak hours)

Figure 6-2 illustrates the peak hour volumes and LOS results for the Opening Year 2025 intersections analysis.

Table 6-4: Opening Year 2025 No-Build Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec)	LOS	Delay (sec)	LOS
				AM (PM)	AM (PM)	AM (PM)	AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	187 (216)	40.9 (64.9)	D (E)	56.1 (58.0)	E (E)
		Through	1,498 (1,210)	41.2 (32.4)	D (C)		
		Right	115 (74)	27.1 (24.1)	C (C)		
	Westbound	Left	242 (99)	57.8 (44.8)	E (D)		
		Through	1,049 (1,505)	48.5 (68.2)	D (E)		
		Right	296 (536)	96.3 (73.7)	F (E)		
	Northbound	Left	51 (202)	52.9 (44.4)	D (D)		
		Through/Right	136 (359)	58.7 (78.8)	E (E)		
	Southbound	Left	497 (357)	103.7 (75.7)	F (E)		
		Through/Right	280 (190)	57.5 (50.4)	E (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,218 (1,415)	27.3 (56.0)	C (E)	87.4 (87.0)	F (F)
		Right	883 (446)	138.6 (156.6)	F (F)		
	Westbound	Left	460 (383)	30.9 (39.2)	C (D)		
		Through	766 (1,349)	32.4 (80.4)	C (F)		
	Southbound	Left	680 (651)	332.4 (252.9)	F (F)		
		Right	821 (791)	1.4 (1.3)	A (A)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	768 (885)	28.0 (31.8)	C (C)	82.9 (124.8)	F (F)
		Through	1,130 (1,181)	18.7 (14.9)	B (B)		
	Westbound	Through	832 (1,065)	49.1 (62.3)	D (E)		
		Right	775 (887)	126.3 (255.7)	F (F)		
	Northbound	Left	394 (667)	437.0 (464.7)	F (F)		
		Right	371 (519)	0.4 (0.6)	A (A)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	74 (185)	55.6 (61.9)	E (E)	56.0 (57.8)	E (E)
		Through	729 (1,024)	26.9 (36.0)	C (D)		
		Right	571 (506)	71.7 (53.5)	E (D)		
	Westbound	Left	142 (86)	38.5 (37.9)	D (D)		
		Through/Right	984 (1,134)	35.7 (45.8)	D (D)		
	Northbound	Left	555 (603)	115.3 (116.9)	F (F)		
		Through/Right	368 (601)	42.4 (55.4)	D (E)		
	Southbound	Left	96 (91)	69.0 (79.8)	E (E)		
		Through/Right	565 (367)	65.6 (65.2)	E (E)		

Table 6-5 summarizes the queue analysis for Opening Year 2025 No-Build Alternative. In the Opening Year, the 95th Percentile queue length exceeds the storage at the following intersection approaches marked as red in **Table 6-5**:

- EB left-turn at Woolbright Road and SW 8th Street intersection (PM peak hour)
- WB right-turn at Woolbright Road and I-95 NB ramp terminal (PM peak hour)
- NB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM and PM peak hours)

Table 6-5: 95th Intersection Percentile Queue Length Summary – Opening Year 2025 No-Build

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	#219	#668	35	295	385	168	63	90	-	#375	288	-
	PM Peak	270	480	2	m107	m#791	m145	187	330	-	243	128	-
	Available Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	m300	m#994	m95	m129	-	-	-	-	#602	-	0
	PM Peak	-	459	376	m97	m190	-	-	-	-	#585	-	0
	Available Storage (feet)	***-***	***1,250***	***1,350***	***900***	***2,750***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***400***
Woolbright Road at I-95 Northbound Ramps	AM Peak	m146	m120	-	-	m175	m#432	#400	-	0	-	-	-
	PM Peak	m191	m105	-	-	m356	m#1156	#664	-	0	-	-	-
	Available Storage (feet)	***900***	***1,750***	***-***	***-***	***2,250***	***675***	***>1,300***	***-***	***400***	***-***	***-***	***-***
Woolbright Road at Seacrest Boulevard	AM Peak	m75	384	507	111	480	-	#491	201	-	149	321	-
	PM Peak	#233	366	151	#125	#679	-	#507	341	-	157	220	-
	Available Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

95th percentile volume exceeds capacity, queue maybe longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.
Storage length for arterial left turns at ramp terminals is distance between ramp terminals plus extended defacto left turn pocket length.

6.1.2 2045 No-Build Analysis

Mainline Analysis

The Design Year 2045 No-Build mainline analysis is summarized in **Table 6-6**. The results of the operational analysis show that all the mainline segments operate at an acceptable LOS D or better except the following segments (marked as red in **Table 6-1**):

- I-95 NB south of Woolbright Road at LOS F (PM peak hour)
- I-95 SB south of Woolbright Road at LOS F (AM peak hour)
- I-95 NB between Woolbright Road Ramps (PM peak hour)
- I-95 SB between Woolbright Road Ramps (AM peak hour)

Figure 6-3 illustrates the peak hour volumes and LOS results for the 2045 No-Build mainline analysis.

Table 6-6: Design Year 2045 No-Build Mainline Capacity Analysis Summary

Freeway Segment	Direction	Number of Lanes	AM Peak Hour			PM Peak Hour		
			Volume	Density[1]	LOS	Volume	Density[1]	LOS
I-95 South of Woolbright Road	NB	4	7,714	35.1	E	11,891	--*	F
	SB	4	11,363	--*	F	7,509	33.6	D
I-95 Between Woolbright Off-Ramp and On-Ramp	NB	4	6,810	29.5	D	10,582	--*	F
	SB	4	10,167	--*	F	6,641	29.0	D

1. Density = passenger cars/mile/lane

* HCS analysis does not report densities for LOS F results. The missing densities have LOS F, as shown in the output files.

Ramp Analysis

The Design Year 2045 No-Build ramp analysis results are summarized in **Table 6-7**. The results of the operational analysis show that all study ramps have adequate capacity based on the volume except the following ramps where the volume will exceed capacity:

- I-95 NB Off-Ramp to Woolbright Road at LOS F (PM peak hour)
- I-95 SB On-Ramp from Woolbright Road at LOS F (AM peak hour)

Figure 6-3 illustrates the peak hour volumes and ramp analysis results for the Design Year 2045 No-Build ramp analysis.

Table 6-7: Design Year 2045 No-Build Ramp Analysis Summary

Interchange	Ramp	Analysis Type	AM Peak Hour				PM Peak Hour			
			Volume	Density [1]	LOS	V/C	Volume	Density[1]	LOS	V/C
I-95 at Woolbright Road	NB Off	Diverge	904	19.5	B	0.24	1,309	55.3	F	0.35
	SB On	Merge	1,382	51.5	F	0.74	864	25.6	C	0.47

1. Density = passenger cars/mile/lane

Weaving Analysis

The Design Year 2045 weaving analysis results are summarized in **Table 6-8**. The results of the operational analysis show that the I-95 SB and NB weave segments operate at an unacceptable LOS in AM and PM peak hours (marked as red in **Table 6-8**).

Figure 6-2 illustrates the peak hour volumes and LOS results for the Design Year 2045 weaving analysis.

Table 6-8: Design Year 2045 No-Build Weaving Analysis Summary

Weaving Segment	Direction	AM Peak Hour				PM Peak Hour			
		Volume	Density[1]	LOS	V/C	Volume	Density[1]	LOS	V/C
I-95 between Woolbright Road and Boynton Beach Boulevard	NB	8,589	41.6	**E**	**0.84**	12,500	--*	F	1.2
	SB	12,225	--*	F	1.41	8,279	--*	F	1.01

1. Density = passenger cars/mile/lane

* HCS analysis does not report densities for LOS F results. The missing densities have LOS F, as shown in the output files.

Intersection Analysis

The Design Year 2045 No-Build intersection analysis results are summarized in **Table 6-9**. In Design Year 2045, all the study intersections operate at LOS E or worse in the AM and PM peak hours. In addition, there are several individual movements that operate at LOS F in the Design Year 2045 No-Build. These movements are listed below:

Woolbright Road at Corporate Drive/SW 8th Street

- EB left-turn and through (AM peak hour)
- WB left-turn (AM peak hour)
- WB through (AM and PM peak hours)
- WB right-turn (AM peak hour)
- NB through/right-turn (PM peak hour)

Woolbright Road at I-95 SB On/Off-Ramps

- EB right-turn (AM peak hour)
- WB through (AM and PM peak hours)
- SB left-turn (AM and PM peak hours)

Woolbright Road at I-95 NB On/Off-Ramps

- EB left-turn and through (AM peak hour)
- WB right-turn (PM peak hour)
- NB left-turn (AM and PM peak hours)

Woolbright Road at Seacrest Boulevard

- EB left-turn (AM peak hour)
- EB through (AM and PM peak hours)
- WB left-turn and through/right-turn (AM peak hour)
- NB left-turn and through/right-turn (PM peak hour)
- SB left-turn (AM and PM peak hours)

Figure 6-3 illustrates the peak hour volumes and LOS results for the Design Year 2045 intersections analysis.

Table 6-9: Design Year 2045 No-Build Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec)	LOS	Delay (sec)	LOS
				AM (PM)	AM (PM)	AM (PM)	AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	282 (277)	174.7 (73.3)	F (E)	138.4 (117.8)	F (F)
		Through	1,818 (1,437)	205.7 (50.9)	F (D)		
		Right	139 (112)	37.4 (33.0)	D (C)		
	Westbound	Left	312 (168)	250.5 (55.5)	F (E)		
		Through	1,612 (1,935)	133.0 (245.9)	F (F)		
		Right	455 (720)	87.1 (46.6)	F (D)		
	Northbound	Left	94 (205)	58.3 (70.6)	E (E)		
		Through/Right	236 (414)	72.7 (82.1)	E (F)		
	Southbound	Left	640 (468)	43.7 (67.9)	D (E)		
		Through/Right	383 (290)	39.1 (48.0)	D (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,716 (1,801)	69.0 (58.4)	E (E)	126.2 (120.9)	F (F)
		Right	920 (450)	181.0 (52.3)	F (D)		
	Westbound	Left	462 (414)	31.7 (52.3)	C (D)		
		Through	1,370 (1,840)	90.7 (248.1)	F (F)		
	Southbound	Left	1,049 (655)	378.8 (204.3)	F (F)		
		Right	1,009 (983)	2.3 (2.1)	A (A)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	956 (896)	96.5 (41.0)	F (D)	93.8 (154.7)	F (F)
		Through	1,809 (1,560)	94.9 (23.7)	F (C)		
	Westbound	Through	1,413 (1,468)	48.0 (56.9)	D (E)		
		Right	820 (1,022)	64.2 (405.2)	E (F)		
	Northbound	Left	419 (786)	402.9 (504.1)	F (F)		
		Right	485 (523)	0.5 (0.6)	A (A)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	136 (211)	117.8 (64.8)	F (E)	102.7 (104.8)	F (F)
		Through	1,272 (1,487)	31.7 (46.5)	C (D)		
		Right	698 (595)	37.4 (40.8)	D (D)		
	Westbound	Left	261 (112)	338.1 (102.7)	F (F)		
		Through/Right	1,671 (1,604)	115.2 (182.6)	F (F)		
	Northbound	Left	601 (665)	266.7 (160.6)	F (F)		
		Through/Right	408 (689)	46.4 (92.1)	D (F)		
	Southbound	Left	127 (111)	85.1 (64.3)	F (E)		
		Through/Right	600 (412)	66.4 (68.3)	E (E)		

Table 6-10 summarizes the queue analysis for Design Year 2045 No-Build Alternative. In the Design Year 2045, the 95th Percentile queue length exceeds the storage at the following intersection approaches marked as red in **Table 6-10**:

- EB left-turn at Woolbright Road and SW 8th Street intersection (AM and PM peak hours)
- WB left-turn at Woolbright Road and SW 8th Street intersection (AM peak hour)
- WB right-turn at Woolbright Road and I-95 NB ramp terminal (PM peak hour)
- WB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM peak hour)
- WB through at Woolbright Road and Seacrest Boulevard intersection (AM and PM peak hours)
- NB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM and PM peak hours)
- SB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM peak hour)

Table 6-10: 95th Intersection Percentile Queue Length Summary – Design Year 2045 No-Build

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	#517	#923	15	m#473	m#745	m118	135	210	-	366	351	-
	PM Peak	#363	571	0	m133	m#821	m147	257	391	-	#441	282	-
	Available Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	m240	m242	m110	m707	-	-	-	-	#894	-	0
	PM Peak	-	#623	m341	m107	m#912	-	-	-	-	#567	-	0
	Available Storage (feet)	***-***	***1,250***	***1,350***	***900***	***2,750***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***400***
Woolbright Road at I-95 Northbound Ramps	AM Peak	m259	m123	-	-	m279	m152	#414	-	0	-	-	-
	PM Peak	m229	m106	-	-	m388	m#880	#775	-	0	-	-	-
	Available Storage (feet)	***900***	***1,750***	***-***	***-***	***2,250***	***675***	***>1,300***	***-***	***400***	***-***	***-***	***-***
Woolbright Road at Seacrest Boulevard	AM Peak	m#123	m656	m558	#495	#1,130	-	#565	211	-	#220	338	-
	PM Peak	m161	#929	m176	#198	#1,245	-	#628	#472	-	179	236	-
	Available Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

95th percentile volume exceeds capacity, queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.
Storage length for arterial left turns at ramp terminals is distance between ramp terminals plus extended defacto left turn pocket length.

7. ALTERNATIVES

As part of this IMR, the following alternatives have been analyzed:

- No-Build Alternative
- Build Alternative 1 – Tight Diamond Interchange (TDI)
- Build Alternative 2 – Diverging Diamond Interchange (DDI)
- Build Alternative 3 – Single Point Urban Interchange (SPUI)

For the future Build Alternative, the number of lanes and volumes on I-95 and I-95 ramps at the junction areas will be the same as the No-Build Alternative. Therefore, the ramps merge/diverge/weaving analysis will also be the same as the No-Build Alternative.

7.1 No-Build Alternative

The No-Build alternative provides a baseline for comparison to all study alternatives. This alternative represents the existing physical and operational conditions within the area of influence including all planned and programmed roadway improvements over the course of the analysis years. The basis for any interchange proposal is based on a comparison of the No-Build and Build Alternatives, identification of the network that is considered in the No-Build Alternative in each analysis year is required.

At this time, the No-Build alternative considers the existing configuration plus any programmed improvement with future traffic. The No-Build Alternative does not satisfy the objectives of this project. The operational analysis results for the No-Build Alternative are provided in **Section 6**.

7.2 Build Alternatives

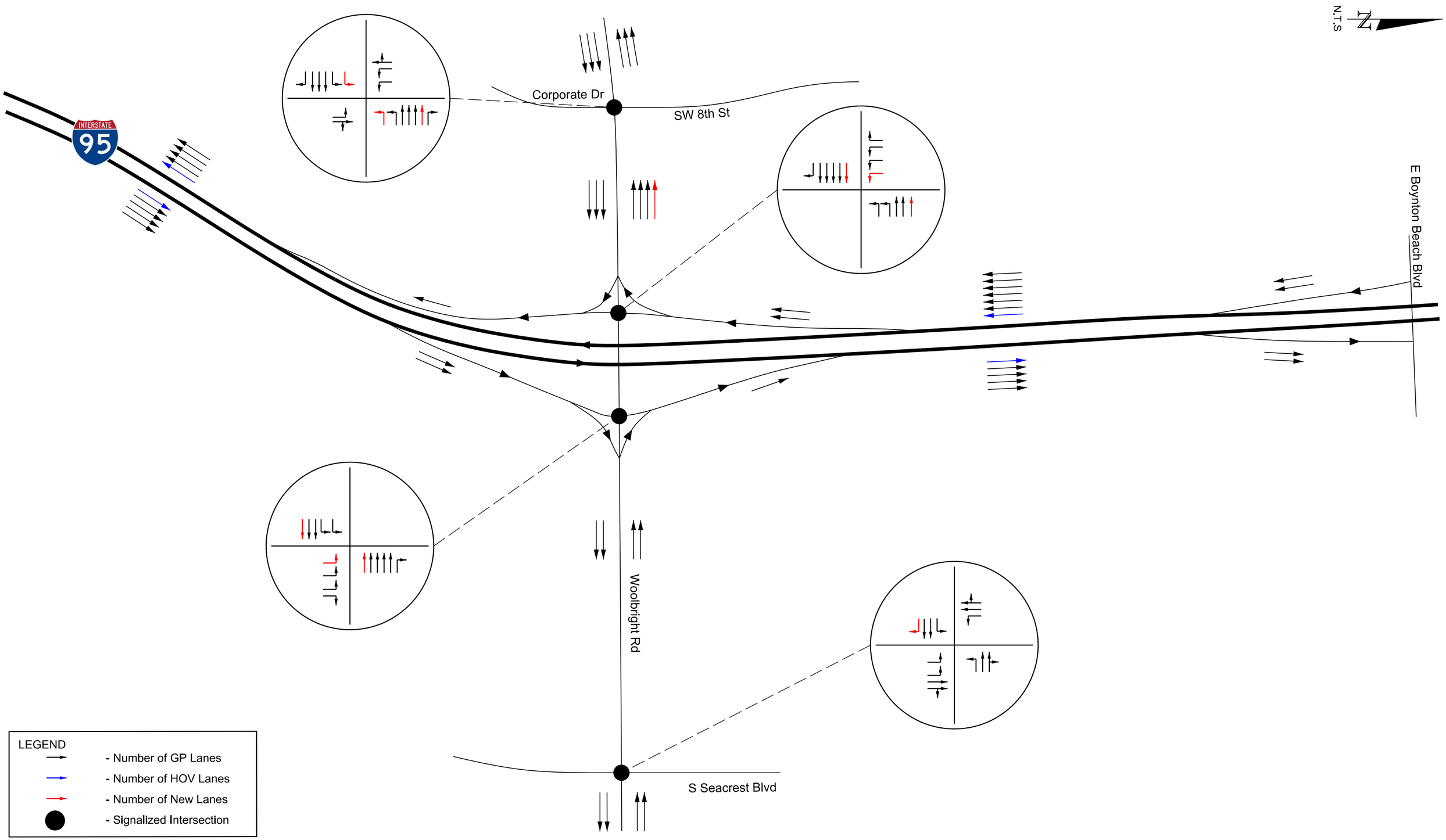
Build Alternative 1

Build Alternative 1 maintains the existing TDI configuration. Within the study area, no improvements are proposed along the I-95 and ramps at the gore area. The following improvements are proposed under Build Alternative 1:

- Add third left-turn lane on the I-95 NB off-ramp.
- Add a fifth through lane on the WB approach at the I-95 NB ramp terminal.
- Add a third through lane on the EB approach at the I-95 NB ramp terminal.
- Add third left-turn lane on the I-95 SB off-ramp.

- Add a fifth through lane on the WB approach at the I-95 SB ramp terminal.
- Add a third through lane on the EB approach at the I-95 SB ramp terminal.
- Add a fourth lane along Woolbright Road segment on the WB direction between the I-95 SB ramp terminal and SW 8th Street.
- Add a second left-turn lane on WB and EB approach at SW 8th Street intersection.
- Add a fourth through lane at the WB approach at Woolbright Road and SW 8th Street intersection.
- Add a right-turn lane on the EB approach Seacreast Boulevard intersection.

The improvements are illustrated in **Figure 7-1**.



Florida Department of Transportation District Four 3400 West Commercial Boulevard Fort Lauderdate, FL 33309	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Build Alternative - TDI Lane Configuration	Figure: 7-1

Build Alternative 2

Build Alternative 2 reconfigures the existing Diamond Interchange into a Diverging Diamond Interchange (DDI) configuration (See **Figure 7-2**). The DDI concept requires drivers to briefly cross to the left, or opposite side of the road at carefully designed crossover intersections. Drivers travel for a short distance, then cross back to the traditional or right side of the road. This unconventional design allows movements for the left and right-turns to and from the I-95 ramps onto Woolbright Road without crossing the path of opposing traffic. The crossover is made at the signal where the opposing traffic flows split the signal green time. The major advantage of this type of interchange is that the left-turning vehicles do not require a signal phase which makes this a two-phased signal system with more green time for the opposing traffic. In addition, the DDI has fewer conflict points (i.e. 14 for DDI, 26 for TDI) resulting in significant safety and operational improvement at the interchange. The following improvements are proposed to accommodate the design year traffic demand under Build Alternative 2:

- Widen Woolbright Road to provide 3 lanes in each direction between SW 8th Street and I-95 NB ramp terminal.
- Provide dual right-turn lanes and dual left-turn lanes for the SR 9/I-95 NB and SB off-ramps.
- Provide dual EB and WB left-turn lanes onto I-95 SB and NB on-ramps, respectively.
- Add a fourth lane along Woolbright Road segment on the WB direction between the I-95 SB ramp terminal and SW 8th Street.
- Add a second left-turn lane on WB and EB approach at SW 8th Street intersection.
- Add a fourth through lane at the WB approach at Woolbright Road and SW 8th Street intersection.
- Add a right-turn lane on the EB approach Seacreast Boulevard intersection.

These improvements are necessary to enhance the operations of the intersections within the interchange influence area. This alternative will demolish the existing bridges over I-95 and the SFRC and two new bridges (one EB and one WB) will be built over I-95 and the SFRC. The proposed improvements will also require right of way impacts to 5 properties along Woolbright Road including 3 relocations (1 business and 2 residents). A typical section for Build Alternative 2 is provided in **Appendix G**.

N.T.S

N

Corporate Dr

SW 8th St

E Boynton Beach Blvd

Woolbright Rd

S Seacrest Blvd

LEGEND

- Number of GP Lanes
- Number of HOV Lanes
- Number of New Lanes
- New Layout
- Signalized Intersection

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Title: Build Alternative 2 - DDI Lane Configuration

Figure: 7-2

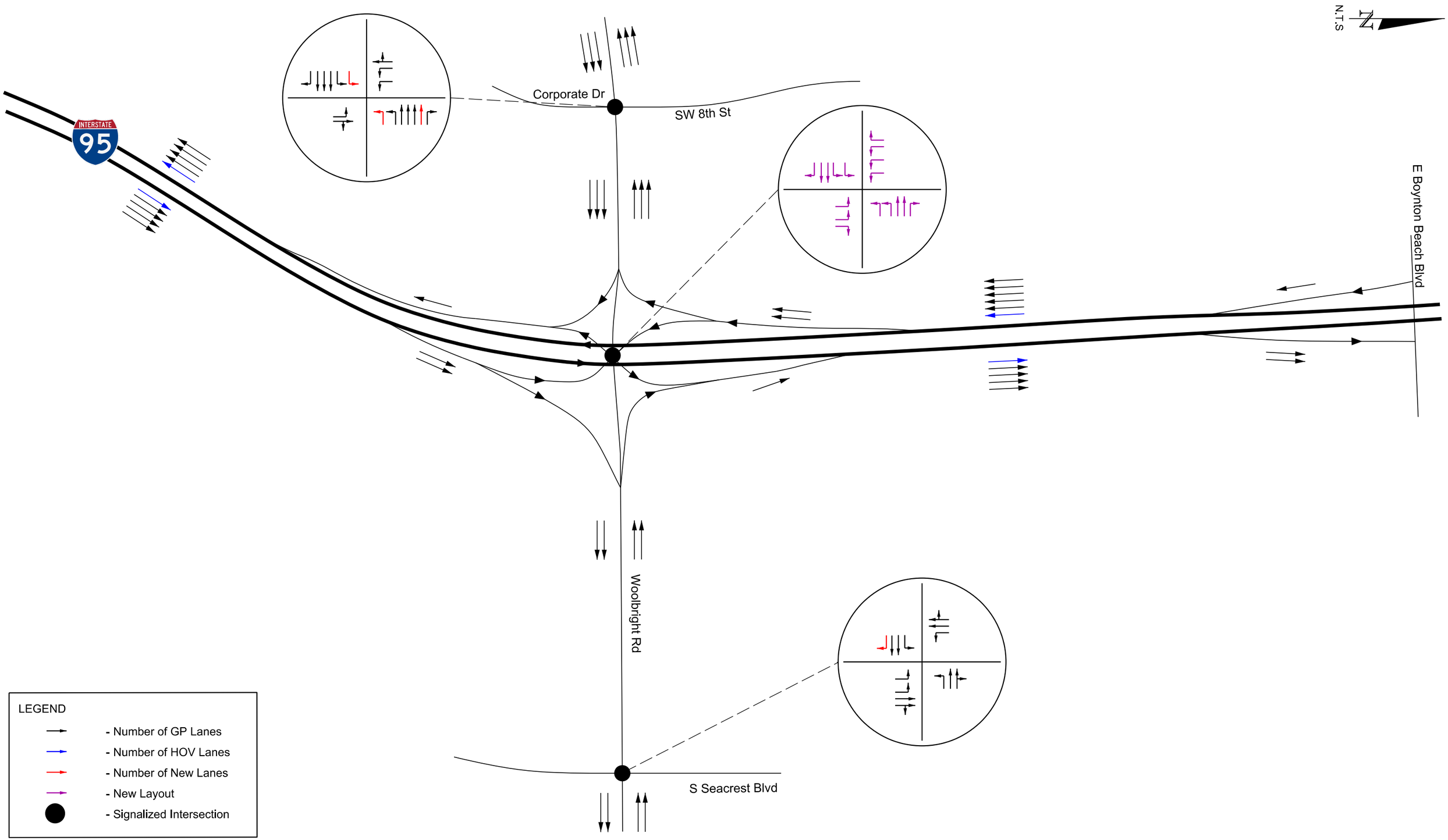
Build Alternative 3

Build Alternative 3 reconfigures the existing Diamond Interchange into SPUI configuration (See **Figure 7-3**). The SPUI concept consolidates the two intersections of a Diamond Interchange into one single intersection. This allows left-turning traffic from both directions of the intersecting roadways to turn simultaneously without crossing the path of the opposing left-turns. Since traffic passing through the SPUI is controlled by a single signal, vehicles can clear the intersection much more quickly compared to a Diamond Interchange. The major advantages of SPUI are improved operational efficiency and safety. This can be attributed to the single, three-phase traffic signal and less conflict points compared to the Diamond Interchange. In addition, the SPUI also allows for wider turns, easing movement for heavy trucks. The following improvements are proposed to accommodate the design year traffic demand under Build Alternative 3:

- Widen Woolbright Road to provide 3 lanes in each direction from SW 8th Street to I-95 ramp terminal.
- Provide triple left-turn lanes for the I-95 SB off-ramp and dual left-turn lanes for the I-95 NB off-ramp.
- Provide dual EB and WB left-turn lanes from Lantana Road to the I-95 SB and NB on-ramps, respectively.
- Add a fourth lane along Woolbright Road segment on the WB direction between the I-95 SB ramp terminal and SW 8th Street.
- Add a second left-turn lane on WB and EB approach at SW 8th Street intersection.
- Add a fourth through lane at the WB approach at Woolbright Road and SW 8th Street intersection.
- Add a right-turn lane on the EB approach Seacreast Boulevard intersection.

These improvements are necessary to enhance the operations of the intersections within the interchange influence area. This alternative will demolish the existing bridge over I-95 and a new bridge will be constructed.

Documentation for the Build Alternative analysis is provided in **Appendix G**.



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Title:

Build Alternative 3 - SPUI Lane Configuration

Figure:

7-3

7.3 Build Design Traffic

The Build Alternative design traffic for Opening Year 2025 and Design Year 2045 was developed by keeping the same volumes for the freeway, ramps and turning volumes at the intersections as the No-Build traffic. The AADT in the Build Alternative will be the same as the AADT under No-Build Alternative. The Opening Year 2025 and Design Year 2045 intersection turning movement volumes and DDHV during the AM and PM peak hours for the Build Alternative are similar to the No-Build Alternative that are presented in **Figures 5-2 and 5-3** (see page 53 and 54).

8. EVALUATION OF ALTERNATIVES

This section discusses the analysis of alternatives based on safety, operational and engineering factors. The No-Build Alternative was evaluated in **Section 6.** A comparison of the No-Build and the Build Alternatives are provided in this section. The evaluation criteria are described as follows:

- Conformance with Regional and State Transportation Plans
- Compliance with FHWA Requirements
- Traffic Operational Performance
- Safety
- Achievement of Objectives

8.1 Conformance with Local, Regional, and State Transportation Plans

The improvements proposed in the IMR for the Build Alternative are consistent with improvement plans incorporated in Florida's SIS, 2040 Long Range Cost Feasible Plan and the Statewide Transportation Improvement Program (STIP). The proposed improvements are consistent with the current 2040 Cost Feasible LRTP, adopted by Palm Beach County and the TPA. The improvements are also incorporated in the TPA's TIP.

8.2 Compliance with Policies and Engineering Standards

The design criteria for this project are based on design parameters outlined in the FDOT Design Manual (FDM), the FDOT Manual of Uniform Minimum Standards for Design, Construction and Maintenance for Streets and Highways and AASHTO's A Policy on Geometric Design of Highway and Streets published in 2011.

8.3 HCM Based Individual Element Build Operational Analysis

An individual element operational analysis was conducted for the Build Alternative using the HCM 6th Edition methodologies. The LOS for individual freeway elements was determined using HCS 7.7. Ramp analysis was performed by calculating the v/c ratio at the study ramps. Synchro 10.3 was used to analyze the study intersections. The results of this detailed analysis are presented in the following sections. Documentation for the Build Alternative analysis is provided in **Appendix G**.

8.4 Build Alternatives Operational Analysis

The Build Alternative being considered for the Woolbright Road interchange along I-95 and is described in detail in **Section 7**.

The No-Build Alternative Operational analyses presented in Section 6 of this IMR, demonstrated that failing conditions are expected within the study area by Design Year 2045 if no infrastructure improvements are considered. To address these operational deficiencies, three Build Alternatives were developed and evaluated for the Woolbright Road interchange. The operational analysis for the Build Alternatives was performed using HCM procedures and discussed in the sections below.

It should be noted that the proposed improvements will not include any design modification to I-95 mainline and merge/diverge areas. Therefore, the Opening Year 2025 and Design Year 2045 Build Alternative freeway, weaving and ramp analysis is the same as the No-Build in **Section 6.1**. Microsimulation analysis using VISSIM was not performed considering the type of recommended improvements in this IMR. The recommended improvements such as addition of turn lanes at the intersections were analyzed using Synchro.

8.4.1 Build Alternative 1 - TDI

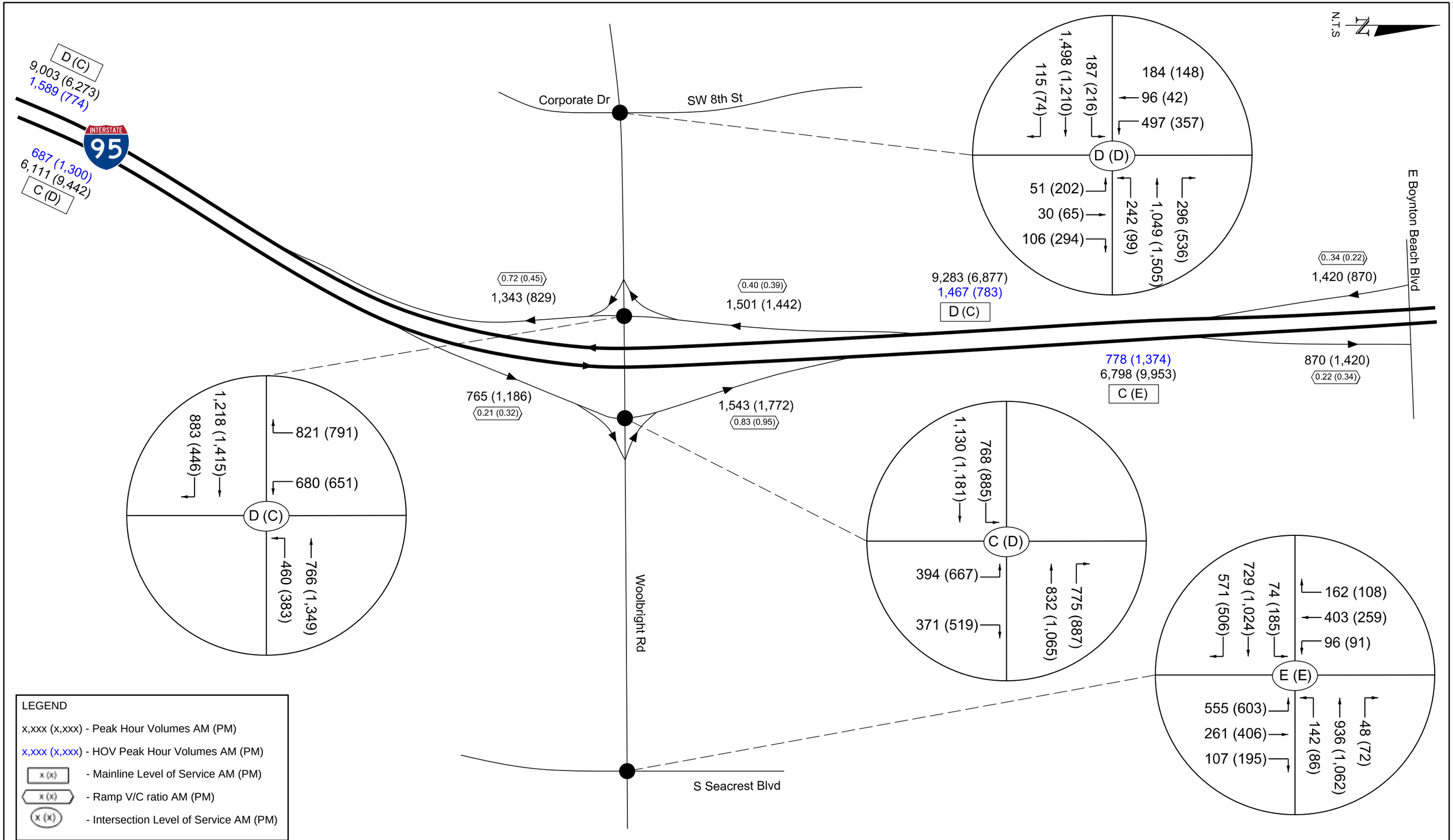
Opening Year 2025 Build Alternative 1 – TDI Analysis

Intersection Analysis

The Opening Year 2025 Build intersection analysis results are summarized in **Table 8-1**. In Opening Year 2025 the Build Alternative 1 operates at acceptable LOS at all study intersections except Woolbright Road at Seacrest Boulevard intersection which will operate at LOS E or worse in the AM and PM peak hours. There is only one movement that is failing in the Opening Year 2025 at Woolbright Road and Seacrest Boulevard intersection as listed below:

- NB left-turn (AM and PM peak hours)

Figure 8-1 illustrates the peak hour volumes and LOS results for all the 2025 Build Alternative 1 - TDI intersections analysis.



LEGEND

x,xxx (x,xxx) - Peak Hour Volumes AM (PM)

x,xxx (x,xxx) - HOV Peak Hour Volumes AM (PM)

x (x) - Mainline Level of Service AM (PM)

x (x) - Ramp V/C ratio AM (PM)

x (x) - Intersection Level of Service AM (PM)

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Title: Opening Year 2025 Build Alternative - TDI Peak Hour Volumes and LOS/VC Ratios

Figure: 8-1

Table 8-1: Opening Year 2025 Build Alternative 1 – TDI Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec)	LOS	Delay (sec)	LOS
				AM (PM)	AM (PM)	AM (PM)	AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	187 (216)	70.7 (79.3)	E (E)	47.4 (39.5)	D (D)
		Through	1,498 (1,210)	40.5 (32.6)	D (C)		
		Right	115 (74)	27.2 (24.3)	C (C)		
	Westbound	Left	242 (99)	74.0 (57.9)	E (E)		
		Through	1,049 (1,505)	41.0 (24.3)	D (C)		
		Right	296 (536)	23.5 (15.1)	C (B)		
	Northbound	Left	51 (202)	59.1 (70.4)	E (E)		
		Through/Right	136 (359)	65.1 (79.1)	E (E)		
	Southbound	Left	497 (357)	67.8 (73.1)	E (E)		
		Through/Right	280 (190)	56.2 (52.0)	E (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,218 (1,415)	51.9 (35.9)	D (D)	37.6 (28.0)	D (C)
		Right	883 (446)	43.5 (27.8)	D (C)		
	Westbound	Left	460 (383)	51.5 (26.2)	D (C)		
		Through	766 (1,349)	23.3 (17.8)	C (B)		
	Southbound	Left	680 (651)	54.9 (65.9)	D (E)		
		Right	821 (791)	1.4 (1.3)	A (A)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	768 (885)	40.2 (68.0)	D (E)	25.4 (36.2)	C (D)
		Through	1,130 (1,181)	4.7 (13.4)	A (B)		
	Westbound	Through	832 (1,065)	34.5 (43.2)	C (D)		
		Right	775 (887)	0.6 (0.9)	A (A)		
	Northbound	Left	394 (667)	65.8 (64.2)	E (E)		
		Right	371 (519)	45.8 (43.7)	D (D)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	74 (185)	40.9 (76.7)	D (E)	57.9 (56.9)	E (E)
		Through	729 (1,024)	26.8 (36.1)	C (D)		
		Right	571 (506)	41.8 (42.0)	D (D)		
	Westbound	Left	142 (86)	35.8 (50.7)	D (D)		
		Through/Right	984 (1,134)	33.6 (46.7)	C (D)		
	Northbound	Left	555 (603)	156.6 (106.5)	F (F)		
		Through/Right	368 (601)	47.2 (62.9)	D (E)		
	Southbound	Left	96 (91)	74.6 (64.5)	E (E)		
		Through/Right	565 (367)	71.3 (65.7)	E (E)		

In the Opening Year, the 95th Percentile queue length exceeds the storage at the following intersection approaches:

- EB right-turn at Woolbright Road and I-95 SB ramp terminal (AM peak hour) – however, it should be noted that the EB through has three through lanes with 95th percentile queues as 276 and 331 feet in AM and PM peak hours, which will allow the right most lane to serve the EBR movement similar to existing conditions.
- NB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM peak hour).

Table 8-2 summarizes the queue analysis for Opening Year 2025 Build Alternative.

Table 8-2: 95th Intersection Percentile Queue Length Summary – Opening Year 2025 Build Alternative 1 – TDI

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	138	609	0	152	322	16	67	96	-	#381	309	-
	PM Peak	#163	457	0	m82	308	103	258	335	-	243	136	-
	Proposed Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	276	1,052	166	86	-	-	-	-	276	-	0
	PM Peak	-	331	105	m130	90	-	-	-	-	280	-	0
	Proposed Storage (feet)	***-***	***1,250***	***600***	***900***	***2,750***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***400***
Woolbright Road at I-95 Northbound Ramps	AM Peak	220	50	-	-	m181	m219	179	-	341	-	-	-
	PM Peak	#615	69	-	-	m234	m55	285	-	285	-	-	-
	Proposed Storage (feet)	**900**	**1,750**	**-**	**-**	**2,250**	**675**	**>1,300**	**-**	**400**	**-**	**-**	**-**
Woolbright Road at Seacrest Boulevard	AM Peak	m54	242	97	112	481	-	#523	216	-	158	347	-
	PM Peak	m#259	578	231	#95	#776	-	#471	340	-	152	216	-
	Proposed Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

95th percentile volume exceeds capacity, queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.

Design Year 2045 Build Alternative 1 – TDI Analysis

Intersection Analysis

The Design Year 2045 Build Alternative 1 – TDI intersection analysis results are summarized in **Table 8-3**. In Design Year 2045, the Build Alternative 1 will operate at acceptable LOS at both ramp terminal intersections. Woolbright Road at Corporate Drive/SW 8th Street intersection will operate at LOS E in 2045 AM peak hour and Woolbright Road at Seacrest Boulevard intersection will operate at LOS F in both AM and PM peak hours. In addition, several movements at these two intersections are failing (LOS F) in Design Year 2045 as listed below:

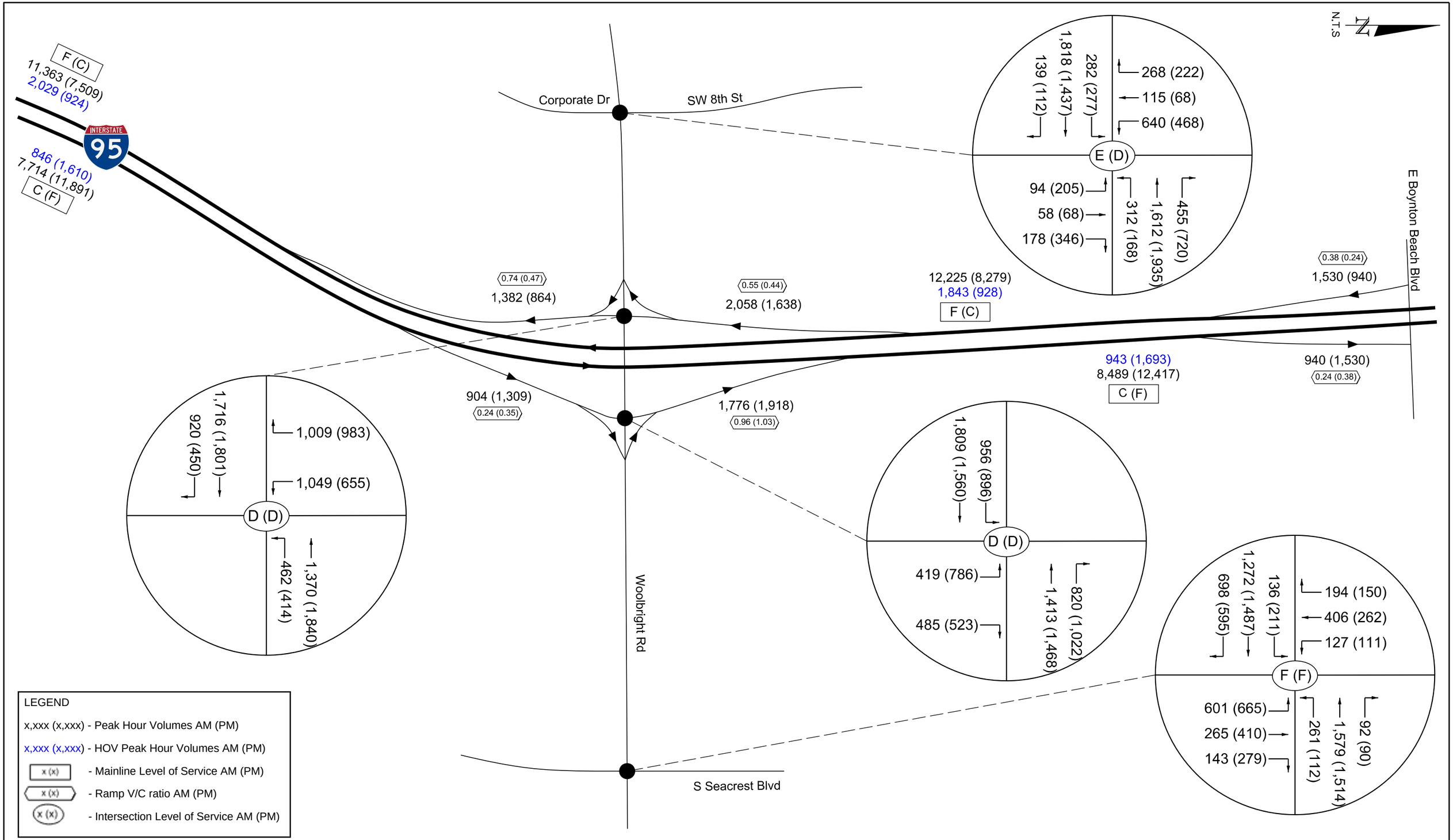
Woolbright Road at Corporate Drive/SW 8th Street

- EB left-turn (PM peak hour)
- WB left-turn and right-turn (AM peak hour)
- NB through/right-turn (PM peak hour)
- SB left-turn (AM and PM peak hours)

Woolbright Road at Seacrest Boulevard

- EB left-turn (AM and PM peak hours)
- WB left-turn (AM peak hour)
- WB through/right-turn (AM and PM peak hours)
- NB left-turn (AM and PM peak hours)
- SB left-turn (AM and PM peak hours)

Figure 8-2 illustrates the peak hour volumes and LOS results for the Design Year 2045 Build Alternative 1 – TDI intersections analysis.



LEGEND

x,xxx (x,xxx) - Peak Hour Volumes AM (PM)

x,xxx (x,xxx) - HOV Peak Hour Volumes AM (PM)

x (x) - Mainline Level of Service AM (PM)

x (x) - Ramp V/C ratio AM (PM)

x (x) - Intersection Level of Service AM (PM)

Florida Department of Transportation
District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

I-95/SR 9 Interchange at Woolbright Road
Project Development & Environment Study
FPID No.: 437279-1-22-02
ETDM No.: 14341

Title: Design Year 2045 Build Alternative - TDI Peak Hour Volumes and LOS/VC Ratios

Figure: 8-2

Table 8-3: Design Year 2045 Build Alternative 1 – TDI Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec)	LOS	Delay (sec)	LOS
				AM (PM)	AM (PM)	AM (PM)	AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	282 (277)	76.6 (100.9)	E (F)	75.9 (48.3)	E (D)
		Through	1,818 (1,437)	49.6 (45.0)	D (D)		
		Right	139 (112)	27.4 (30.3)	C (C)		
	Westbound	Left	312 (168)	86.7 (71.3)	F (E)		
		Through	1,612 (1,935)	58.8 (33.6)	E (C)		
		Right	455 (720)	122.7 (17.9)	F (B)		
	Northbound	Left	94 (205)	59.4 (79.6)	E (E)		
		Through/Right	236 (414)	74.7 (87.6)	E (F)		
	Southbound	Left	640 (468)	174.2 (82.6)	F (F)		
		Through/Right	383 (290)	66.2 (48.2)	E (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,716 (1,801)	52.3 (41.2)	D (D)	42.2 (36.6)	D (D)
		Right	920 (450)	42.2 (20.2)	D (C)		
	Westbound	Left	462 (414)	64.9 (39.6)	E (D)		
		Through	1,370 (1,840)	26.1 (43.2)	C (D)		
	Southbound	Left	1,049 (655)	75.2 (66.2)	E (E)		
		Right	1,009 (983)	2.3 (2.1)	A (A)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	956 (896)	77.5 (78.5)	E (E)	39.2 (37.9)	D (D)
		Through	1,809 (1,560)	10.7 (22.5)	B (C)		
	Westbound	Through	1,413 (1,468)	53.2 (35.0)	D (D)		
		Right	820 (1,022)	0.1 (0.2)	A (A)		
	Northbound	Left	419 (786)	73.6 (72.2)	E (E)		
		Right	485 (523)	65.0 (44.2)	E (D)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	136 (211)	165.5 (96.8)	F (F)	98.9 (105.8)	F (F)
		Through	1,272 (1,487)	34.1 (42.1)	C (D)		
		Right	698 (595)	25.7 (28.6)	C (C)		
	Westbound	Left	261 (112)	343.3 (59.2)	F (E)		
		Through/Right	1,671 (1,604)	98.5 (134.5)	F (F)		
	Northbound	Left	601 (665)	261.1 (332.2)	F (F)		
		Through/Right	408 (689)	50.6 (66.6)	D (E)		
	Southbound	Left	127 (111)	83.7 (82.7)	F (F)		
		Through/Right	600 (412)	74.2 (58.3)	E (E)		

Table 8-4 summarizes the queue analysis for Design Year 2045 Build Alternative 1. In the Design Year 2045, the 95th Percentile queue length exceeds the storage at the following intersection approaches:

- EB right-turn at Woolbright Road and I-95 SB ramp terminal (AM peak hour) – however, it should be noted that the EB through with three through lanes will have queues as m400 and #510 feet in AM and PM peak hours, which will allow the right most lane to serve the EBR movement similar to existing conditions. Therefore, it will not impact the EBT capacity at Woolbright Road/SW 8th Street intersection.
- NB right-turn at Woolbright Road and I-95 NB ramp terminal (AM peak hour)
- EB left-turn at Woolbright Road and Seacrest Boulevard intersection (PM peak hour); however, it should be noted that there is a two-way left turn lane (TWLTL) available beyond the marked left turn storage of 300’ which can serve this spill over during the PM peak hour.
- WB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM peak hour)
- WB through at Woolbright Road and Seacrest Boulevard intersection (AM and PM peak hours)
- NB left-turn at Woolbright Road and Seacrest Boulevard intersection (AM and PM peak hours)

Table 8-4: 95th Intersection Percentile Queue Length Summary – Design Year 2045 Build Alternative 1 – TDI

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	200	#888	25	m205	527	356	101	227	-	#556	399	-
	PM Peak	#240	554	0	m111	505	m260	#279	#488	-	#369	273	-
	Proposed Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	m400	m971	m170	m116	-	-	-	-	#475	-	0
	PM Peak	-	#510	m115	m144	m263	-	-	-	-	282	-	0
	Proposed Storage (feet)	***-***	***1,250***	***600***	***900***	***2,750***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***400***
Woolbright Road at I-95 Northbound Ramps	AM Peak	m#608	m113	-	-	m286	m7	#193	-	524	-	-	-
	PM Peak	m#556	m138	-	-	m239	m39	#356	-	289	-	-	-
	Proposed Storage (feet)	***900***	***1,750***	***-***	***-***	***2,250***	***675***	***>1,300***	***-***	***400***	***-***	***-***	***-***
Woolbright Road at Seacrest Boulevard	AM Peak	m#243	497	140	#527	#1,168	-	#576	231	-	203	#373	-
	PM Peak	m#371	#934	132	#223	#1,182	-	#626	388	-	#200	231	-
	Proposed Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

95th percentile volume exceeds capacity, queue may be longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.
Storage length for arterial left turns at ramp terminals is distance between ramp terminals plus extended defacto left turn pocket length.

8.4.2 Build Alternative 2 - DDI

Opening Year 2025 Build Alternative 2 – DDI Analysis

Intersection Analysis

The Opening Year 2025 Build Alternative 2 – DDI intersection analysis results are summarized in **Table 8-5**. In Opening Year 2025, all study intersections will operate at an acceptable LOS D or better except the Woolbright Road at Corporate Drive/SW 8th Street intersection which will operate at LOS E in AM and PM peak hours. In addition, several movements at these two intersections are failing (LOS F) in Opening Year 2025 as listed below:

Woolbright Road at Corporate Drive/SW 8th Street

- SB left-turn (PM peak hour)

Woolbright Road at Seacrest Boulevard

- EB left-turn (PM peak hour)
- NB left-turn (AM and PM peak hours)
- NB through/right-turn (PM peak hour)

Figure 8-3 illustrates the peak hour volumes and LOS results for the Design Year 2045 intersections analysis.

N.T.S

D (C)
9,003 (6,273)
1,589 (774)

687 (1,300)
6,111 (9,442)
C (D)

Corporate Dr
SW 8th St

D (D)
1,498 (1,210)
115 (74)
187 (216)
184 (148)
96 (42)
497 (357)
51 (202)
30 (65)
106 (294)
242 (99)
1,049 (1,505)
296 (536)

E Boynton Beach Blvd

0.72 (0.45)
1,343 (829)

0.40 (0.39)
1,501 (1,442)

9,283 (6,877)
1,467 (783)
C (C)

0.34 (0.22)
1,420 (870)

778 (1,374)
6,798 (9,953)
C (E)

870 (1,420)
0.22 (0.34)

765 (1,186)
0.21 (0.32)

1,543 (1,772)
0.83 (0.95)

C (C)
1,218 (1,415)
883 (446)
821 (791)
680 (651)
460 (383)
766 (1,349)

C (C)
1,130 (1,181)
768 (885)
394 (667)
371 (519)
775 (887)
832 (1,065)

Woolbright Rd

E (E)
571 (506)
729 (1,024)
74 (185)
162 (108)
403 (259)
96 (91)
555 (603)
261 (406)
107 (195)
142 (86)
936 (1,062)
48 (72)

S Seacrest Blvd

LEGEND
x,xxx (x,xxx) - Peak Hour Volumes AM (PM)
x (x) - Mainline Level of Service AM (PM)
x (x) - Ramp V/C ratio AM (PM)
x (x) - Intersection Level of Service AM (PM)

Florida Department of Transportation
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I-95/SR 9 Interchange at Woolbright Road
Project Development & Environment Study
FPID No.: 437279-1-22-02
ETDM No.: 14341

Title: Opening Year 2025 Build Alternative - 2 DDI Peak Hour Volumes and LOS/VC Ratios

Figure: 8-3

Table 8-5: Opening Year 2025 Build Alternative 2 – DDI Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec) AM (PM)	LOS AM (PM)	Delay (sec) AM (PM)	LOS AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	187 (216)	62.9 (77.5)	E (E)	48.1 (40.0)	D (D)
		Through	1,498 (1,210)	33.6 (36.9)	C (D)		
		Right	115 (74)	23.1 (27.3)	C (C)		
	Westbound	Left	242 (99)	62.0 (62.3)	E (E)		
		Through	1,049 (1,505)	36.8 (26.1)	D (C)		
		Right	296 (536)	76.7 (9.2)	E (A)		
	Northbound	Left	51 (202)	58.7 (44.6)	E (D)		
		Through/Right	136 (359)	65.2 (77.3)	E (E)		
	Southbound	Left	497 (357)	79.3 (83.8)	E (F)		
		Through/Right	280 (190)	60.7 (51.5)	E (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,218 (1,415)	31.3 (29.8)	C (C)	26.3 (26.3)	C (C)
		Right	883 (446)	0 (0)	A (A)		
	Westbound	Left	460 (383)	0 (0)	A (A)		
		Through	766 (1,349)	18.3 (22.6)	B (C)		
	Southbound	Left	680 (651)	32.3 (30.4)	C (C)		
		Right	821 (791)	30.1 (31.1)	C (C)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	768 (885)	0 (0)	A (A)	32.4 (33.2)	C (C)
		Through	1,130 (1,181)	36.6 (34.3)	D (C)		
	Westbound	Through	832 (1,065)	26.7 (32.0)	C (C)		
		Right	775 (887)	0 (0)	A (A)		
	Northbound	Left	394 (667)	22.2 (26.3)	C (C)		
		Right	371 (519)	29.4 (30.4)	C (C)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	74 (185)	37.7 (200.6)	D (F)	56.8 (55.9)	E (E)
		Through	729 (1,024)	19.9 (25.9)	B (C)		
		Right	571 (506)	23.6 (23.2)	C (C)		
	Westbound	Left	142 (86)	33.8 (42.2)	C (D)		
		Through/Right	984 (1,134)	32.3 (35.5)	C (D)		
	Northbound	Left	555 (603)	179.8 (92.8)	F (F)		
		Through/Right	368 (601)	49.7 (85.0)	D (F)		
	Southbound	Left	96 (91)	73.7 (59.7)	E (E)		
		Through/Right	565 (367)	69.6 (68.7)	E (E)		

Table 8-6 summarizes the queue analysis for Opening Year 2025 Build Alternative 2 – DDI and shows all study intersections will have queues contained within available storage except the intersection of Woolbright Road/Seacrest Boulevard where following movements will have 95th percentile queues longer than available storage:

- EB left-turn at Woolbright Road and Seacrest Boulevard intersection (PM peak hour); however, it should be noted that there is a two-way left turn lane (TWLTL) available beyond the marked left turn storage of 300' which can serve this spill over during the PM peak hour.
- NB left turn (AM and PM peak hours).

Table 8-6: 95th Intersection Percentile Queue Length Summary - Opening Year 2025 DDI

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	135	562	4	166	325	97	67	97	-	#365	305	-
	PM Peak	#163	467	2	84	431	8	197	337	-	#273	138	-
	Proposed Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	471	0	0	116	-	-	-	-	318	-	425
	PM Peak	-	493	0	0	230	-	-	-	-	294	-	415
	Proposed Storage (feet)	***-***	***1,250***	***600***	***700***	***2,950***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***>1,700***
Woolbright Road at I-95 Northbound Ramps	AM Peak	0	362	-	-	m261	0	153	-	189	-	-	-
	PM Peak	0	361	-	-	m386	0	279	-	267	-	-	-
	Proposed Storage (feet)	***700***	***1,950***	***-***	***-***	***2,250***	***800***	***>1,300***	***-***	***>1,300***	***-***	***-***	***-***
Woolbright Road at Seacrest Boulevard	AM Peak	45	244	115	109	472	-	#517	216	-	158	349	-
	PM Peak	#335	494	47	70	576	-	#518	#427	-	148	226	-
	Proposed Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

#: 95th percentile volume exceeds capacity, queue maybe longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.
Storage length for arterial left turns at ramp terminals is distance between ramp terminals plus extended defacto left turn pocket length.

Design Year 2045 Build Alternative 2 – DDI Analysis

Intersection Analysis

The Design Year 2045 Build Alternative 2 – DDI intersection analysis results are summarized in **Table 8-7**. In Design Year 2045, all study intersections will operate at an acceptable LOS D or better except Woolbright Road/Corporate Drive (LOS E in AM peak hour) and Woolbright Road/Seacrest Boulevard (LOS F in AM and PM peak hours). In addition, several movements at these two intersections are failing (LOS F) in Design Year 2045 as listed below:

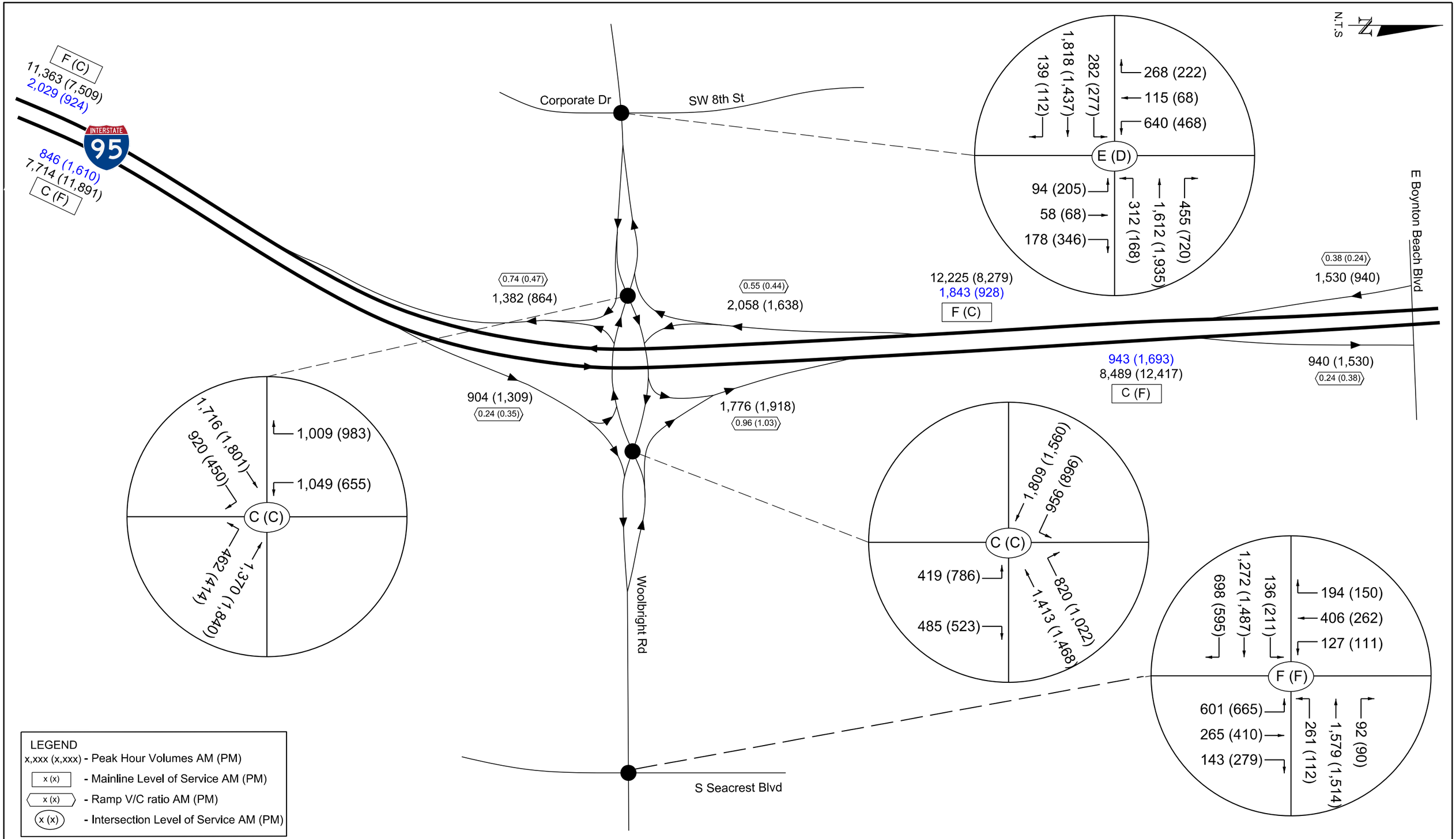
Woolbright Road at Corporate Drive/SW 8th Street

- WB right-turn (AM peak hour)
- SB left-turn (AM and PM peak hours)

Woolbright Road at Seacrest Boulevard

- EB left-turn (AM and PM peak hours)
- EB through (PM peak hour)
- WB left-turn (AM peak hour)
- NB left-turn (AM and PM peak hours)
- NB through/right-turn (PM peak hour)

Figure 8-4 illustrates the peak hour volumes and LOS results for the Design Year 2045 Build Alternative 2 – DDI intersections analysis.



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I-95/SR 9 Interchange at Woolbright Road
Project Development & Environment Study
FPID No.: 437279-1-22-02
ETDM No.: 14341

Title: Design Year 2045 Build Alternative - 2 DDI Peak Hour Volumes and LOS/VC Ratios

Figure: 8-4

Table 8-7: Design Year 2045 Build Alt 2 – DDI Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec) AM (PM)	LOS AM (PM)	Delay (sec) AM (PM)	LOS AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	282 (277)	65.7 (72.8)	E (E)	71.9 (49.1)	E (D)
		Through	1,818 (1,437)	61.9 (45.4)	E (D)		
		Right	139 (112)	29.8 (30.5)	C (C)		
	Westbound	Left	312 (168)	73.1 (56.8)	E (E)		
		Through	1,612 (1,935)	39.9 (39.2)	D (D)		
		Right	455 (720)	95.5 (13.4)	F (B)		
	Northbound	Left	94 (205)	50.0 (43.1)	D (D)		
		Through/Right	236 (414)	64.2 (78.5)	E (E)		
	Southbound	Left	640 (468)	183.7 (118.9)	F (F)		
		Through/Right	383 (290)	67.1 (53.1)	E (D)		
Woolbright Road at I-95 Southbound Ramps	Eastbound	Through	1,716 (1,801)	18.2 (23.4)	B (C)	20.3 (33.2)	C (C)
		Right	920 (450)	0 (0)	A (A)		
	Westbound	Left	462 (414)	0 (0)	A (A)		
		Through	1,370 (1,840)	22.9 (42.7)	C (D)		
	Southbound	Left	1,049 (655)	40.0 (35.9)	D (D)		
		Right	1,009 (983)	35.4 (29.6)	D (C)		
Woolbright Road at I-95 Northbound Ramps	Eastbound	Left	956 (896)	0 (0)	A (A)	30.4 (26.4)	C (C)
		Through	1,809 (1,560)	34.0 (27.1)	C (C)		
	Westbound	Through	1,413 (1,468)	25.7 (25.7)	C (C)		
		Right	820 (1,022)	0 (0)	A (A)		
	Northbound	Left	419 (786)	22.5 (23.0)	C (C)		
		Right	485 (523)	31.3 (36.1)	C (D)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	136 (211)	238.2 (409.7)	F (F)	99.7 (103.2)	F (F)
		Through	1,272 (1,487)	48.2 (127.3)	D (F)		
		Right	698 (595)	38.0 (34.0)	C (C)		
	Westbound	Left	261 (112)	254.6 (55.9)	F (E)		
		Through/Right	1,671 (1,604)	102.2 (73.6)	F (E)		
	Northbound	Left	601 (665)	251.5 (143.8)	F (F)		
		Through/Right	408 (689)	50.6 (81.3)	D (F)		
	Southbound	Left	127 (111)	73.8 (65.3)	E (E)		
		Through/Right	600 (412)	61.6 (67.9)	E (E)		

Table 8-8 summarizes the queue analysis for Design Year 2045 Build Alternative 2 – DDI and shows all study intersections will have queues contained within available storage except the intersections of Woolbright Road at Corporate Drive/SW 8th Street and Woolbright Road at Seacrest Boulevard where following movements will have 95th percentile queues longer than available storage:

- EB left-turn at Woolbright Road and Seacrest Boulevard intersection (PM peak hour); however, it should be noted that there is a two-way left turn lane (TWLTL) available beyond the marked left turn storage of 300' which can serve this spill over during the PM peak hour.
- WB through at Woolbright Road/Seacrest Boulevard intersection (AM and PM peak hours)
- NB left turn at Woolbright Road/Seacrest Boulevard intersection (AM and PM peak hours)
- SB left turn at Woolbright Road/Seacrest Boulevard intersection (AM and PM peak hours)

Table 8-8: 95th Intersection Percentile Queue Length Summary – Design Year 2045 DDI

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	195	#955	26	#221	#530	184	95	216	-	#556	403	-
	PM Peak	195	#635	38	m138	#720	106	192	391	-	#405	275	-
	Available Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound Ramps	AM Peak	-	m202	0	0	195	-	-	-	-	552	-	576
	PM Peak	-	m591	0	0	#772	-	-	-	-	323	-	513
	Available Storage (feet)	***-***	***1,250***	***600***	***700***	***2,950***	***-***	***-***	***-***	***-***	***>1,700***	***-***	***>1,700***
Woolbright Road at I-95 Northbound Ramps	AM Peak	0	600	-	-	m343	0	163	-	253	-	-	-
	PM Peak	0	425	-	-	m382	0	306	-	293	-	-	-
	Available Storage (feet)	***700***	***1,950***	***-***	***-***	***2,250***	***800***	***>1,300***	***-***	***>1,300***	***-***	***-***	***-***
Woolbright Road at Seacrest Boulevard	AM Peak	#273	#806	249	#495	#1,174	-	#546	234	-	194	364	-
	PM Peak	#446	#1,118	357	121	#1,074	-	#616	#454	-	180	236	-
	Available Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

#: 95th percentile volume exceeds capacity, queue maybe longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.
Storage length for arterial left turns at ramp terminals is distance between ramp terminals plus extended defacto left turn pocket length.

8.4.3 Build Alternative 3 - SPUI

Opening Year 2025 Build Alternative 1 – SPUI Analysis

Intersection Analysis

The Opening Year 2025 Build Alternative 3 – SPUI intersection analysis results are summarized in **Table 8-9**. In Opening Year 2025, all study intersections will operate at an acceptable LOS D or better except the Woolbright at Corporate Drive/SW 8th Street intersection which will operate at LOS E in AM and PM peak hours. In addition, several movements at these two intersections are failing (LOS F) in Opening Year 2025 as listed below:

Woolbright Road at Corporate Drive/SW 8th Street

- SB left-turn (PM peak hour)

Woolbright Road at Seacrest Boulevard

- NB left-turn (AM and PM peak hours)

Figure 8-5 illustrates the peak hour volumes and LOS results for the Opening Year 2025 Build Alternative 3 – SPUI intersections analysis.

N.T.S

N

D (C)
9,003 (6,273)
1,589 (774)

INTERSTATE 95

687 (1,300)
6,111 (9,442)
C (D)

Corporate Dr

SW 8th St

1,343 (829)

1,501 (1,442)

765 (1,186)

1,543 (1,772)

Woolbright Rd

S Seacrest Blvd

E Boynton Beach Blvd

9,283 (6,877)
1,467 (783)
C (C)

778 (1,374)
6,798 (9,953)
C (E)

0.34 (0.22)
1,420 (870)

870 (1,420)
0.22 (0.34)

D (D)
1,498 (1,210)
115 (74)
187 (216)
184 (148)
96 (42)
497 (357)
51 (202)
30 (65)
106 (294)
242 (99)
1,049 (1,505)
296 (536)

C (C)
883 (446)
450 (530)
768 (885)
821 (791)
680 (651)
394 (667)
371 (519)
460 (383)
372 (682)
775 (887)

E (E)
571 (506)
729 (1,024)
74 (185)
162 (108)
403 (259)
96 (91)
555 (603)
261 (406)
107 (195)
142 (86)
936 (1,062)
48 (72)

LEGEND
x,xxx (x,xxx) - Peak Hour Volumes AM (PM)
x (x) - Mainline Level of Service AM (PM)
x (x) - Ramp V/C ratio AM (PM)
x (x) - Intersection Level of Service AM (PM)

Florida Department of Transportation District Four 3400 West Commercial Boulevard Fort Lauderdate, FL 33309	I-95/SR 9 Interchange at Woolbright Road Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: Opening Year 2025 Build Alternative - 2 SPUI Peak Hour Volumes and LOS/VC Ratios	Figure: 8-5

Table 8-9: Opening Year 2025 Build Alt Alternative 3 – SPUI Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec)	LOS	Delay (sec)	LOS
				AM (PM)	AM (PM)	AM (PM)	AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	187 (216)	63.8 (69.3)	E (E)	46.8 (42.8)	D (D)
		Through	1,498 (1,210)	32.0 (37.6)	C (D)		
		Right	115 (74)	22.1 (27.8)	C (C)		
	Westbound	Left	242 (99)	55.5 (68.8)	E (E)		
		Through	1,049 (1,505)	30.9 (37.8)	C (D)		
		Right	296 (536)	46.4 (12.6)	D (B)		
	Northbound	Left	51 (202)	60.8 (48.6)	E (D)		
		Through/Right	136 (359)	64.8 (74.9)	E (E)		
	Southbound	Left	497 (357)	106.2 (70.2)	F (E)		
		Through/Right	280 (190)	60.0 (45.1)	E (D)		
Woolbright Road at I-95 Southbound/ Northbound Ramps	Eastbound	Left	768 (885)	70.4 (59.9)	E (E)	26.7 (29.4)	C (C)
		Through	450 (530)	29.2 (35.7)	C (D)		
		Right	883 (446)	1.1 (0.4)	A (A)		
	Westbound	Left	460 (383)	49.4 (51.6)	D (D)		
		Through	372 (682)	26.1 (35.5)	C (D)		
		Right	775 (887)	0.6 (0.9)	A (A)		
	Southbound	Left	680 (651)	53.9 (49.1)	D (D)		
		Right	821 (791)	1.4 (1.3)	A (A)		
	Northbound	Left	394 (667)	52.5 (58.6)	D (E)		
		Right	371 (519)	0.4 (0.6)	A (A)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	74 (185)	21.7 (56.9)	C (E)	55.8 (59.2)	E (E)
		Through	729 (1,024)	16.8 (36.9)	B (D)		
		Right	571 (506)	12.1 (58.1)	B (E)		
	Westbound	Left	142 (86)	35.1 (54.9)	D (D)		
		Through/Right	984 (1,134)	32.7 (51.9)	C (D)		
	Northbound	Left	555 (603)	192.0 (111.5)	F (F)		
		Through/Right	368 (601)	48.8 (55.3)	D (E)		
	Southbound	Left	96 (91)	72.2 (74.0)	E (E)		
		Through/Right	565 (367)	68.0 (63.8)	E (E)		

Table 8-10 summarizes the queue analysis for Opening Year 2025 Build Alternative 3 – SPUI and shows all study intersections will have queues contained within available storage except the intersection of Woolbright Road at Seacrest Boulevard where following movements will have 95th percentile queues longer than available storage:

- EB left turn (PM peak hour)
- NB left turn (AM and PM peak hours)

Table 8-10: 95th Intersection Percentile Queue Length Summary – Opening Year 2025 SPUI

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	135	535	4	155	221	84	71	97	-	#425	302	-
	PM Peak	153	498	0	m74	450	32	185	325	-	244	106	-
	Available Storage (feet)	***250***	***1,300***	***225***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound /Northbound Ramps	AM Peak	m474	m233	m228	m235	m132	m75	239	-	0	270	-	0
	PM Peak	507	285	0	m209	m319	m94	407	-	0	248	-	0
	Available Storage (feet)	***600***	***1,400***	***700***	***750***	***2,600***	***800***	***>1,400***	***-***	***800***	***>1,600***	***-***	***500***
Woolbright Road at Seacrest Boulevard	AM Peak	m25	159	79	117	495	-	#487	213	-	157	347	-
	PM Peak	196	624	124	77	#802	-	#519	350	-	154	216	-
	Available Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

#: 95th percentile volume exceeds capacity, queue maybe longer.
m: Volume for 95th percentile queue is metered by upstream signal.
Storage length noted above is turn pocket length for left/right turn movements or link distance per lane to adjacent signalized intersection for through movements.

Design Year 2045 Build Alternative 3 – SPUI Analysis

Intersection Analysis

The Design Year 2045 Build Alternative 3 – SPUI intersection analysis results are summarized in **Table 8-11**. In Design Year 2045, all study intersections will operate at an acceptable LOS D or better except Woolbright Road/Corporate Drive (LOS E in AM peak hour) and Woolbright Road/Seacrest Boulevard (LOS F in AM and PM peak hours). In addition, several movements at these two intersections are failing (LOS F) in Design Year 2045 as listed below:

Woolbright Road at Corporate Drive/SW 8th Street

- NB left-turn (AM peak hour)
- SB left-turn (AM and PM peak hours)

Woolbright Road at Seacrest Boulevard

- EB left-turn (AM and PM peak hours)
- WB left-turn (AM peak hour)
- WB through/right-turn (AM and PM peak hours)

- NB left-turn (AM and PM peak hours)
- SB left-turn (PM peak hour)

Figure 8-6 illustrates the peak hour volumes and LOS results for the Design Year 2025 Build Alternative 3 – SPUI intersections analysis.

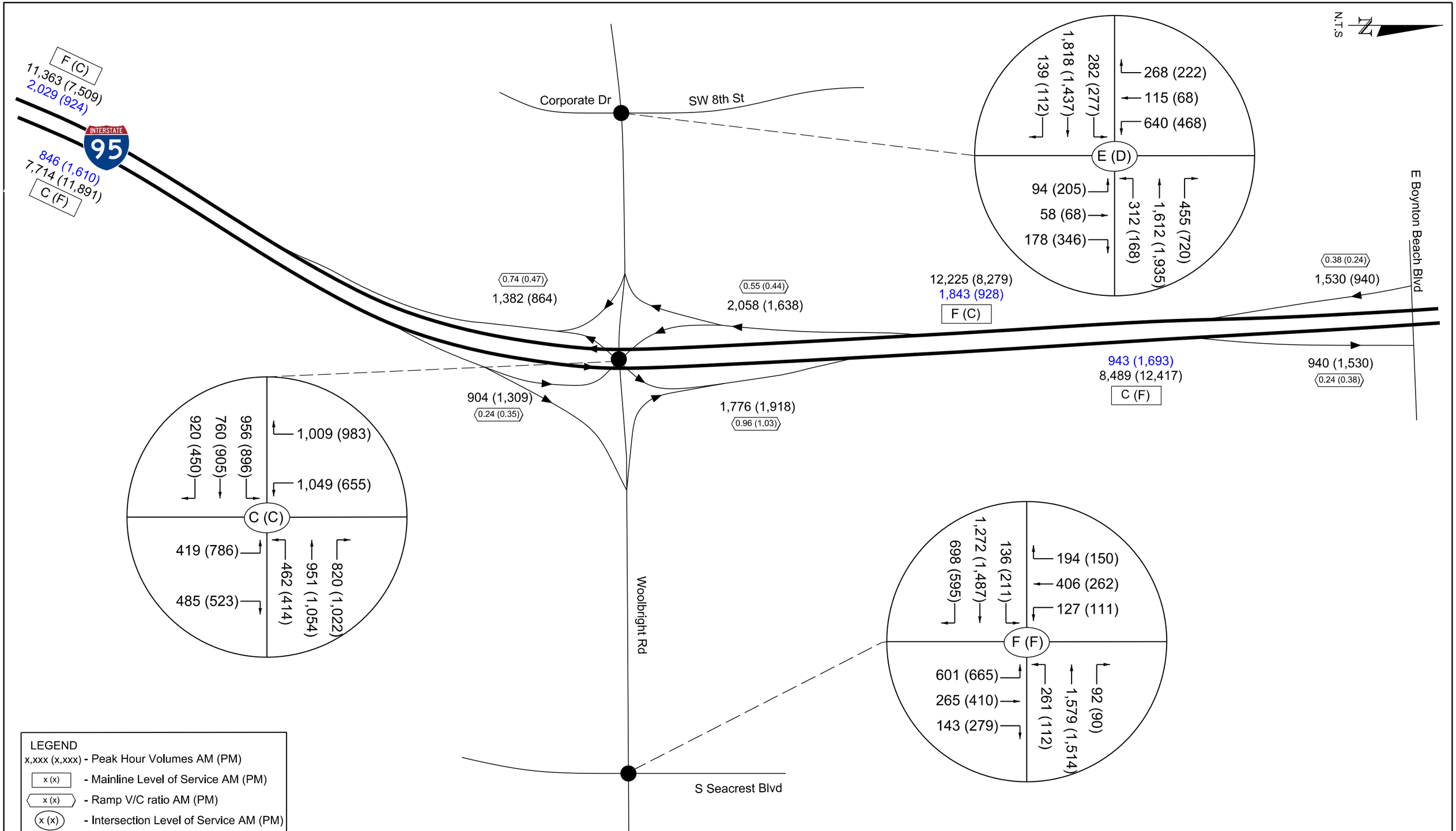
N.T.S
F (C)
11,363 (7,509)
2,029 (924)
INTERSTATE 95
846 (1,610)
7,714 (11,891)
C (F)
Corporate Dr
SW 8th St
E Boynton Beach Blvd
Woolbright Rd
S Seacrest Blvd
0.74 (0.47)
1,382 (864)
0.55 (0.44)
2,058 (1,638)
12,225 (8,279)
1,843 (928)
F (C)
0.38 (0.24)
1,530 (940)
940 (1,530)
0.24 (0.38)
943 (1,693)
8,489 (12,417)
C (F)
904 (1,309)
0.24 (0.35)
1,776 (1,918)
0.96 (1.03)
E (D)
268 (222)
115 (68)
640 (468)
282 (277)
1,818 (1,437)
139 (112)
94 (205)
58 (68)
178 (346)
312 (168)
1,612 (1,935)
455 (720)
C (C)
1,009 (983)
1,049 (655)
956 (896)
760 (905)
920 (450)
419 (786)
485 (523)
462 (414)
951 (1,054)
820 (1,022)
F (F)
194 (150)
406 (262)
127 (111)
136 (211)
1,272 (1,487)
698 (595)
601 (665)
265 (410)
143 (279)
261 (112)
1,579 (1,514)
92 (90)
LEGEND
x,xxx (x,xxx) - Peak Hour Volumes AM (PM)
x (x) - Mainline Level of Service AM (PM)
x (x) - Ramp V/C ratio AM (PM)
x (x) - Intersection Level of Service AM (PM)

Table 8-11: Design Year 2045 Build Alternative 3 – SPUI Intersection Analysis Summary

Intersection	Intersection Approach					Overall Intersection	
	Approach	Movement	Peak Hour Volumes	Delay (sec) AM (PM)	LOS AM (PM)	Delay (sec) AM (PM)	LOS AM (PM)
Woolbright Road at Corporate Drive/SW 8th Street	Eastbound	Left	282 (277)	69.1 (70.3)	E (E)	70.4 (53.6)	E (D)
		Through	1,818 (1,437)	49.0 (50.0)	D (D)		
		Right	139 (112)	27.2 (32.6)	C (C)		
	Westbound	Left	312 (168)	79.9 (48.1)	E (D)		
		Through	1,612 (1,935)	28.9 (44.4)	C (D)		
		Right	455 (720)	0.6 (45.4)	A (D)		
	Northbound	Left	94 (205)	82.7 (49.4)	F (D)		
		Through/Right	236 (414)	70.1 (76.7)	E (E)		
	Southbound	Left	640 (468)	290.3 (99.7)	F (F)		
		Through/Right	383 (290)	68.3 (44.3)	E (D)		
Woolbright Road at I-95 Southbound/ Northbound Ramps	Eastbound	Left	956 (896)	35.9 (46.7)	E (D)	27.6 (31.1)	C (C)
		Through	760 (905)	23.9 (32.0)	C (C)		
		Right	920 (450)	0.2 (0.2)	A (A)		
	Westbound	Left	462 (414)	50.6 (55.9)	D (E)		
		Through	951 (1,054)	40.1 (51.7)	D (D)		
		Right	820 (1,022)	0.1 (0.2)	A (A)		
	Southbound	Left	1,049 (655)	73.2 (49.2)	E (D)		
		Right	1,009 (983)	2.3 (2.1)	A (A)		
	Northbound	Left	419 (786)	53.3 (71.0)	D (E)		
		Right	485 (523)	0.5 (0.6)	A (A)		
Woolbright Road at Seacrest Boulevard	Eastbound	Left	136 (211)	206.6 (109.4)	F (F)	94.9 (103.7)	F (F)
		Through	1,272 (1,487)	35.9 (68.7)	D (E)		
		Right	698 (595)	16.7 (33.1)	B (C)		
	Westbound	Left	261 (112)	319.0 (75.8)	F (E)		
		Through/Right	1,671 (1,604)	117.7 (137.9)	F (F)		
	Northbound	Left	601 (665)	184.1 (238.8)	F (F)		
		Through/Right	408 (689)	49.4 (61.8)	D (E)		
	Southbound	Left	127 (111)	73.8 (84.9)	E (F)		
		Through/Right	600 (412)	70.6 (60.5)	E (E)		

Table 8-12 summarizes the queue analysis for Design Year 2045 Build Alternative 3 – SPUI and shows all study intersections will have queues contained within available storage except the intersection of Woolbright Road at Seacrest Boulevard where following movements will have 95th percentile queues longer than available storage:

- EB left-turn at Woolbright Road and Seacrest Boulevard intersection (PM peak hour); however, it should be noted that there is a two-way left turn lane (TWLTL) available beyond the marked left turn storage of 300' which can serve this spill over during the PM peak hour.
- WB through (AM and PM peak hours)
- NB left turn (AM and PM peak hours)
- SB left turn (AM and PM peak hours)

Table 8-12: 95th Intersection Percentile Queue Length Summary – Design Year 2045 SPUI

Intersection	Time Period	95th Percentile Queue Length (feet)											
		Eastbound			Westbound			Northbound			Southbound		
		L	T	R	L	T	R	L	T	R	L	T	R
Woolbright Road at Corporate Drive /SW 8th Street	AM Peak	192	#951	26	m212	446	m0	102	223	-	#591	395	-
	PM Peak	192	#685	2	m97	m#739	m310	189	386	-	#405	227	-
	Available Storage (feet)	***300***	***1,300***	***275***	***300***	***1,250***	***375***	***400***	***>1,000***		***>1,000***	***>1,000***	
Woolbright Road at I-95 Southbound /Northbound Ramps	AM Peak	m512	m310	m463	m183	m332	m0	255	-	0	#469	-	0
	PM Peak	m562	m560	m0	m161	m388	m16	#529	-	0	250	-	0
	Available Storage (feet)	***600***	***1,400***	***700***	***750***	***2,600***	***800***	***>1,400***	***-***	***800***	***>1,600***	***-***	***500***
Woolbright Road at Seacrest Boulevard	AM Peak	m#208	m#778	m425	#538	#1,218	-	#517	231	-	195	#373	-
	PM Peak	#331	#1,060	314	#160	#1,258	-	#590	376	-	#200	230	-
	Available Storage (feet)	***300***	***2,250***	***600***	***300***	***900***		***475***	***>1,000***		***180***	***>1,000***	

#: 95th percentile volume exceeds capacity, queue maybe longer.

m: Volume for 95th percentile queue is metered by upstream signal.

Storage length noted above is turn pocket length or link distance per lane to adjacent signalized intersection.

8.5 Safety

A predictive safety analysis was performed in the study area. The predictive safety analysis was performed per the guidelines in the American Association of State Highway and Transportation Officials (AASHTO) HSM and the IARUG Safety Analysis Guidance.

Predictive safety analysis was performed using a quantitative and qualitative approach. Quantitative safety analysis, using the Enhanced Interchange Safety Analysis Tool (ISATe), was performed where applicable in the study area. The quantitative safety analysis was performed for a 20-year design period from 2025 to 2045 for the No-Build and Build Alternative. For sections where the HSM Part C and CMF methodologies could not be applied, a qualitative safety analysis was performed. The following improvements were analyzed either quantitatively or qualitatively:

- Quantitative
    - Conversion of a diamond interchange to a TDI
    - Conversion of a diamond interchange to a DDI
- Qualitative
    - The conversion of a diamond interchange to a SPUI
    - Intersection improvements at the Woolbright Road at SW 8th Street

8.5.1 Quantitative Safety Analysis

A quantitative safety analysis was performed as part of this IMR, where applicable. To perform the analysis, the ISATe tool was used. The ISATe tool is intended to apply the HSM Part C methodology to freeway facilities, including freeway segments and interchanges in urban and rural areas. ISATe was developed as part of the National Cooperative Highway Research Program (NCHRP) Project 17-45. To perform the safety analysis in ISATe, the study area, where improvements are being recommended, was segmented into homogenous sections. Once the study area was segmented, the applicable inputs were provided to produce a predicted number of crashes for the 2025 to 2045 study period. The total number of crashes were then distributed using the KABCO injury classification scale. The KABCO distribution provided in the FDM Chapter 122 was used.

For the safety analysis, the No-Build alternative uses the existing roadway with the proposed improvements described in **Section 7.1**. The Build alternative uses the proposed improvements described in **Section 7.2**. The No-Build and Build Alternative predictive crash results were compared to determine

the safety benefits of the proposed improvements. Since the Build alternative does require significant changes in the geometric configuration, the predictive safety analysis did not utilize the Empirical-Bayes Method for the No-Build or Build Alternative, as recommended in the Safety Guidance. The following quantitative safety analysis compares the No-Build and Build Alternative for Woolbright Road interchange improvements. I-95 mainline was not included in this analysis since no improvements are proposed on the I-95 mainline. **Appendix H** presents the input data used to perform the analysis and output summary for the No-Build and Build Alternative.

Woolbright Road Interchange – Alternative 1 (TDI)

Predictive safety analysis was performed for Build Alternative 1. The improvements to the I-95 Northbound and Southbound ramp terminals were coded in the Build alternative. **Table 8-13**, presented below, shows the expected crash frequencies for the No-Build and Build Alternative.

Table 8-13: Predicted Crash Frequency at the I-95 and Woolbright Road Interchange (Crashes/Year)

Ramp Terminal	Alternative	K	A	B	C	PDO	Total
Northbound Ramp Terminal	No-Build	0.2	1.0	3.0	5.2	14.7	24.0
	Build	0.2	1.0	3.0	5.2	14.7	24.0
	Change	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*	*0.0*
Southbound Ramp Terminal	No-Build	0.2	1.2	3.7	6.5	18.4	30.1
	Build	0.2	1.2	3.7	6.4	18.1	29.6
	Change	*0.0*	*0.0*	*0.1*	*0.1*	*0.3*	*0.5*
Total	No-Build	0.4	2.2	6.7	11.8	33.1	54.2
	Build	0.4	2.2	6.7	11.6	32.8	53.7
	Change	*0.0*	*0.0*	*0.1*	*0.1*	*0.3*	*0.5*

The analysis shows the improvements provided at the Southbound ramp terminal should reduce the number of crashes by 0.5 crashes/year. The analysis also shows the improvements provided at the Northbound ramp terminal show no reduction in crashes and the number of crashes/year remain the same as the No-Build. Overall, the improvements at the I-95 and Woolbright Road interchange should reduce the number of crashes by 0.5 crashes/year.

Woolbright Road Interchange – Alternative 2 (DDI)

Predictive safety analysis was performed for Build Alternative 1. For Build Alternative 2, a CMF of 0.592 for converting a diamond interchange to a diverging diamond interchange (CMF ID: 9104) was applied to

observed crashes. **Table 8-14** also shows the average predicted crashes per year at Woolbright Road interchange.

Table 8-14: Predicted Number of Crashes for DDI

Ramp Terminal	Observed Crash Frequency		CMF	Build Expected Crash Frequency		Reduction in Crashes	
	FI	PDO		FI	PDO	FI	PDO
Northbound Ramp Terminal	7.6	7.2	0.592	4.5	4.3	3.1	2.9
Southbound Ramp Terminal	7.8	12.8	0.592	4.6	7.6	3.2	5.2
Total	**15.4**	**20**		**9.1**	**11.9**	**6.3**	**8.1**

Table 8-14 results show the Build Alternative 2 (DDI) will have a crash reduction of 40.8% compared to the existing crashes at I-95 and Woolbright Road Interchange.

8.5.2 Qualitative Safety Analysis

The HSM Part C methodology and CMF methodology cannot always account for unique configurations and as a result, quantitative predictive safety analysis cannot be performed. However, to still account for the proposed improvements that cannot be analyzed using HSM Part C or with CMFs, a qualitative safety analysis has been performed for these applicable improvements.

Woolbright Road Interchange – Alternative 3 (SPUI)

It is proposed that the existing diamond interchange be converted to a SPUI at the study interchange for Alternative 3. This improvement cannot be accounted for using the HSM Part C methodology or CMF methodology. Since there are no other ways to quantify this improvement, a qualitative discussion has been provided. The qualitative safety benefits of a SPUI interchange include:

- Reduction of overall interchange delay due to the main intersection operates with three traffic signal phases rather than four phases in a diamond interchange.
- Improve the safety of the overall intersection due to having one signalized intersection and vehicles only cross paths at one location.
- The SPUI design allows left-turns to be made at higher speeds, increasing the main intersection's capacity.
- Improve travel times on the arterial due to having one signalized intersection.

Woolbright Road at SW 8th Street Intersection

It is recommended to provide dual left-turn lanes on the eastbound and westbound approaches of the intersection. The proposed design modifications at this study intersection will provide additional storage and improve intersection delay and queues. The additional storage and operational improvements should result in a reduction of crashes as a result of reduced congestion.

Segment between I-95 SB ramp terminal intersection to SW 8th Street intersection

It is recommended to provide one additional through lane along Woolbright Road for the westbound movement. The proposed modification will provide additional capacity and improve travel times and queues at this segment. The additional capacity and operational improvement should result in a reduction of crashes as a result of reduced congestion.

8.6 Alternatives Comparison

The No-Build Alternative and the Build Alternatives were compared, and a summary is provided in the sections below.

8.6.1 Operational Comparison

This section compares the intersections traffic operational performance of the No-Build and Build Alternatives.

In the No-Build Alternative, all the study intersections operate at failing LOS F in the AM and PM peak hours by the Design Year 2045. The traffic operations at these intersections improve with the implementation of the Build Alternatives except the Woolbright Road and Seacrest Boulevard intersection. Since no improvements were considered for Woolbright Road and Seacrest Boulevard intersection in the Build Alternative except a committed exclusive EBR turn lane which is considered in both No-Build and Build Alternatives, therefore the delay and LOS for this intersection are similar to the No-Build Alternative. All the three Build Alternatives (TDI, DDI and SPUI) will provide acceptable LOS D or better for terminal intersections by the Design Year 2045. The proposed improvements at the Woolbright Road/Corporate Drive intersection will provide acceptable LOS D in Opening Year 2025 in both AM and PM peak hours; however, in the Design Year 2045 LOS at this intersection will be “E” in the AM peak hour and “D” in the PM peak hour. The Woolbright Road at Seacrest Boulevard intersection will operate at LOS E and F in the 2025 and 2045 AM (PM) peak hours respectively.

8.6.2 Cost Estimate

The estimated construction cost was developed for the Woolbright Road interchange alternatives using the FDOT Long Range Estimates (LRE) program. Design Engineering Costs were estimated at 12% of the construction cost and Construction Engineering Inspection (CEI) were estimated at 15%. Right of way costs were provided by FDOT and include right of way acquisition and business damages. **Table 8-15** reflects the estimated project costs for the Woolbright Road Interchange Alternatives. The FDOT Long Range Estimating (LRE) and engineer's estimates are provided in **Appendix I**.

Table 8-15: Estimated Project Costs for Woolbright Road Interchange Alternatives

Cost Element	BUILD ALTERNATIVES		
	TDI	DDI	SPUI
Roadway Construction (LRE Cost)	$10,956,542	$19,000,000	$22,000,000
Engineering Design & CEI	$2,958,266	$5,130,000	$5,940,000
Right of Way Acquisition	$1,500,500	$5,200,000	$1,500,000
Total Project Cost	**$15,415,308**	**$29,330,000**	**$29,440,000**

8.7 Evaluation Matrix

Based on the analysis and evaluation of several key evaluation parameters, including traffic operations, safety benefits, right of way impacts, and construction costs, Build Alternative 1 with the TDI configuration is the preferred alternative due to the significant safety and traffic operational benefits with the lower construction cost. The No-Build Alternative shows the least benefits from the evaluation matrix. **Table 8-17** shows the evaluation matrix for the Woolbright Road Interchange Alternatives.

Table 8-17: Alternatives Evaluation Summary

Evaluation Factors		No-Build	Build Alternative TDI	Build Alternative DDI	Build Alternative SPUII
ENGINEERING	**Meets Purpose and Need**	No	Yes		
	Improves Safety	No	Yes	Yes	Yes
	Meets 2045 LOS Target	No	Yes	Yes	Yes
	Improves SIS Connectivity	No	Yes		
	R/W & Property Impacts	No	No	Yes (5 properties)	No
	Meets Geometric Design Criteria	Yes	Yes	Yes	Yes
Total Project Cost		$0	$15.4M	29.3M	29.4M

8.8 Recommended Alternative

The No-Build Alternative will not accommodate the travel demand at the I-95 and Woolbright Road Interchange. In the Design Year 2045, significant operational deficiencies exist. All of the study area

intersections operate at unacceptable LOS F in the No-Build Alternative. These operational deficiencies are associated with high arterial through and left-turn volume at the ramp terminal intersections and insufficient capacity at the ramp terminals, the SW 8th Street and the Seacrest Boulevard intersections. Congestion from the insufficient capacity at these intersections extend to the I-95 SB off ramp and spills back onto SB mainline affecting freeway operations. These also affected the operations at the NB off ramp intersection.

Based on the comprehensive evaluation presented in this IMR, Build Alternative 1 with TDI configuration was selected as the Preferred Alternative due to the significantly traffic operational and safety benefits it provides compared to the other Alternatives. Build Alternative 1 also satisfies the purpose and need of this project and provides the highest benefit-cost ratio making it the most cost-effective alternative.

The Build Alternative 1 for this study performs substantially better than the No-Build Alternative for all future years. The proposed interchange improvements provide additional capacity for the heavy off ramp left turn volumes as well as for the EB and WB through volumes. By implementing these improvements, three out of the four study intersections will operate at an acceptable LOS D or better in the Design Year 2045. Woolbright Road will benefit from the increase in number of through lanes and improved ramp terminal intersection configuration resulting in lower intersection delay. The additional turn lanes at the SW 8th Street intersection will also result in lower intersection delay. These improvements help process traffic travelling to and from the interchange.

A predicted quantitative safety analysis was also performed to determine if the Build Alternatives addressed the existing safety concerns. To analyze the future safety analysis, expected crash frequencies for I-95, Woolbright Road and ramp segments were analyzed. Based on the proposed improvements for the Preferred Alternative (TDI), crashes are expected to reduce by approximately 1% compared to the No-Build Alternative.

8.9 Access Modifications

The preferred alternative does not propose any modifications to the existing access management classification or access locations as no roadway modifications are proposed along Woolbright Road and I-95.

8.10 Conceptual Signing Plan

A conceptual signing plan was prepared for the preferred alternative. **Appendix J** presents the conceptual signing plan for proposed modifications within the area of influence.

8.11 Design Exceptions and Variations

Implementation of the proposed improvements will not require any design exceptions or variations.

9. JUSTIFICATION

The proposed improvements at the Woolbright Road interchange with I-95 are consistent with the requirements set by the FHWA Access to the Interstate System Policy dated August 27, 2009 and by FDOT Procedure No. 525-030-160. The roadway enhancements in this IMR will provide traffic relief, thereby enhance safety within the area of influence. The I-95 at Woolbright Road interchange will operate at an acceptable LOS through the Design Year 2045.

9.1 Compliance with FHWA General Requirements

The following requirements serve as the primary decision criteria used in the approval of interchange modification projects. Responses to each of the FHWA 2 policy points are provided to show that the proposed modification for the I-95 at Woolbright Road interchange is viable based on the conceptual analysis performed to date.

9.1.1 FHWA Policy Point 1

An operational and safety analysis has concluded that the proposed change in access does not have a significant adverse impact on the safety and operation of the Interstate facility (which includes mainline lanes, existing, new, or modified ramps, ramp intersections with crossroad) or on the local street network based on both the current and the planned future traffic projections. The analysis should, particularly in urbanized areas, include at least the first adjacent existing or proposed interchange on either side of the proposed change in access (23 CFR 625.2(a), 655.603(d) and 771.111(f)). The crossroads and the local street network, to at least the first major intersection on either side of the proposed change in access, should be included in this analysis to the extent necessary to fully evaluate the safety and operational impacts that the proposed change in access and other transportation improvements may have on the local street network (23 CFR 625.2(a) and 655.603(d)). Requests for a proposed change in access should include a description and assessment of the impacts and ability of the proposed changes to safely and efficiently collect distribute, and accommodate traffic on the Interstate facility, ramps, intersection of ramps with crossroad, and local street network (23 CFR 625.2(a) and 655.603(d)). Each request should also include a conceptual plan of the type and location of the signs proposed to support each design alternative (23 U.S.C. 109(d) and 23 CFR 655.603(d)).

An in-depth operational and safety analysis was conducted to study the impacts of the proposed improvements. Several performance measures were used to compare the operations and safety of the existing system under No-Build and Build conditions. Key measures included freeway densities, freeway V/C ratios, intersection delays, level of service and 95th percentile queue lengths, crash rates and frequency, predominant crash patterns, expected crashes, and potential crash reduction using crash modification factors. Based on the results of this comprehensive evaluation, Build Alternative with the TDI configuration was selected as the preferred alternative due to the significantly higher safety and traffic operational benefits it provides to offset its relatively higher construction cost.

From an operational perspective, the traffic analysis performed for the signalized intersections indicated that the all the study intersections will operate at an overall LOS F during the peak hours by Design Year 2045 if no improvements are done. Under Build Alternative, the study indicated that TDI Interchange performs substantially better than the No-Build Alternative for all future year scenarios, particularly for the I-95 ramp terminal intersections, which are the primary focus for this study. The SB ramp terminal intersection will experience 66.6% and 69.7% reduction in delay for the AM and PM peak hours, respectively, whereas the NB ramp terminal will experience 58.2% and 75.5% reduction in delay during the AM and PM peak hours, respectively compared to the No-Build Alternative. Significant queuing will also be observed at the ramp terminals and adjacent intersections.

From a safety perspective, a total of 734 crashes occurred along I-95 and the ramps at Woolbright Road within the study area from 2013 to 2017. And a total of 341 crashes occurred along Woolbright Road within the same period. The predominant crash types that occurred within the study area were rear-end collisions, sideswipe collisions and angled collisions. Crashes of these types are typically attributed to congested conditions along the arterials and interchange ramps and terminals. The proposed improvements under the preferred Build Alternative 1 is anticipated to result in an overall crash reduction of approximately 1% compared to the No-Build Alternative due to the significant reduction in delays resulting from the TDI configuration. This will enhance safety within the interchange area.

Overall, the preferred Build Alternative 1 provides significantly better traffic operations and enhanced safety when compared to the No-Build Alternative.

9.1.2 FHWA Policy Point 2

The proposed access connects to a public road only and will provide for all traffic movements. Less than "full interchanges" may be considered on a case-by-case basis for applications requiring special access, such as managed lanes (e.g., transit, HOVs, HOT lanes) or park and ride lots. The proposed access will be designed to meet or exceed current standards (23 CFR 625.2(a), 625.4(a)(2), and 655.603(d)). In rare instances where all basic movements are not provided by the proposed design, the report should include a full-interchange option with a comparison of the operational and safety analyses to the partial-interchange option. The report should also include the mitigation proposed to compensate for the missing movements, including wayfinding signage, impacts on local intersections, mitigation of driver expectation leading to wrong-way movements on ramps, etc. The report should describe whether future provision of a full interchange is precluded by the proposed design.

The proposed improvements to the I-95 at Woolbright Road interchange and adjacent intersections will provide full access and cater to all traffic movements from Woolbright Road to and from I-95. The proposed modifications are designed to meet current standards for federal-aid projects on the interstate system and conform to the American Association of State Highway and Transportation Officials (AASHTO) and the FDOT Design Manual.

10. CONCEPTUAL FUNDING PLAN/CONSTRUCTION SCHEDULE

The improvements proposed as part of the Build Alternative at the I-95 at Woolbright Road interchange are performed under the Programmatic Agreement with FHWA. Therefore, FDOT Central Office will conduct necessary review and assessment of the justification for the proposed improvements. This project is funded for design in Fiscal Year (FY) 2020 in FDOT Work Program as Financial Project Identification Number (FPID) 437279-1. The funding for project phases in FDOT Work Program for FY 2021 – FY 2025 is shown in **Table 10-1**.

Table 10-1: Funding for FPID 437279-1 - I-95 at Woolbright Road Improvements

Fiscal Year	2021	2022	2023	2024	2025	2026
Highways/PD&E						*(On-Going)*
Amount:	$83,908					
Highways/Preliminary Engineering						
Amount:	$1,181,200					
Highways/Right-of-Way						
Amount:		$19,697,887	$5,109,727			
Highways/Railroad & Utilities						
Amount:					$200,000	
Highways/Environmental						(On-Going)
Amount:						
Item Total:	**$1,265,108**	**$19,697,887**	**$5,109,727**		**$200,000**	

LIST OF APPENDICES

Appendix A	Methodology Letter of Understanding
Appendix B	Traffic Data Collection & Traffic Projections (Dated September 2017)
Appendix C	Existing Year 2019 HCS and Synchro Outputs
Appendix D	Raw Crash Data
Appendix E	TMTool Sheets
Appendix F	No-Build Opening Year 2025 and Design Year 2045 HCS and Synchro Outputs
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Appendix I	LRE Cost Estimates
Appendix J	Conceptual Signing Plan

Appendix A
Methodology Letter of Understanding (MLOU)

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Florida Department of Transportation Interchange Access Request Methodology Letter of Understanding (MLOU)

Type of Request: ☐ IJR ☒ IMR ☐ IOAR ☐ SIMR

Type of Process: ☒ Programmatic ☐ Non-Programmatic

Woolbright Road at Interstate 95 (I-95) Area Improvements

FPID: 437279-1-22-02

Coordination of assumptions, procedures, data, networks, and outputs for project traffic review during the access request process will be maintained throughout the evaluation process.

Full compliance with all MLOU requirements does not obligate the Acceptance Authorities to accept the IAR.

The Requestor shall inform the approval authorities of any changes to the approved methodology in the MLOU and an amendment shall be prepared if determined to be necessary.

Requestor	DocuSigned by: Humberto Arrieta F2D5A18D3B3849D... Humberto Arrieta, P.E. *FDOT District 4 Project Manager*	10/25/2019 | 4:19 PM EDT *Date*
Interchange Review Coordinator	DocuSigned by: Cesar Martinez DC7B7B72E96BD4A2... Cesar Martinez, P.E. *FDOT District 4 Project Development Manager*	10/25/2019 | 4:27 PM EDT *Date*
Systems Management Administrator	DocuSigned by: Jenna Bowman 4AD03E6A337F4C1... Jenna Bowman, P.E. *Systems Implementation Office-Central Office*	10/28/2019 | 6:48 AM EDT *Date*
Federal Highway Administration (if applicable)	N/A Choose an item. Choose an item.	N/A *Date*

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1.0 Project Description

The interchange of Woolbright Road with I-95 is located in the City of Boynton Beach, Palm Beach County. The Florida Department of Transportation (FDOT) District Four is conducting an Interchange Modification Study as part of the Project Development and Environment Study (PD&E) for the interchange of Woolbright Road and I-95. The study will evaluate alternatives to improve traffic operations and safety at this critical interchange in Palm Beach County. A Concept Development Report was completed in December 2014 that evaluated improvements at this interchange. The I-95 and Woolbright Road interchange is a diamond type configuration. Woolbright Road is a six lane Divided Urban Minor Arterial west of I-95 and five lane Urban Minor Arterial with a two-way left turn lane east of I-95. Within the project limits, I-95 is a ten-lane divided interstate freeway with four general purpose lanes and one High Occupancy Vehicle (HOV) lane in each direction. This Interchange Modification Report (IMR) is being prepared as part of the PD&E Study to address the proposed improvements at the I-95 Interchange with Woolbright Road. The Methodology Letter of Understanding (MLOU) outlines the criteria, assumptions, processes, analyses and documentation requirements for preparation of the Interchange Modification Report (IMR) for the proposed improvements at the I-95 at Woolbright Road interchange. This MLOU has been developed in accordance with FDOT's Policy No. 000-525-015 and Procedure No. 525-030-160, including the FDOT publications: Interchange Access Request User's Guide (IARUG), January 2018. It outlines the technical procedures, assumptions, traffic data, analyses, and documentation required for this project.

A. Purpose and Need Statement

Purpose: The purpose of this study is to complete an IMR to determine what improvements can be programmed to improve traffic spillback onto I-95, interchange operations, reduce congestion, and improve safety at this interchange location. Improvements are aimed at increasing the efficiency of the Woolbright Road and I-95 ramps while minimizing or eliminating right of way and bridge impacts.

The study will also evaluate short term or Transportation Systems Management and Operations (TSM&O) improvements. Short term improvements should be feasible to implement without right of way acquisition.

Need: The primary need of the project is to alleviate existing and future traffic congestion thereby improving safety at the interchange. Recent studies completed in the region such as the Concept Development Report completed in 2014 and I-95 Interchange Master Plan for Palm Beach County completed in 2015 identified operational deficiencies at ramps, the terminal intersections, and the adjacent intersections such as the Woolbright Road at Seacrest Boulevard intersection operating at an LOS F during the Design Year 2040.

If no operational and safety improvements are made within the interchange area, conditions will become progressively worse as traffic volumes continue to increase, thereby increasing the number of crashes and deteriorating access of this interchange.

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B. Project Location

The project is located in the City of Boynton Beach, in Palm Beach County, Florida (see **Figure 1**). The I-95 at Woolbright Road Interchange is located on I-95 between the Boynton Beach Boulevard (1.0 mile to the north) and the Atlantic Boulevard (3.8 miles to the south) interchanges. The study area does not extend to the Atlantic Boulevard interchange because it is over 3.5 miles south of the study interchange. All signalized intersections along Woolbright Road from Corporate Drive/SW 8th Street to Seacrest Boulevard will also be analyzed. The interchange of I-95 and Woolbright Road is located at Milepost 13.75, Section number 93220000.

C. Area of Influence

In urban areas, the area of influence (AOI), as defined in the IARUG, includes one adjacent interchange in each direction and signalized intersections within half-a-mile of the interchanges. The AOI along I-95 extends from just south of the Woolbright Road interchange to the Boynton Beach Boulevard northbound off-ramp and southbound on-ramp to the north, a distance of approximately 1.6 miles. The AOI along I-95 does not extend south to the Atlantic Boulevard interchange because it is over 3.5 miles south of the study interchange and is not expected to be impacted by alternatives at the Woolbright Road interchange. The AOI along Woolbright Road includes the signalized intersections at the ramp terminals with I-95 and the signalized intersections at Corporate Drive/SW 8th Street and Seacrest Boulevard. The Seacrest Boulevard is included in the AOI to understand its impacts on the Woolbright Road interchange ramp terminals. Evaluating improvements for the Seacrest intersection are not in the scope of this IMR. The preliminary findings indicate that the operations of the interchange are not impacted by the intersection. These preliminary findings will be confirmed by the No-Build and Build Alternatives analysis of the IMR. Also Palm Beach County has an improvement project programmed for this intersection. **Figure 1** showing the AOI for the IMR is attached.

D. Project Schedule

- Begin PD&E Study – November 2018
- Prepare MLOU – April 2019
- Approval of MLOU – September 2019
- Agency/Public Kick-Off Meeting – October 2019
- Draft SO&E Report – September 2019
- Final SO&E Report – November 2019
- Approval of SO&E Report – February 2020
- Draft Environmental & Engineering Documents – December 2019
- Public Hearing – September 2020
- Final Environmental & Engineering Documents – November 2020
- Approval Decision of IMR – February 2021
- Final Design – FY 2021
- Right of Way – FY 2022-2023
- Construction – FY 2026

2.1 Analysis Years

A. Traffic Forecasting

- Base year – 2010
- Horizon year – 2040

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B. Traffic Operational Analysis

- Existing year – 2019
- Opening year – 2025
- Design year – 2045

The analysis years proposed for the IMR are consistent with the PD&E. A year of failure analysis will be coordinated with FDOT and shall be performed for the Preferred Alternative if there is a failing LOS in the Design Year.

3.0 Alternatives

The No Build and Build alternatives will be analyzed in the IMR. Details of all reasonable build alternatives considered, including those eliminated from further consideration, will be documented with a summary of what was considered and reasons for elimination. Three Build Alternatives have been developed at this stage. They include the Concept Development Report (CDR) concept, a Diverging Diamond Interchange (DDI) and Single Point Urban Interchange (SPUI). The Build Alternatives will be evaluated in more detail as part of the study to assure they meet purpose and need for the project.

The No Build alternative will consider existing configuration plus any programmed improvements with future traffic. TSM&O improvements include implementation of non-capacity improvements to improve traffic flow within the project area. The Build Alternatives developed for this IMR will incorporate TSM&O improvements.

4.0 Data Collection

The following data will be collected and used as part of the study. A Traffic Data Collection & Traffic Projections for I-95 at Woolbright Road Report was prepared in December 2017. This report will also be utilized while accumulating the data.

A. Transportation System Data

- Roadway System Data
  Field visits will be conducted to verify the geometry information obtained from aerial imagery and other sources. The information collected will include:
  - Roadway geometry information
  - Functional Classification
  - Number of lanes
  - Truck data
  - Length of acceleration/deceleration lanes,
  - Posted speed limits

- Control Data
  Traffic signal timing data for AM and PM peak hours will be obtained from the signal maintaining agency. Field visits will be conducted to verify the signal timing and phasing information provided during the AM and PM peak hours. It is essential to confirm the signal timing information in the field, as recent projects in the region might have altered these timings. Field visits will also be conducted to inventory following items:
  - Stop/yield sign locations
  - Regulatory/advisory speed limits
  - Guide sign locations

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B. Existing and Historical Traffic Data

Existing daily vehicle counts and turning movement counts will be obtained from the 2017 Traffic Data Collection & Traffic Projections for I-95 at Woolbright Road Report. Additional field counts will be collected within the study area to validate the 2017 data at the following locations.

- Woolbright Road at I-95 Northbound Ramps hose counts
- Woolbright Road at I-95 Southbound Ramps hose counts
- Woolbright Road at Seacrest Boulevard turning movement counts

Daily vehicle machine counts will be collected in 15 minute intervals on typical weekdays, Tuesday, Wednesday or Thursday for up to seventy two hours; peak hour turning movement counts will be conducted from 6:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 7:00 p.m. for the morning and evening peak hours, respectively. These counts will be checked for reasonableness and used for this study. Historical traffic volume information from the 2017 FDOT Florida Traffic Online (FTO) will also be used to supplement additional data needs. All data collected and traffic count adjustments will be summarized in the IMR. Traffic counts will be adjusted with appropriate seasonal and axle correction factors if applicable. The 2017 data and 2019 counts will be used to develop the Existing Year 2019 traffic for this IMR. Origin/Destination data is not anticipated to be used and therefore will not be collected as part of this study.

C. Land Use Data

Existing and future land use data will be obtained from the Florida Geographic Data Library (FGDL) and other available sources and documented in the IMR.

D. Environmental Data

Environmental data will be obtained from the Efficient Transportation Decision Making (ETDM) tool and the ongoing PD&E for identifying any environmental concerns.

E. Planned and Programmed Projects

Managed lanes along I-95 within the interchange AOI are planned and considered for this IMR. These will be used in the analysis of this IMR alternatives. Any other planned or programmed improvements within the AOI will be included in the analysis in the IMR.

5.0 Travel Demand Forecasting

A. *Selected Travel Demand Model(s)*

The travel demand modeling and future year AADT forecasts for this study were developed by the Department under a separate study – Traffic Data Collection and Traffic Projections for I-95 at Woolbright Road, dated December 2017. The Southeast Regional Planning Model (SERPM) version 7.062 with base year 2010 and horizon year 2040 was used as a reference to estimate future years daily forecasts for the study area. The SERPM model is based on the Florida Standard Urban Transportation Modeling Structure (FSUTMS) and is recognized by both FDOT District Four, as well as the Palm Beach County Transportation Planning Agency (TPA) as an acceptable travel demand forecasting tool which has been used to develop Design Traffic for several recent interchange improvement projects. The daily forecasts shown in the December 2017 Report will be used in development of the Directional Design Hour Volumes (DDHV).

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B. Project Traffic Forecast Development Methodology

The methodology used to develop the future years 2020 and 2040 AADT volumes in the December 2017 Data Collection and Traffic Projections Report prepared for I-95 and Woolbright Road interchange is described in this Section. The approach that will be used to estimate the DDHVs in this IMR is also explained later in the Section.

Various traffic forecasting methodologies were evaluated in development of the AADT forecasts. The purpose of this effort was to recommend the most reasonable forecasting methodology for the study interchanges to develop consistent traffic projections. The forecasting methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet;
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.062 projections using FDOT Trend analysis spreadsheet;
- Socioeconomic growth for TAZs within 2-mile buffer of the study interchanges between the base year 2010 and future year 2040, and;
- Comprehensive traffic forecasting method, which first calculated the difference between the 2017 AADT from field data and the projected 2017 AADT interpolated from 2010 and 2040 SERPM 7.062 projections, and then maintained this difference, which is a fixed number and applied to 2040 SERPM 7.062 projections to calculate final 2040 AADT.

The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. Based on the comparison and discussions with FDOT Project Manager, the comprehensive traffic forecasting methodology was used to develop the AADT forecasts. The traffic forecasting methodology used for each approach of each intersection was based on the 2017 AADT (from field), and 2010 and 2040 SERPM 7.062 model volumes. The 2017 traffic data from the Traffic Data Collection and Traffic Projections Report was validated using the field counts and FTO. The 2017 model volume was interpolated using 2010 and 2040 model volumes. Then the differences of 2017 AADT and interpolated 2017 forecasted AADT from model was calculated. This technique is used to validate the SERPM 7.062 volumes. The recommended 2040 AADT were calculated by applying this difference to the 2040 SERPM 7.062 model volumes. Then the 2020 volumes were interpolated using 2017 AADT and recommended 2040 volumes. For the roadway segments where the SERPM 7.062 2040 model volumes are lower than the SERPM 7.062 2010 model volumes, or are not included in the SERPM 7.062 network, the future 2020 and 2040 AADTs were calculated using 2017 AADT and a compound growth factor of 0.5%. For all the roadway links, the 2017 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted.

The opening and design years for this IMR are 2025 and 2045 respectively. AADT volumes will be developed by interpolation for opening year and extrapolation for the design year of this IMR. The Directional Design Hourly Volumes (DDHVs) will be calculated using FDOT's TM-Tool and application of the Standard K and D factors discussed below. The resulting projected traffic volumes will be reviewed for reasonableness and balanced within the study area. The DDHV turning movements will be developed by applying existing turning percentages to the intersection approach DDHVs. The DDHVs will be balanced and adjusted so that the intersection turns balance with the ramp traffic.

The volumes will then be balanced along the arterials. The traffic projections will also be checked for reasonableness. Coordination will be done with any other ongoing studies, to obtain any

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required data as well as to ensure that traffic volumes are consistent between the studies.

C. Validation Methodology

The SERPM is validated to base year 2010. No further modifications or Validation of the travel demand model is anticipated as part of this IMR. However, the future daily volumes and travel patterns will be checked for reasonableness. Any changes made to the model volumes, will be documented and concurred by the Systems Implementation Office.

D. Adjustment Procedures

Future daily volumes were developed using SERPM base year 2010 and horizon year 2040. The design year 2040 AADTs were developed as discussed in Section 5B and provided to the PD&E team. The PD&E team will develop DDHVs to be used in this IMR. Any adjustments needed to the future volumes will be done as per guidelines in NCHRP 765.

E. Traffic Factors

Traffic factors obtained from the 2017 FDOT FTO are presented in the table below. Standard K and D factors will be used to develop the DDHVs for the study. A range of D factors have been considered. The final D factors will be obtained using FTO and traffic counts and provided in the IMR. The Design Hour Truck (T_f) percentage is calculated as one half of the daily truck percentage. The factors listed below will be compared against the field count data and adjusted as necessary prior to their use in the study.

Roadway	K	D	T_{24}	T_f	PHF	MOCF
I-95 S of Woolbright Road	8.5	50.4-61.2	6.1	3.1	0.95	N/A
I-95 N of Woolbright Road	8.5	50.4-61.2	7.4	3.7	0.95	N/A
Boynton Beach Boulevard Ramps	9.0	99.9	4.7	2.4	0.95	N/A
Woolbright Road Ramps	9.0	99.9	4.6	2.3	0.95	N/A
Woolbright Road E of I-95	9.0	50.8-67.1	5.2	2.6	0.92	N/A
Woolbright Road W of I-95	9.0	50.8-67.1	3.3	1.7	0.92	N/A
Corporate Drive/SW 8th Street	9.0	50.8-67.1	4.6	2.3	0.92	N/A
Seacrest Boulevard	9.0	50.8-67.1	4.6	2.3	0.92	N/A

Source: 2017 FDOT FTO and FDOT Project Traffic Forecasting Handbook

6.0 Traffic Operational Analysis

The area type, traffic conditions, and analysis tools to be used are summarized in this section.

A. Existing Area Type/Traffic Conditions

Area Type	Conditions	
	Under Saturated	Saturated
Rural	☐	☐
Urban Area/Transitioning Area	☐	☒

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B. Traffic Analysis Software Used

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS HCM	7.8	☒	☒	☒	☒	☐	☐
Synchro	10.3	☐	☐	☐	☐	☒	☒
SimTraffic		☐	☐	☐	☐	☐	☐
Corsim		☐	☐	☐	☐	☐	☐
Vissim		☐	☐	☐	☐	☐	☐
Other		☐	☐	☐	☐	☐	☐

C. Calibration Methodology

- Calibration methodology and parameters utilized will be documented.
- Calibration Measures of Effectiveness (MOEs) and calibration targets.

The calibration methodology used for this IMR will be consistent with recent similar studies dealing with interchange improvements in the Palm Beach County region and specific calibration criteria and targets discussed in this MLOU. Traffic volume data, queuing and visual observations made during field visits will be used in the calibration of existing Synchro models. These calibrated existing Synchro models will be used to analyze the Opening and Design Year conditions.

Synchro models will be calibrated based on the below guidance from the "Florida Traffic Analysis Handbook":

- Lost time adjustment factor will be adjusted if needed to replicate field observed queue lengths.
- In order to calculate reasonable queuing in the model, all link terminals will be extended at least 1,000-feet from the last node.
- Any limitations with Synchro software with regards to the 95th percentile queue lengths (i.e. "#" or "m" symbols) will be examined for the extent of queuing problems.

The default values for Synchro parameters listed above, changes made to these parameters for calibration purposes and the justification for these changes will be documented in the IMR.

The No Build Synchro models will utilize existing signal timing information and Build Synchro models will use optimized signal timings (cycle length and green times) and phasing plans. Fine tuning of these timings and plans may be needed and will be made at the engineer's discretion and these changes will be documented in the IMR.

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Volumes will be balanced as needed for the analysis. Driveways and any other cross streets will be considered during balancing.

D. Selection of Measures of Effectiveness (MOE)

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*
- *In addition to the Level of Service criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

FDOT Topic No. 525-000-006 provides LOS targets for the State Highway System (SHS). The acceptable LOS standard from this document for the area of influence is LOS "D" for the intersections, freeway, and ramps.

Analyses of I-95 at Woolbright Road interchange and Woolbright Road arterial, including the mainline and the interchange ramps, will be based on criteria and policies detailed in the FDOT Traffic Analysis Handbook, March 2014 Edition. Freeway and ramp operations analyses will be conducted utilizing Highway Capacity Software (HCS 7.8). Intersection analyses will be conducted using Synchro 10.3 software and results will be reported utilizing the HCM 2010 output when feasible. Otherwise, results will be reported utilizing the HCM 2000 output.

The following MOEs will be used to evaluate the performance of the Build and No Build alternatives considered and will be reported as listed below:

- Synchro – An intersection level operational analysis will be performed for the No Build and Build Alternatives. HCM-methodology results will be reported from Synchro. The following MOEs will be documented for these alternatives in the IMR:
  - LOS – Intersection LOS
  - Delay – Average control delay
- Queue Lengths – 95th percentile queue lengths will be utilized to determine the required storage length and to address potential queue spillback and turn lane blockage for all study area intersections.
- HCS – The freeway segments will be analyzed and the No Build and Build Alternatives will be compared using the following MOEs:
  - Mainline Freeway Segment – Density and LOS
  - Freeway Ramps (Merge and Diverge) – Density and LOS
  - Weaving – Density, speed and LOS

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented.

Years: Latest 5 years available
Source: FDOT Safety Office

Crash data will be obtained from FDOT safety office for the most recent five-year period on the arterial segments and intersections within the area of influence. The data collected shall include the number, type and location of crashes, the crash severity, and estimates of property damage and economic loss. Utilizing the information obtained from the crash data, the evaluation will identify needs associated with the safety of the existing facility. The study will discuss they source of the crash data, document crash rates and compare to the statewide averages for similar corridors and will also provide tables and figures summarizing the analysis results. Using the Highway Safety Manual (HSM) procedures, quantitative safety analysis will also be performed to

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determine if the study alternatives addressed the existing safety concerns. If the HSM procedures cannot be applied, qualitative safety benefits will be discussed.

8.0 Consistency with Other Plans/Projects

A. The request will be reviewed for consistency with facility Master Plans, Actions Plans, SIS Plan, MPO Long Range Transportation Plans, Local Government Comprehensive Plans or development applications, etc.

- Palm Beach TPA Year 2040 Long-Range Transportation Plan (LRTP)
- 2019-2023 Palm Beach TPA Transportation Improvement Program (TIP)
- 2019-2024 FDOT Five-Year Work Program
- Local Government Comprehensive Plans
- FDOT's Strategic Intermodal System Plans
- City of Boynton Beach Comprehensive Plan
- Applicable Master Plans

B. Where the request is inconsistent with any plan, steps to bring the plan into consistency will be developed.

C. The operational relationship of this request to the other interchanges will be reviewed and documented. The following other IARs are located within the area of influence.

- I-95 at Boynton-Gateway Systems Interchange Modification Report (SIMR)

9.0 Environmental Considerations

A. FDOT is conducting the PD&E for this project concurrent with the IMR task. Information concerning the status of the Environmental Approval and the permitting process will be included in the IMR. NEPA approval will be obtained should the IAR study develop a viable alternative.

B. Environmental impacts will be evaluated in the PD&E study. A summary of key environmental findings from the PD&E will be added to the IMR.

10.0 Coordination

Yes	No/NA	
☒	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.
☒	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access approval (final approval of NEPA document).
☒	☐	Request will document the funding and phasing.

**Explain if No or Not Applicable (N/A) is checked*:

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11.0 Anticipated Design Exceptions and Variations

☒ *Design exceptions/variations are not anticipated, but if an exception/variation should arise it will be processed per FHWA and FDOT standards. Any recommended design exceptions and variations will be specified in the IMR and its potential benefits will be highlighted.*

☐ *The following exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures have been identified:*

12.0 Conceptual Signing Plan

A conceptual signing and marking plan shall be prepared and included in the access request.

A Conceptual Signing and Marking Plan in accordance with FHWA guidelines will be prepared for the proposed Preferred Build Alternative and included with the IMR. The purpose of the signing plan is to demonstrate the ability to provide adequate advance signing and directions to drivers entering and/or exiting the interchange under the proposed configuration.

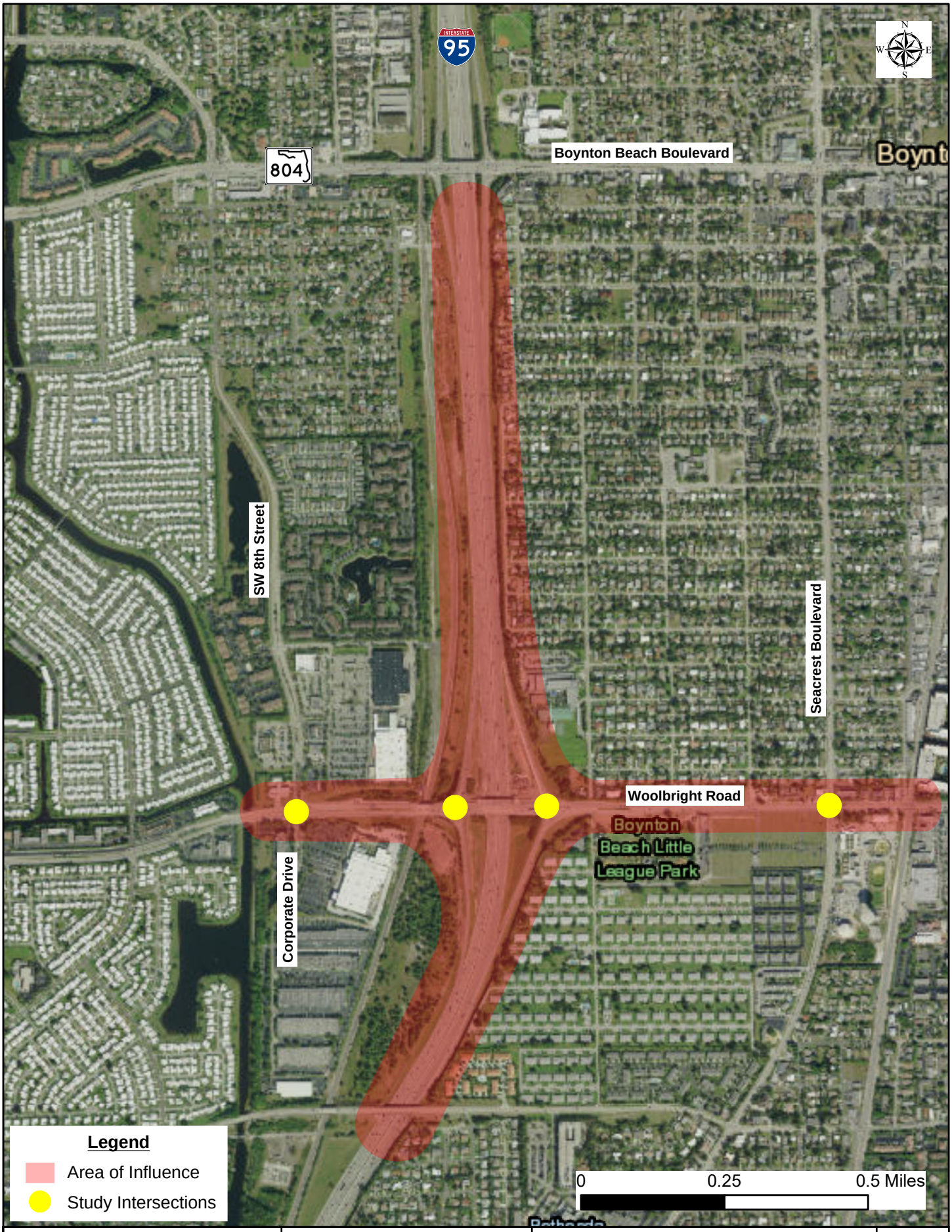
13.0 Access Management Plan

☐ *Access management plan within the area of influence will not be changed by the proposed improvements to the interchange.*

☒ *The improvement will affect access management within the area of influence will be changed. An access management plan will be developed within the area of influence to complement the improvements to the interchange:*

14.0 FHWA Policy Points

The two FHWA policy points will be addressed within the access request.



Florida Department of Transportation District Four 3400 West Commercial Boulevard Fort Lauderdale, FL 33309	**I-95/SR 9 Interchange at Woolbright Road** Project Development & Environment Study FPID No.: 437279-1-22-02 ETDM No.: 14341	Title: **AREA OF INFLUENCE**	Figure: **1-1**

Appendix B
TRAFFIC DATA COLLECTION & TRAFFIC PROJECTIONS FOR I-95 AT WOOLBRIGHT ROAD PD&E STUDY

TRAFFIC DATA COLLECTION &

TRAFFIC PROJECTIONS

FOR

I-95 AT WOOLBRIGHT ROAD PD&E STUDY

FM No. 437279-1-22-01

Prepared by: CTS Engineering, Inc.

Date: December 21, 2017

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1. INTRODUCTION

The Florida Department of Transportation (FDOT) District 4 programmed the I-95 interchange improvements at Woolbright Road in Palm Beach County. The PD&E study locations are depicted in **Figure 1**. The PD&E studies will evaluate the recommendations from the Palm Beach County I-95 Interchange Master Plan (IMP), and propose ultimate improvements to enhance the movement of people and goods at the interchanges along I-95. To streamline the PD&E process and expedite the traffic analysis, the District Planning and Environmental Management Office has retained CTS Engineering Inc. to perform traffic data collection and traffic projections before the execution of the PD&E studies. 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. Based on the scope of work, the following tasks have been performed and summarized in this report:

- Collect traffic data for intersections within the study limits of the PD&E studies,
- Summarize traffic data for existing conditions,
- Review and summarize available historical traffic data from the FDOT traffic information DVD, Review the latest travel demand model of Southeast Florida Regional Planning Model (SERPM) 7.062 and perform model runs based on the latest version of the model,
- Perform traffic projection for study corridors based on County Long Range Transportation Plan (LRTP) Cost Feasible Plan (no-build scenario).

Figure 1 Study Locations

2. DATA COLLECTION

The traffic data was collected in September 2017 on typical weekdays (Tuesday, Wednesday, and Thursday) at the intersections within the vicinity of the I-95 at Woolbright Road interchange. This data collection effort was performed during the peak season for traffic. In general, the traffic data for each intersection included 6-hour turning movement counts (6:00 AM to 9:00 AM, and 4:00 PM to 7:00 PM), including the Right-Turn-On-Red (RTOR) volumes, for three consecutive weekdays, 72-hour approach/departure machine counts for all the approaches, and vehicle classification counts for selected approaches at selected intersections.

Considering the potential impact to adjacent interchanges and major intersections, the data collection and traffic analysis effort has been extended to the I-95 at Boynton Beach Boulevard interchange and the I-95 at Atlantic Boulevard, which are located on the north and south of the study interchange. The signalized intersections east and west of the interchange termini (typically) are also included. **Figure 2** shows the study limit for the PD&E studies.

Figure 2 Study Limit

The study intersections are summarized below and shown in **Figure 3**:

a. Woolbright Road Corridor
   1. Woolbright Road at SW 8th Street/Corporate Drive
   2. Woolbright Road at I-95 Southbound off Ramp
   3. Woolbright Road at I-95 Northbound off Ramp
   4. Woolbright Road at Seacrest Drive

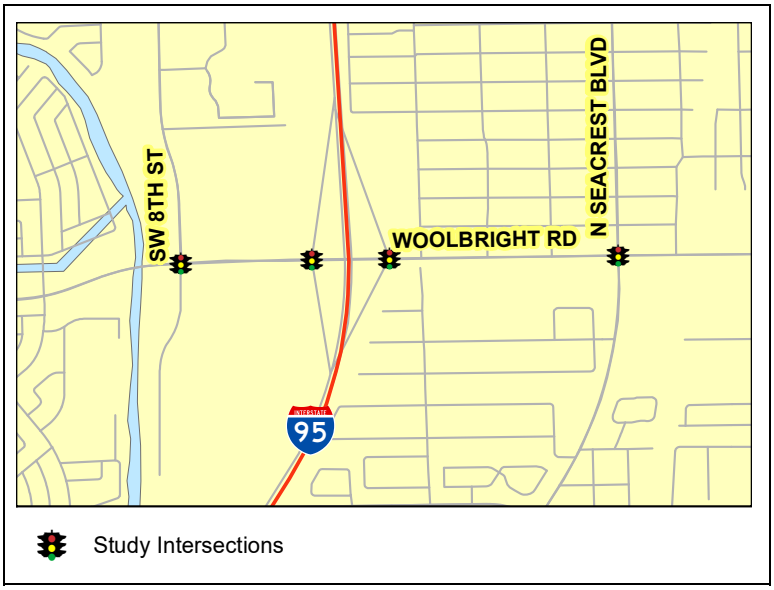


Figure 3 Study Intersections

In addition, the 72-hour classification counts from Tuesday to Thursday were collected for all the I-95 on and off ramps, including the four I-95 interchange ramps at Boynton Beach Boulevard, four I-95 interchange ramps at Woolbright Road, and the five I-95 interchange ramps at Atlantic Avenue.

As part of this study, traffic data for I-95 mainline were obtained from the District Statistics Unit, where the 2017 count data is available from FDOT's annual traffic data collection program. The following locations along the mainline are provided from the annual count program:

- I-95 North of Woolbright Road

3. TRAFFIC DATA SUMMARY

The detailed traffic data collection report, including the 72-hour daily volume/classification count and peak-period turning movement counts were attached in **Appendix A** of this report.

For this analysis, the three-day average traffic volumes were used, together with the applicable seasonal factors published in the 2016 FDOT Traffic DVD, to calculate the 2017 AADTs for each approach of the study intersections. The axle adjustment factor is not applicable for the classification counts since the number of vehicles, instead of axles, were collected in this effort. The axel adjustment factors were applied to other traffic counts. The traffic count, 2017 AADT, daily directional volume are summarized in **Table 1**.

To develop Design Hour Volume, the peak hour volume for each approach is summarized in **Table 2**. Based on the traffic volumes on major crossing facilities, 7:30 AM to 8:30 AM was recommended as the AM peak hour for all the study intersections. 5:00 PM to 6:00 PM was recommended as the PM peak hour. The turning movement counts, including the RTOR volumes, are shown in **Figure 4** through **Figure 6**. The turning movement counts along each corridor were balanced and the balanced turning movement volumes are depicted in **Figure 7**.

Table 1 2017 Daily Counts Summary

Interchange	Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2017 AADT	Daily Directional Volume						T Factor (Truck)			
										Day 1		Day 2		Day 3					
			Day 1	Day 2	Day 3	Average				EB/NB	WB/SB	EB/NB	WB/SB	EB/NB	WB/SB	Day 1	Day 2	Day 3	Average
I-95		**I-95 north of Boyonton Beach Blvd**	**231,708**			**231,708**	**0.94**	**0.94**	**232,000**	**113,968**	**117,740**								
Boyonton Beach Blvd	I-95 Ramps	I-95 SB Off Ramp to Boyonton Beach Blvd	13,573	13,703	13,999	13,758	-	1.04	14,000	0	13,573	0	13,703	0	13,999	8.17%	8.04%	8.64%	8.28%
		I-95 NB On Ramp from Boyonton Beach Blvd	12,899	13,051	13,295	13,082	-	1.04	14,000	12,899	0	13,051	0	13,295	0	4.54%	4.17%	4.08%	4.26%
		I-95 NB Off Ramp to Boyonton Beach Blvd	10,912	10,767	11,443	11,041	-	1.04	11,000	10,912	0	10,767	0	11,443	0	4.18%	3.96%	3.67%	3.94%
		I-95 SB On Ramp from Boyonton Beach Blvd	10,546	10,639	11,000	10,728	-	1.04	11,000	0	10,546	0	10,639	0	11,000	14.04%	14.12%	13.81%	13.99%
I-95		**I-95 north of Woolbright Road**	**256,112**			**256,112**	**0.94**	**0.95**	**226,000**	**121,557**	**134,555**								
Woolbright Road	SW 8th St / Corporate Drive	SW 8 St north of Woolbright Road	16,151	16,001	16,716	16,289	0.99	1.02	16,000	8,069	8,082	8,116	7,885	8,676	8,040				
		Woolbright Road east of SW 8 St	41,419	42,448	42,176	42,014	0.99	1.02	42,000	20,072	21,347	20,508	21,940	20,534	21,642				
		Corporate Drive south of Woolbright Road	7,824	8,241	8,162	8,076	0.99	1.02	8,200	4,240	3,584	4,299	3,942	4,348	3,814				
		Woolbright Road west of SW 8 St	37,739	37,288	34,517	36,515	0.99	1.02	37,000	18,300	19,439	18,067	19,221	16,766	17,751				
	I-95 SB Ramps	I- 95 SB Off Ramp	18,803	18,916	18,616	18,778	-	1.04	20,000	0	18,803	0	18,916	0	18,616	6.34%	6.49%	6.33%	6.39%
		Woolbright Road east of I-95 SB Ramps	40,374	39,916	40,736	40,342	0.99	1.02	41,000	22,444	17,930	22,650	17,266	22,414	18,322				
		I-95 SB On Ramp	10,752	10,863	10,837	10,817	-	1.04	11,000	0	10,752	0	10,863	0	10,837	3.07%	3.53%	3.41%	3.34%
		Woolbright Road west of I-95 SB Ramps	41,419	42,448	42,176	42,014	0.99	1.02	42,000	20,072	21,347	20,508	21,940	20,534	21,642				
	I-95 NB Ramps	I-95 NB on Ramp	17,361	17,882	18,273	17,839	-	1.04	19,000	17,361		17,882		18,273		5.66%	5.29%	5.05%	5.33%
		Woolbright Road east of I-95 NB Ramps	39,315	38,503	38,584	38,801	-	1.02	40,000	19,648	19,667	19,215	19,288	19,503	19,081	3.29%	3.08%	3.10%	3.16%
		I- 95 NB Off Ramp	10,924	10,875	10,894	10,898	-	1.04	11,000	10,924	0	10,875	0	10,894	0	3.43%	3.67%	3.99%	3.70%
		Woolbright Road west of I-95 NB Ramps	40,374	39,916	40,736	40,342	0.99	1.02	41,000	22,444	17,930	22,650	17,266	22,414	18,322				
	S Seacrest Blvd	S Seacrest Blvd north of Woolbright Road	10,215	10,166	10,154	10,178	0.99	1.02	10,000	5,084	5,131	5,123	5,043	4,997	5,157				
		Woolbright Road east of S Seacrest Blvd	30,689	28,524	28,025	29,079	0.99	1.02	29,000	16,201	14,488	14,382	14,142	14,140	13,885				
		S Seacrest Blvd south of Woolbright Road	20,124	18,847	19,024	19,332	0.99	1.02	20,000	11,046	9,078	10,013	8,834	9,625	9,399				
		Woolbright Road west of S Seacrest Blvd	39,315	38,503	38,584	38,801	-	1.02	40,000	19,648	19,667	19,215	19,288	19,503	19,081	3.29%	3.08%	3.10%	3.16%
I-95		**I-95 south of Woolbright Road**							**209,000**										
Atlantic Avenue	I-95 Ramps	I-95 SB Off Ramp to Atlantic Avenue	15,194	14,790	15,390	15,125	-	1.04	16,000	0	15,194	0	14,790	0	15,390	5.92%	6.06%	6.29%	6.09%
		I-95 NB On Ramp from Atlantic Avenue	12,823	12,419	12,081	12,441	-	1.04	13,000	12,823	0	12,419	0	12,081	0	7.67%	6.54%	6.72%	6.98%
		I-95 NB Off Ramp to Atlantic Avenue	15,685	15,380	15,548	15,538	-	1.04	16,000	15,685	0	15,380	0	15,548	0	4.40%	4.67%	5.23%	4.77%
		I-95 SB On Ramp from Atlantic Avenue EB	8,492	8,604	8,180	8,425	-	1.04	8,800	0	8,492	0	8,604	0	8,180	6.37%	6.61%	6.37%	6.45%
		I-95 SB On Ramp from Atlantic Avenue WB	5,261	6,187	6,124	5,857	-	1.04	6,100	5,261		6,187		6,124		9.43%	9.39%	8.59%	9.14%
I-95		**I-95 South of Atlantic Avenue**	**228,782**			**228,782**	**0.94**	**0.95**	**211,000**	**114,158**	**114,624**								

Table 2 2017 Peak Hour Counts Summary

Interchange	Intersection	Location	Count				Axle Correction Factor	Seasonal Factor	2017 AADT	Peak Hour Volume										
										Day 1				Day 2				Day 3			
										AM		PM		AM		PM		AM		PM	
			Day 1	Day 2	Day 3	Average				Time	Volume	Time	Volume	Time	Volume	Time	Volume	Time	Volume	Time	Volume
I-95		**I-95 north of Boyonton Beach Blvd**	**231,708**			**231,708**	**0.94**	**0.94**	**232,000**	**7:45**	**15,964**	**16:15**	**16,909**								
Boyonton Beach Blvd	I-95 Ramps	I-95 SB Off Ramp to Boyonton Beach Blvd	13,573	13,703	13,999	13,758	-	1.04	14,000	8:15	1,063	17:15	1,179	7:30	1,025	17:15	1,150	7:45	1,209	17:00	1,185
		I-95 NB On Ramp from Boyonton Beach Blvd	12,899	13,051	13,295	13,082	-	1.04	14,000	7:15	1,075	16:30	1,042	7:15	1,060	16:30	965	7:15	1,105	16:30	1,022
		I-95 NB Off Ramp to Boyonton Beach Blvd	10,912	10,767	11,443	11,041	-	1.04	11,000	7:30	472	17:00	976	8:15	532	16:30	958	8:45	494	17:15	1,073
		I-95 SB On Ramp from Boyonton Beach Blvd	10,546	10,639	11,000	10,728	-	1.04	11,000	7:15	1,039	14:30	706	7:15	1,041	13:15	698	7:00	1,061	14:00	690
I-95		**I-95 north of Woolbright Road**	**256,112**			**256,112**	**0.94**	**0.95**	**226,000**	**7:15**	**17,239**	**17:00**	**17,735**								
Woolbright Road	SW 8th St / Corporate Drive	SW 8 St north of Woolbright Road	16,151	16,001	16,716	16,289	0.99	1.02	16,000	7:45	1086	12:00	1234	7:45	1089	12:15	1313	8:45	1144	12:15	1242
		Woolbright Road east of SW 8 St	41,419	42,448	42,176	42,014	0.99	1.02	42,000	7:30	3,274	16:30	3,098	7:45	3,269	16:30	3,170	7:15	3,146	16:45	3,291
		Corporate Drive south of Woolbright Road	7,824	8,241	8,162	8,076	0.99	1.02	8,200	7:45	537	12:00	840	7:45	612	12:00	873	8:15	676	12:15	754
		Woolbright Road west of SW 8 St	37,739	37,288	34,517	36,515	0.99	1.02	37,000	7:45	2,768	15:15	2,855	7:45	2,713	16:30	2,728	7:15	2,549	16:45	2,707
	I-95 SB Ramps	I- 95 SB Off Ramp	18,803	18,916	18,616	18,778	-	1.04	20,000	7:00	1,445	16:45	1,482	7:15	1,599	17:15	1,414	8:30	1,512	17:15	1,398
		Woolbright Road east of I-95 SB Ramps	40,374	39,916	40,736	40,342	0.99	1.02	41,000	7:30	2,707	17:00	3,170	7:45	2,831	16:45	3,110	7:15	2,687	17:00	3,198
		I-95 SB On Ramp	10,752	10,863	10,837	10,817	-	1.04	11,000	7:15	1,036	12:00	651	7:15	1,082	15:00	704	7:15	1,017	15:00	724
		Woolbright Road west of I-95 SB Ramps	41,419	42,448	42,176	42,014	0.99	1.02	42,000	7:30	3,274	16:30	3,098	7:45	3,269	16:30	3,170	7:15	3,146	16:45	3,291
	I-95 NB Ramps	I-95 NB on Ramp	17,361	17,882	18,273	17,839	-	1.04	19,000	7:15	1,430	16:00	1,530	7:15	1,389	16:30	1,585	7:15	1,469	16:30	1,568
		Woolbright Road east of I-95 NB Ramps	39,315	38,503	38,584	38,801	-	1.02	40,000	7:30	2,882	17:00	3,075	8:00	2,909	17:00	3,052	7:30	2,640	16:45	3,034
		I- 95 NB Off Ramp	10,924	10,875	10,894	10,898	-	1.04	11,000	7:15	603	17:45	928	7:45	752	17:45	942	7:45	574	17:30	950
		Woolbright Road west of I-95 NB Ramps	40,374	39,916	40,736	40,342	0.99	1.02	41,000	7:30	2,707	17:00	3,170	7:45	2,831	16:45	3,110	7:15	2,687	17:00	3,198
	S Seacrest Blvd	S Seacrest Blvd north of Woolbright Road	10,215	10,166	10,154	10,178	0.99	1.02	10,000	7:30	780	16:30	885	7:30	798	17:00	852	7:30	758	17:15	809
		Woolbright Road east of S Seacrest Blvd	30,689	28,524	28,025	29,079	0.99	1.02	29,000	7:30	1,995	15:30	2,448	8:00	1,956	15:30	2,209	8:30	1,900	15:45	2,162
		S Seacrest Blvd south of Woolbright Road	20,124	18,847	19,024	19,332	0.99	1.02	20,000	7:30	1,496	16:00	1,582	7:30	1,320	16:45	1,504	7:30	1,410	17:00	1,496
		Woolbright Road west of S Seacrest Blvd	39,315	38,503	38,584	38,801	-	1.02	40,000	7:30	2,882	17:00	3,075	8:00	2,909	17:00	3,052	7:30	2,640	16:45	3,034
I-95		**I-95 south of Woolbright Road**							**209,000**												
Atlantic Avenue	I-95 Ramps	I-95 SB Off Ramp to Atlantic Avenue	15,194	14,790	15,390	15,125	-	1.04	16,000	7:45	1,267	17:15	1,030	7:00	1,150	17:00	1,080	7:15	1,234	17:45	1,129
		I-95 NB On Ramp from Atlantic Avenue	12,823	12,419	12,081	12,441	-	1.04	13,000	7:15	786	16:45	1,120	7:15	733	16:15	1,084	7:30	779	16:30	1,122
		I-95 NB Off Ramp to Atlantic Avenue	15,685	15,380	15,548	15,538	-	1.04	16,000	7:45	1,005	17:15	1,289	7:45	1,004	17:00	1,105	7:30	1,044	15:45	1,227
		I-95 SB On Ramp from Atlantic Avenue EB	8,492	8,604	8,180	8,425	-	1.04	8,800	7:00	610	14:45	605	7:00	620	14:45	591	7:00	559	13;00	606
		I-95 SB On Ramp from Atlantic Avenue WB	5,261	6,187	6,124	5,857	-	1.04	6,100	7:30	405	12:30	399	8:00	426	15:00	422	7:15	407	14:45	454
I-95		**I-95 South of Atlantic Avenue**	**228,782**			**228,782**	**0.94**	**0.95**	**211,000**	**7:30**	**15,690**	**16:30**	**16,011**								

FIGURE 4 2017 INTERSECTION TURNING MOVEMENT COUNTS AT BOYNTON BEACH BOULEVARD

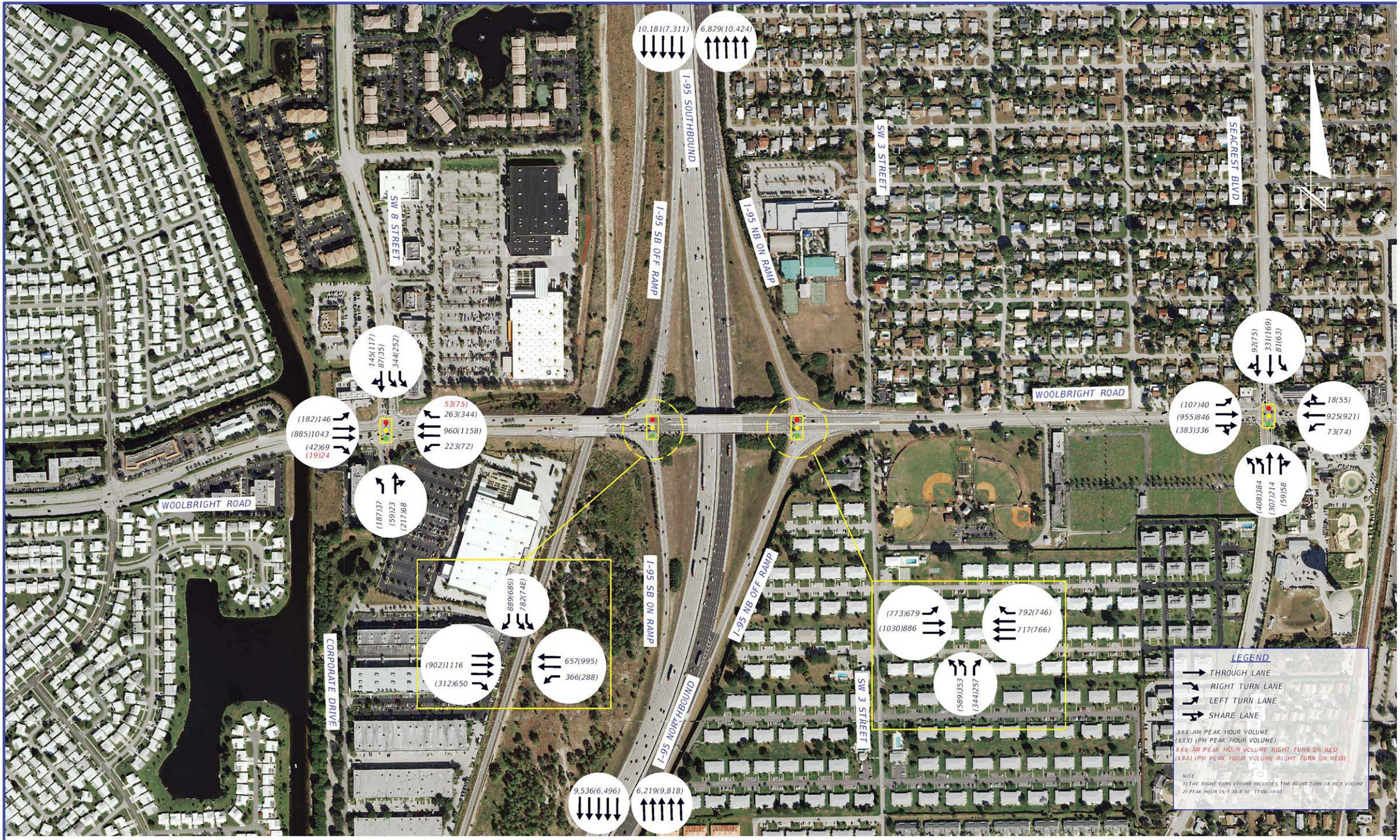


*FIGURE **5** 2017 INTERSECTION TURNING MOVEMENT COUNTS AT WOOLBRIGHT ROAD*

FIGURE 6 2017 INTERSECTION TURNING MOVEMENT COUNTS AT ATLANTIC AVENUE

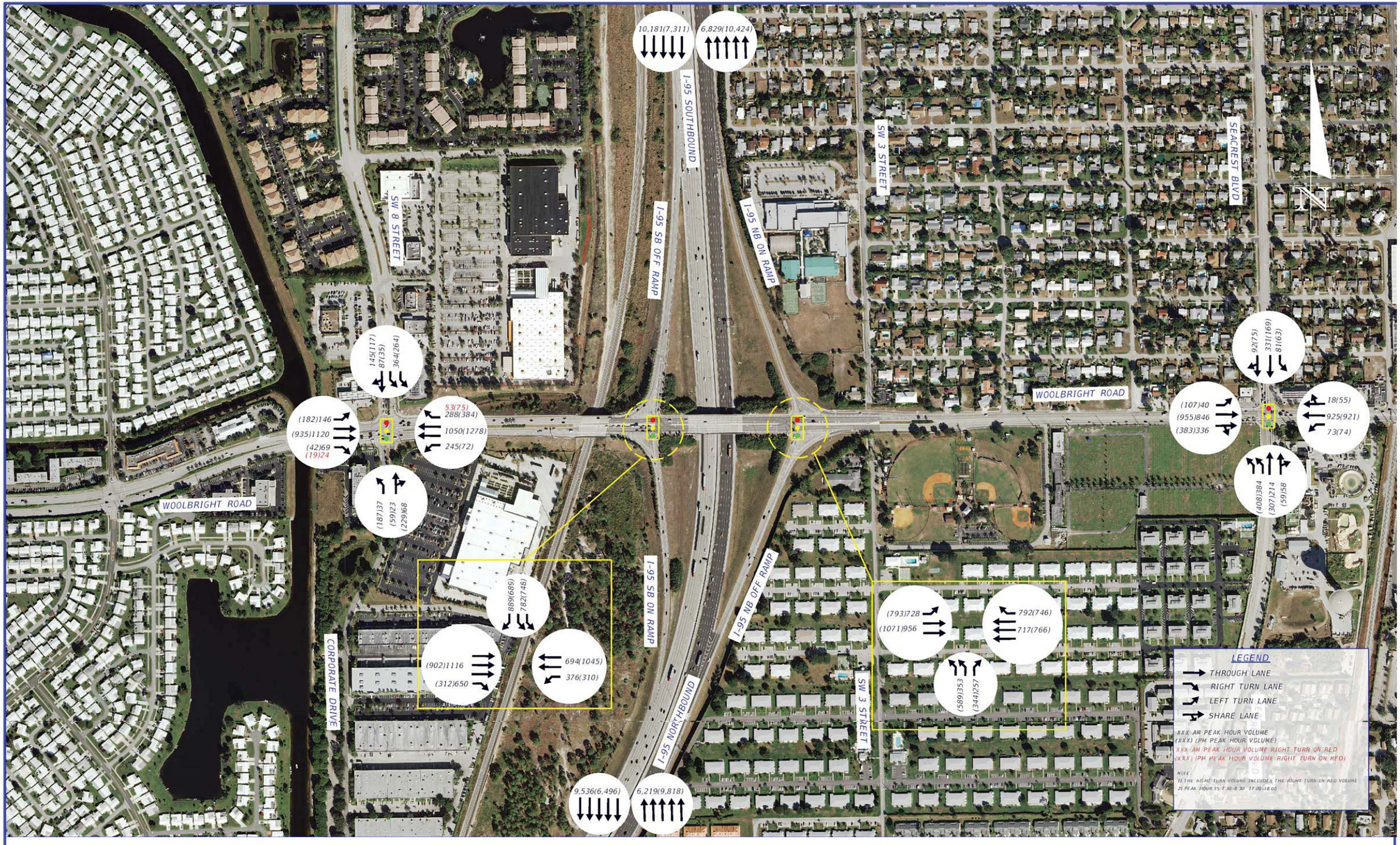


FIGURE 7 2017 INTERSECTION BALANCED TURNING MOVEMENT COUNTS AT WOOLBRIGHT ROAD

4. TRAFFIC FORECASTING

Various traffic forecasting methodologies have been evaluated and summarized under this study. The purpose of this effort is to recommend the most reasonable forecasting method for the study interchanges to develop consistent traffic projections. The forecast methodologies that were reviewed include:

- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites using FDOT Trend analysis spreadsheet (**Appendix E**);
- Regression analysis of at least 5 years of the most recent historical AADTs from FDOT count sites and the 2040 model volumes from the SERPM 7.062 projections using FDOT Trend analysis spreadsheet (**Appendix E**);
- Socioeconomic growth for TAZs within 2-mile buffer of the study interchanges between the SERPM 7.062 base year 2010 and future year 2040, and;
- Comprehensive traffic forecasting method, which first calculated the percent difference between the 2017 AADT from field data and the projected 2017 AADT interpolated from 2010 and 2040 SERPM 7.062 projections, and then maintained this percent difference and applied to 2040 SERPM 7.062 projections to calculate 2040 AADT.

The growth rates of historical counts, historical counts plus model projections, SERPM socioeconomic growth, and the comprehensive model to model projections methodology were summarized and compared with each other. The growth rates comparison results were shown in **Table 3**.

Based on the comparison and discussions with FDOT Project Manager, the comprehensive traffic forecasting method was used to develop the AADT for these PD&E studies. The traffic forecasting methodology used for each approach of each intersection was based on the 2017 AADT (from field), and 2010 and 2040 SERPM 7.062 model volumes. The 2017 model volume was interpolated using 2010 and 2040 model volumes. Then the percent differences of 2017 AADT and interpolated 2017 forecasted AADT from model was calculated. The recommended 2040 AADT were calculated by applying this percent difference to the 2040 SERPM 7.062 model volumes. Then the 2020 and 2030 volumes were interpolated using 2017 AADT and recommended 2040 volumes.

For the roadway segments where the SERPM 7.062 2040 model volumes are lower than the SERPM 7.062 2010 model volumes, or are not included in the SERPM 7 network, the future 2020, 2030, and 2040 AADTs were calculated using 2017 AADT and a compound growth factor of 0.5%. For all the roadway links, the 2017 and 2040 AADT has been compared, and a minimum compound growth rate of 0.5% has been adopted. The recommended future AADTs are summarized in **Table 4**. The AADT projections are depicted in **Figure 8** through **Figure 10.**

Table 3 Growth Rates Summary

Interchange	Intersection	Location	Historical	Historical + SERPM 7.062 Model	SERPM 7.062 Model Volumes			SERPM 7.062 TAZ (2-Mile Buffer)					
								Population			Employment		
					2010	2040	Model Growth Rate	2010	2040	Growth Rate	2010	2040	Growth Rate
I-95		**I-95 north of Boynton Beach Blvd**	**3.90%**	**1.31%**	**228,797**	**257,181**	**0.39%**						
Boynton Beach Blvd	I-95 Ramps	I-95 SB Off Ramp to Boynton Beach Blvd			13,135	15,608	0.58%						
		I-95 NB On Ramp from Boynton Beach Blvd			12,751	15,192	0.59%						
		I-95 NB Off Ramp to Boynton Beach Blvd			12,551	14,317	0.44%						
		I-95 SB On Ramp from Boynton Beach Blvd			13,057	15,345	0.54%						
I-95		**I-95 north of Woolbright Road**	**2.83%**	**2.25%**	**228,517**	**256,040**	**0.38%**						
Woolbright Road	SW 8th St / Corporate Drive	SW 8 St north of Woolbright Road	4.41%	0.16%	4,643	5,819	0.76%						
		Woolbright Road east of SW 8 St			24,942	30,934	0.72%						
		Corporate Drive south of Woolbright Road			-	-	-						
		Woolbright Road west of SW 8 St			21,620	26,408	0.67%						
	I-95 SB Ramps	I- 95 SB Off Ramp			14,138	17,229	0.66%						
		Woolbright Road east of I-95 SB Ramps			28,065	34,163	0.66%						
		I-95 SB On Ramp			10,781	12,362	0.46%						
		Woolbright Road west of I-95 SB Ramps	3.73%	-0.48%	24,942	30,934	0.72%						
	I-95 NB Ramps	I-95 NB on Ramp			14,167	16,362	0.48%	50707	67940	1.0%	25890	33870	0.9%
		Woolbright Road east of I-95 NB Ramps	1.22%	0.16%	33,662	39,402	0.53%						
		I- 95 NB Off Ramp			28,065	34,163	0.66%						
		Woolbright Road west of I-95 NB Ramps			28,065	34,163	0.66%						
	S Seacrest Blvd	S Seacrest Blvd north of Woolbright Road	-1.09%	1.13%	8,740	10,643	0.66%						
		Woolbright Road east of S Seacrest Blvd			21,961	27,171	0.71%						
		S Seacrest Blvd south of Woolbright Road	1.36%	-0.50%	15,694	19,410	0.71%						
		Woolbright Road west of S Seacrest Blvd			31,302	36,524	0.52%						
I-95		**I-95 south of Woolbright Road**	**2.51%**	**1.35%**	**221,692**	**247,214**	**0.36%**						
Altantic Avenue	I-95 Ramps	I-95 SB Off Ramp to Atlantic Avenue			14,268	16,864	0.56%						
		I-95 NB On Ramp from Atlantic Avenue			13,241	16,530	0.74%						
		I-95 NB Off Ramp to Atlantic Avenue			19,834	22,635	0.44%						
		I-95 SB On Ramp from Atlantic Avenue EB			13,356	13,496	0.03%						
		I-95 SB On Ramp from Atlantic Avenue WB			6,670	7,978	0.60%						
I-95		**I-95 south of Atlantic Avenue**	**2.53%**	**1.31%**	**234,044**	**257,929**	**0.32%**						

Table 4 Recommended Future AADT

Interchange	Intersection	Location	SERPM 7.062 Model Volumes				2017 Difference (Model vs AADT) (%)	2017 AADT	Future Forecasted AADT			
			2010	2040	Growth Rate	2017			2020	2030	2040	2045
I-95		**I-95 north of Boynton Beach Blvd**	**228,797**	**257,181**	**0.39%**	**234,211**	**1%**	**232,000**	**236,000**	**249,000**	**262,000**	**269,000**
Boynton Beach Blvd	I-95 Ramps	I-95 SB Off Ramp to Boynton Beach Blvd	13,135	15,608	0.58%	13,596	-3%	14,000	14,300	15,100	16,100	16,600
		I-95 NB On Ramp from Boynton Beach Blv	12,751	15,192	0.59%	13,206	-6%	14,000	14,300	15,100	16,100	16,600
		I-95 NB Off Ramp to Boynton Beach Blvd	12,551	14,317	0.44%	12,886	17%	11,000	11,200	11,800	12,400	12,700
		I-95 SB On Ramp from Boynton Beach Blv	13,057	15,345	0.54%	13,486	23%	11,000	11,200	11,800	12,500	12,800
I-95		**I-95 north of Woolbright Road**	**228,517**	**256,040**	**0.38%**	**233,774**	**3%**	**226,000**	**230,000**	**242,000**	**255,000**	**261,000**
Woolbright Road	SW 8th St / Corporate Drive	SW 8 St north of Woolbright Road	4,643	5,819	0.76%	4,857	-70%	16,000	16,500	17,700	19,200	19,900
		Woolbright Road east of SW 8 St	24,942	30,934	0.72%	26,039	-38%	42,000	43,000	46,000	50,000	52,000
		Corporate Drive south of Woolbright Road	-	-	-	-	-	8,200	8,400	8,700	9,200	9,400
		Woolbright Road west of SW 8 St	21,620	26,408	0.67%	22,503	-39%	37,000	38,000	40,000	43,000	44,000
	I-95 SB Ramps	I- 95 SB Off Ramp	14,138	17,229	0.66%	14,708	-26%	20,000	20,500	21,800	23,400	24,000
		Woolbright Road east of I-95 SB Ramps	28,065	34,163	0.66%	29,191	-29%	41,000	42,000	45,000	48,000	50,000
		I-95 SB On Ramp	10,781	12,362	0.46%	11,080	1%	11,000	11,200	11,800	12,400	12,700
		Woolbright Road west of I-95 SB Ramps	24,942	30,934	0.72%	26,039	-38%	42,000	43,000	46,000	50,000	52,000
	I-95 NB Ramps	I-95 NB on Ramp	14,167	16,362	0.48%	14,581	-23%	19,000	19,400	20,300	21,400	21,900
		Woolbright Road east of I-95 NB Ramps	33,662	39,402	0.53%	34,739	-13%	40,000	41,000	43,000	45,000	46,000
		I- 95 NB Off Ramp	28,065	34,163	0.66%	29,191	165%	11,000	11,300	12,000	12,900	13,300
		Woolbright Road west of I-95 NB Ramps	28,065	34,163	0.66%	29,191	-29%	41,000	42,000	45,000	48,000	50,000
	S Seacrest Blvd	S Seacrest Blvd north of Woolbright Road	8,740	10,643	0.66%	9,091	-9%	10,000	10,300	10,900	11,700	12,100
		Woolbright Road east of S Seacrest Blvd	21,961	27,171	0.71%	22,916	-21%	29,000	30,000	32,000	34,000	35,000
		S Seacrest Blvd south of Woolbright Road	15,694	19,410	0.71%	16,375	-18%	20,000	20,600	22,000	23,700	24,600
		Woolbright Road west of S Seacrest Blvd	31,302	36,524	**0.52%**	**32,283**	**-19%**	40,000	41,000	43,000	45,000	46,000
I-95		**I-95 south of Woolbright Road**	**221,692**	**247,214**	**0.36%**	**226,576**	**8%**	**209,000**	**213,000**	**224,000**	**236,000**	**241,000**
Altantic Avenue	I-95 Ramps	I-95 SB Off Ramp to Atlantic Avenue	14,268	16,864	0.56%	14,753	-8%	16,000	16,300	17,200	18,300	18,800
		I-95 NB On Ramp from Atlantic Avenue	13,241	16,530	0.74%	13,842	6%	13,000	13,400	14,300	15,500	16,100
		I-95 NB Off Ramp to Atlantic Avenue	19,834	22,635	0.44%	20,365	27%	16,000	16,300	17,100	18,000	18,400
		I-95 SB On Ramp from Atlantic Avenue EB	13,356	13,496	0.03%	13,384	52%	8,800	9,000	9,400	9,900	10,100
		I-95 SB On Ramp from Atlantic Avenue WE	6,670	7,978	0.60%	6,913	13%	6,100	6,200	6,600	7,000	7,200
I-95		**I-95 south of Atlantic Avenue**	**234,044**	**257,929**	**0.32%**	**238,637**	**13%**	**211,000**	**215,000**	**226,000**	**237,000**	**242,000**

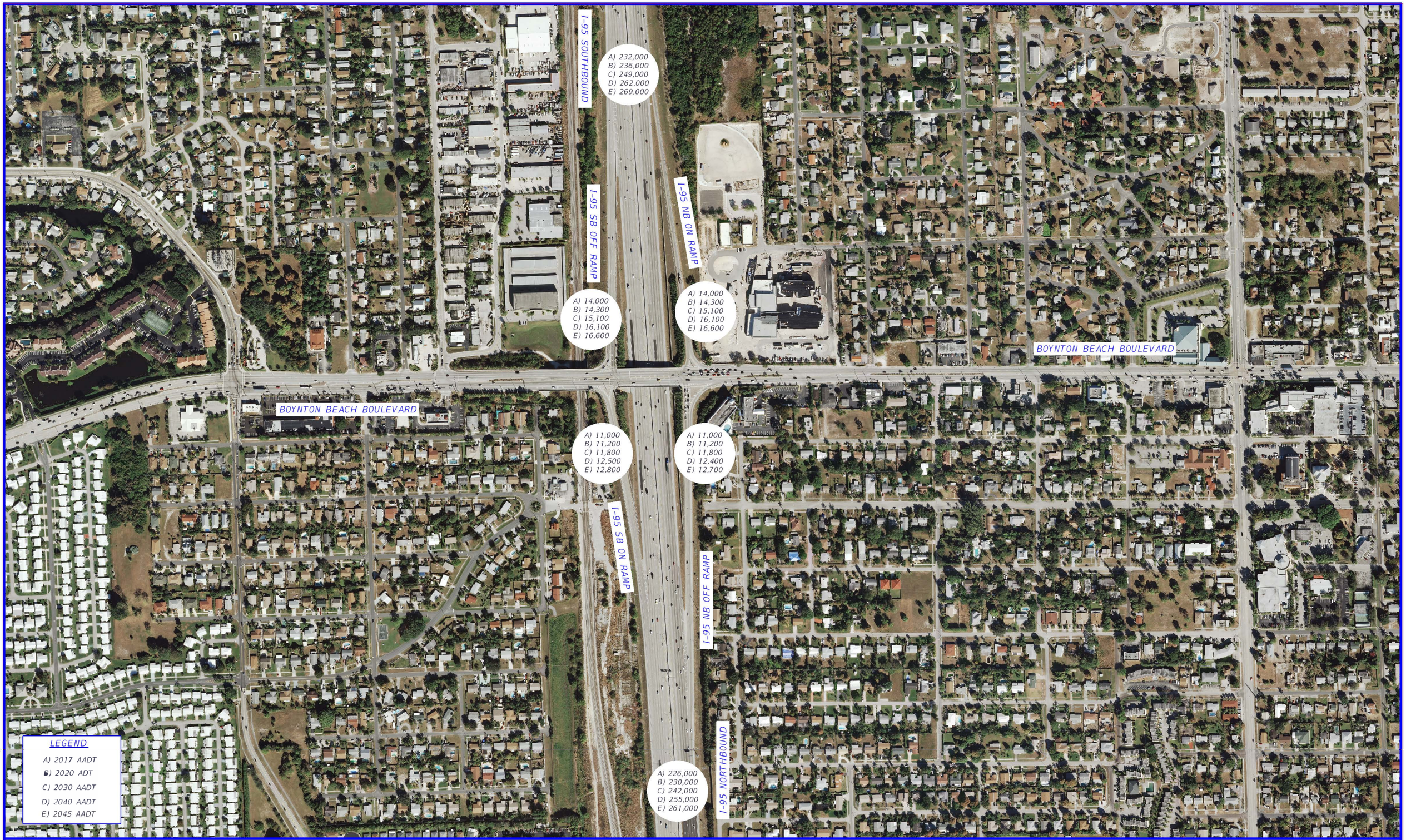


FIGURE 8 FORECASTED FUTURE AADT I-95 AT BOYNTON BEACH BOULEVARD INTERCHANGE

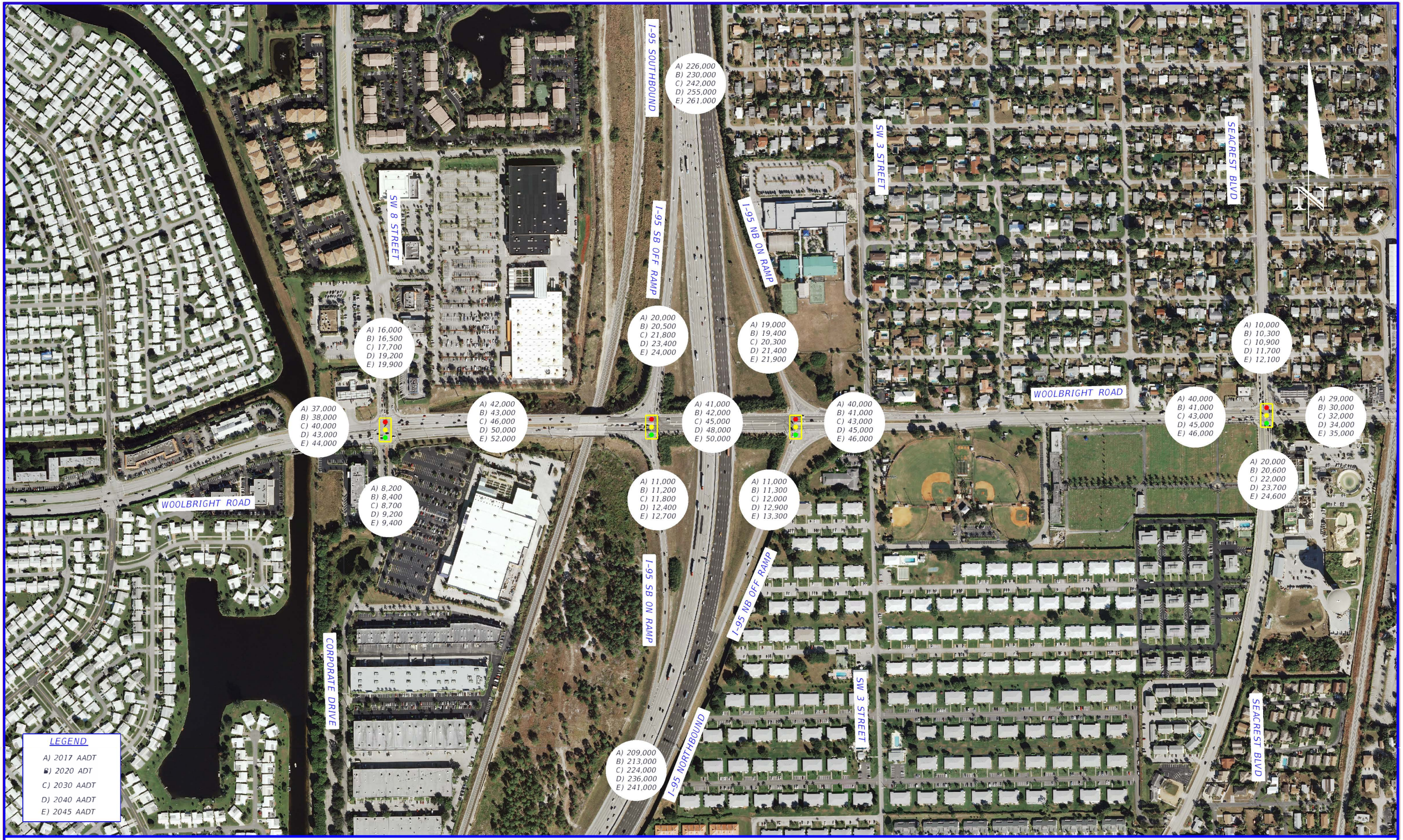


FIGURE 9 FORECASTED FUTURE AADT I-95 AT WOOLBRIGHT ROAD INTERCHANGE

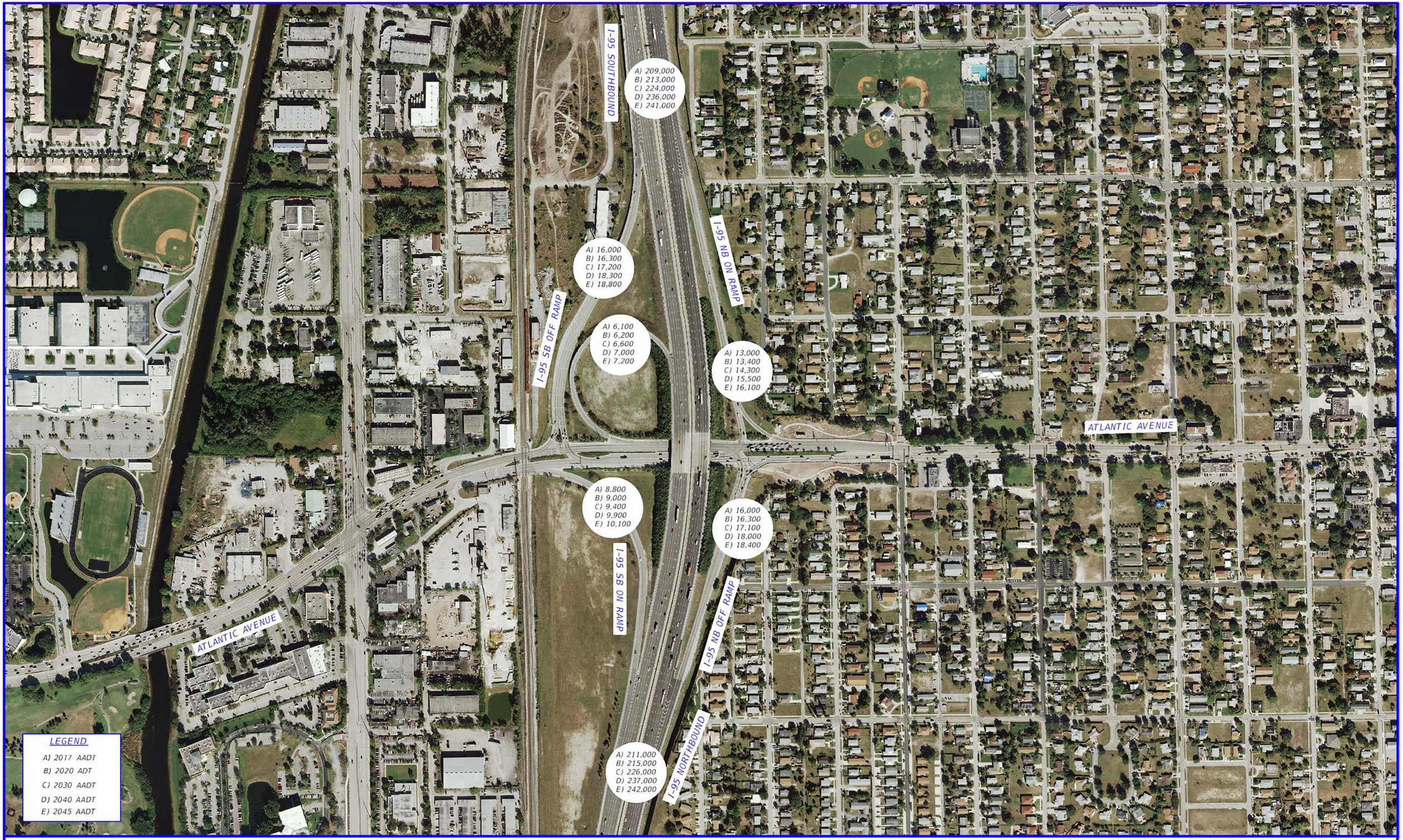


FIGURE **10** FORECASTED FUTURE AADT I-95 AT ATLANTIC AVENUE INTERCHANGE

Traffic Count 2019

County: 99
Station: 9066
Description: I-95 NB ON RAMP NORTH OF WOOLBRIGHT RD
Start Date: 04/10/2019
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	24	39	33	25	121
0100	22	23	17	9	71
0200	10	12	15	6	43
0300	15	22	22	17	76
0400	17	22	37	33	109
0500	44	76	83	89	292
0600	122	147	218	233	720
0700	333	304	409	340	1386
0800	365	336	357	327	1385
0900	290	296	261	274	1121
1000	240	255	284	240	1019
1100	270	284	296	293	1143
1200	274	289	271	244	1078
1300	286	264	278	282	1110
1400	309	306	295	328	1238
1500	324	350	392	385	1451
1600	399	396	389	403	1587
1700	435	431	402	359	1627
1800	323	322	297	259	1201
1900	248	202	220	165	835
2000	202	158	168	155	683
2100	155	156	116	106	533
2200	106	91	86	76	359
2300	87	73	53	35	248
24-Hour Totals:					19436

Peak Volume Information

	Hour	Volume
A.M.	730	1450
P.M.	1645	1671
Daily	1645	1671

Generated by SPS 5.0.53P

County: 99
Station: 9066
Description: I-95 NB ON RAMP NORTH OF WOOLBRIGHT RD
Start Date: 04/11/2019
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	47	45	37	23	152
0100	26	16	14	24	80
0200	21	19	14	20	74
0300	21	13	14	17	65
0400	15	35	43	43	136
0500	62	58	87	89	296
0600	120	139	228	232	719
0700	326	339	329	360	1354
0800	375	345	338	346	1404
0900	275	288	294	269	1126
1000	294	280	236	291	1101
1100	257	277	264	270	1068
1200	281	274	299	284	1138
1300	284	268	265	313	1130
1400	316	292	320	339	1267
1500	357	365	395	355	1472
1600	391	404	428	372	1595
1700	433	434	395	344	1606
1800	332	323	278	250	1183
1900	243	247	270	183	943
2000	219	192	168	170	749
2100	185	143	133	139	600
2200	131	108	113	84	436
2300	73	62	61	43	239
24-Hour Totals:					19933

Peak Volume Information

	Hour	Volume
A.M.	745	1418
P.M.	1630	1667
Daily	1630	1667

Generated by SPS 5.0.53P

County: 99
Station: 9067
Description: I-95 SB ON RAMP SOUTH OF WOOLBRIGHT RD
Start Date: 04/10/2019
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	19	14	15	10	58
0100	17	15	12	9	53
0200	2	7	6	5	20
0300	11	9	7	18	45
0400	17	25	30	37	109
0500	51	64	95	79	289
0600	112	166	211	211	700
0700	241	294	345	297	1177
0800	337	321	306	258	1222
0900	197	229	223	202	851
1000	202	199	186	160	747
1100	179	173	184	176	712
1200	185	170	180	175	710
1300	171	167	196	175	709
1400	174	208	191	186	759
1500	177	193	217	171	758
1600	165	173	183	177	698
1700	201	194	163	154	712
1800	130	143	131	104	508
1900	121	122	106	127	476
2000	114	70	91	62	337
2100	66	90	66	70	292
2200	55	52	63	54	224
2300	42	38	35	25	140
24-Hour Totals:					12306

Peak Volume Information

	Hour	Volume
A.M.	730	1300
P.M.	1445	773
Daily	730	1300

Generated by SPS 5.0.53P

County: 99
Station: 9067
Description: I-95 SB ON RAMP SOUTH OF WOOLBRIGHT RD
Start Date: 04/11/2019
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	21	25	24	17	87
0100	20	10	6	8	44
0200	15	5	9	12	41
0300	9	16	16	16	57
0400	15	20	44	28	107
0500	48	57	99	91	295
0600	102	150	196	225	673
0700	233	303	281	302	1119
0800	346	333	273	285	1237
0900	244	227	233	194	898
1000	179	210	189	194	772
1100	184	169	157	189	699
1200	181	198	177	171	727
1300	178	200	200	163	741
1400	174	173	211	168	726
1500	198	206	188	200	792
1600	195	188	204	174	761
1700	192	211	175	179	757
1800	161	151	128	128	568
1900	117	125	105	96	443
2000	96	96	78	90	360
2100	89	94	75	76	334
2200	49	67	37	47	200
2300	31	48	52	25	156
24-Hour Totals:					12594

Peak Volume Information

	Hour	Volume
A.M.	730	1262
P.M.	1500	792
Daily	730	1262

Generated by SPS 5.0.53P

Woolbright Rd & I-95 NB off Ramp
Thursday

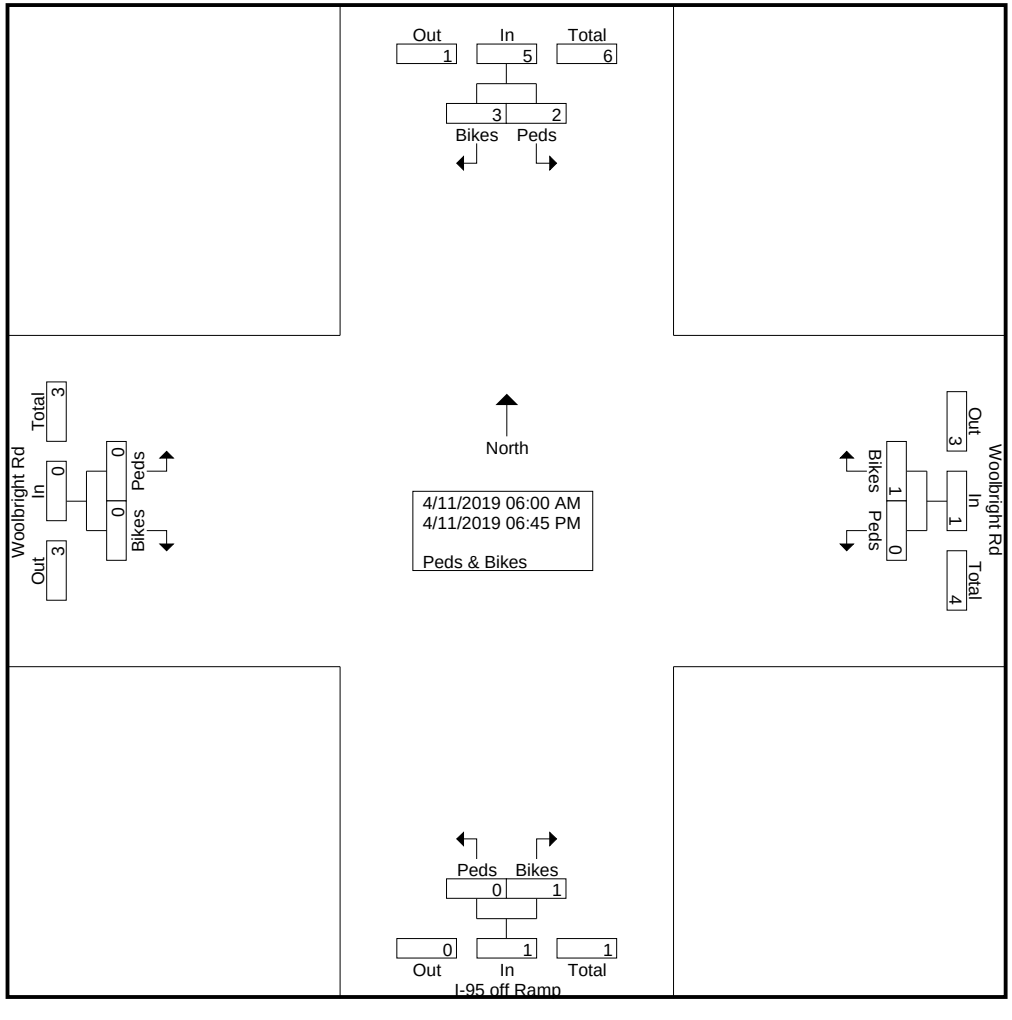
File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Peds & Bikes

	Southbound			I-95 off Ramp Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
08:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
05:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
06:15 PM	0	1	1	0	0	0	0	1	1	0	0	0	2
*** BREAK ***													
Total	0	1	1	0	1	1	0	1	1	0	0	0	3
Grand Total	2	3	5	0	1	1	0	1	1	0	0	0	7
Apprch %	40	60		0	100		0	100		0	0		
Total %	28.6	42.9	71.4	0	14.3	14.3	0	14.3	14.3	0	0	0	

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



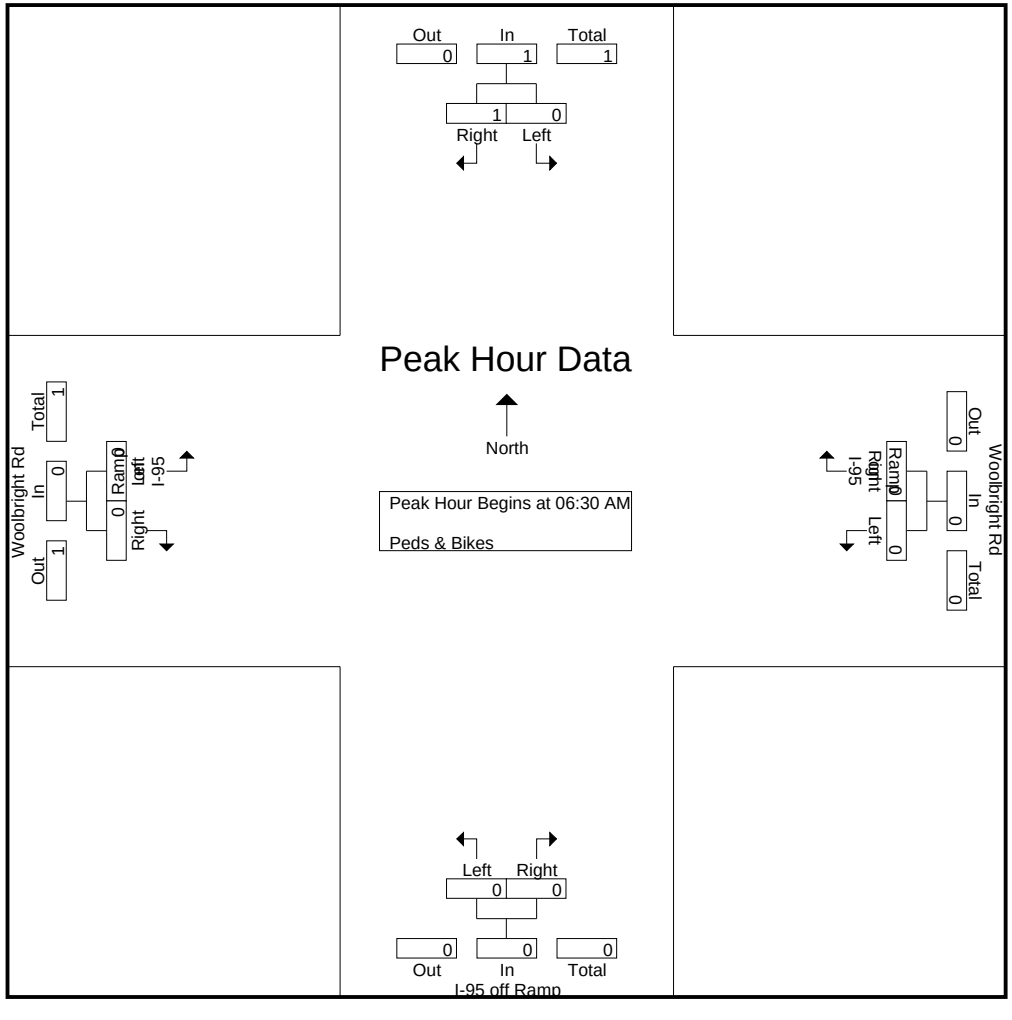
Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019

	Southbound			I-95 off Ramp Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 06:30 AM													
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



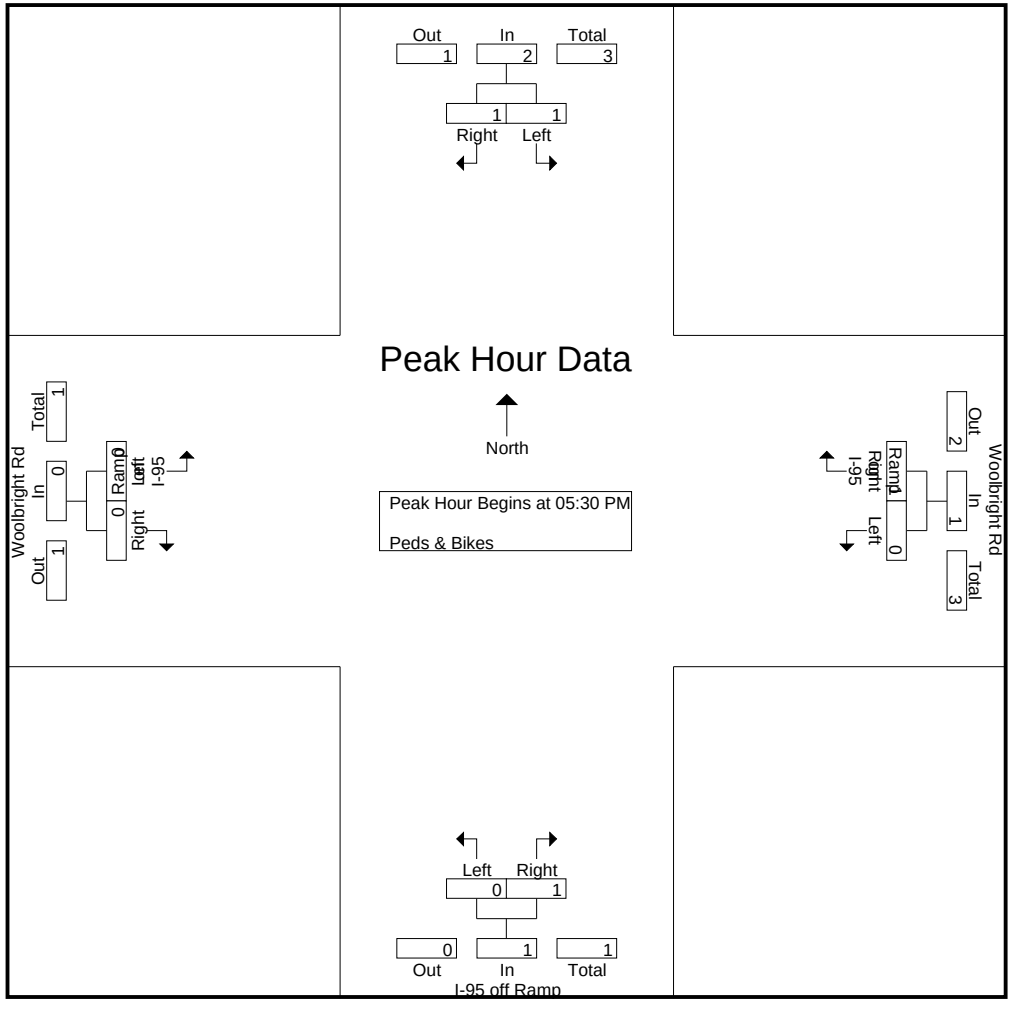
Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	Southbound			I-95 off Ramp Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 05:30 PM													
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	**1**	**1**	0	0	0	0	0	0	1
06:15 PM	0	**1**	1	0	0	0	0	**1**	**1**	0	0	0	**2**
Total Volume	1	1	2	0	1	1	0	1	1	0	0	0	4
% App. Total	50	50		0	100		0	100		0	0		
PHF	.250	.250	.500	.000	.250	.250	.000	.250	.250	.000	.000	.000	.500

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & I-95 NB off Ramp
Thursday

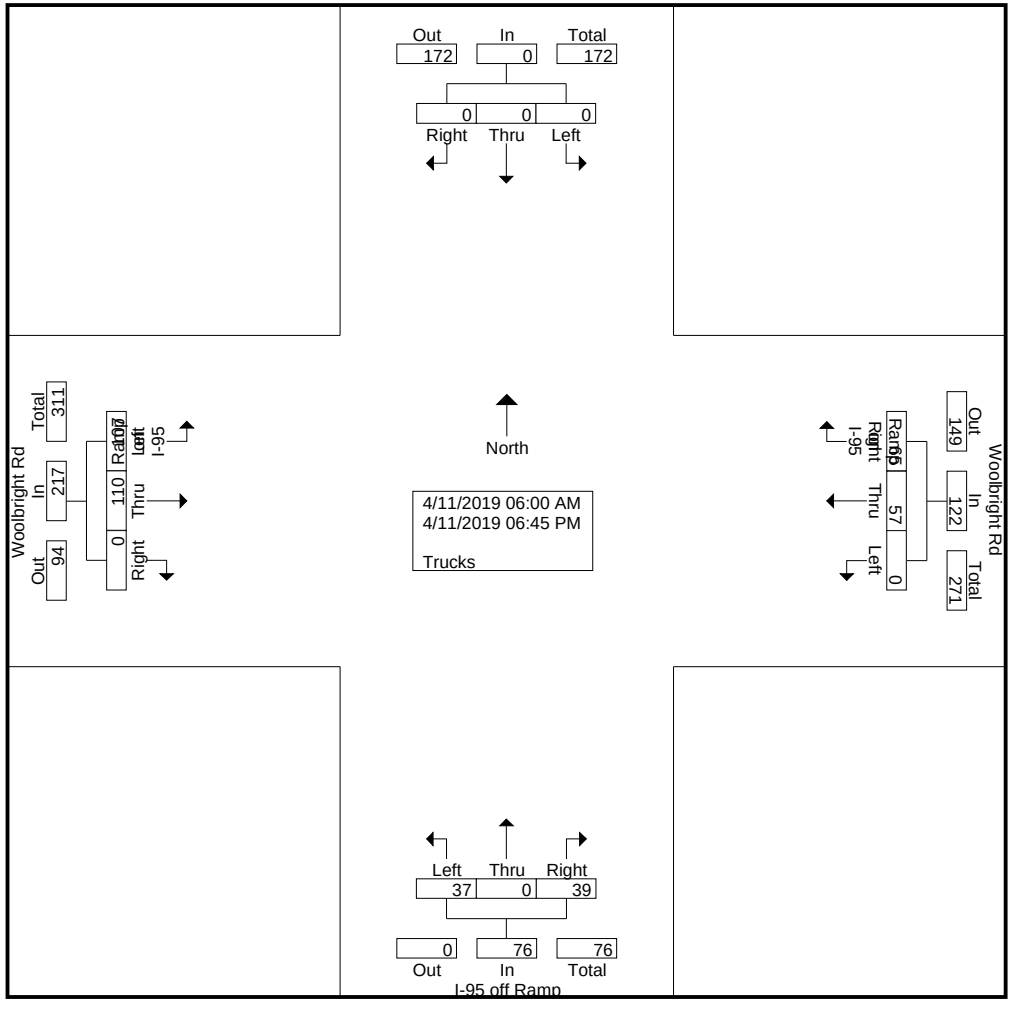
File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Trucks

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	2	2	0	6	6	0	12	16
06:15 AM	0	0	0	0	0	0	0	0	1	1	0	0	2	1	3	0	4	5	0	9	13
06:30 AM	0	0	0	0	0	0	0	0	3	3	0	0	2	1	3	0	9	2	0	11	17
06:45 AM	0	0	0	0	0	0	2	0	1	3	0	0	3	3	6	0	3	4	0	7	16
Total	0	0	0	0	0	0	3	0	6	9	0	0	7	7	14	0	22	17	0	39	62
07:00 AM	0	0	0	0	0	0	1	0	2	3	0	0	3	1	4	0	0	4	0	4	11
07:15 AM	0	0	0	0	0	0	3	0	2	5	0	0	2	4	6	0	0	9	0	9	20
07:30 AM	0	0	0	0	0	0	3	0	2	5	0	0	3	4	7	0	4	9	0	13	25
07:45 AM	0	0	0	0	0	0	2	0	1	3	0	0	3	6	9	0	3	8	0	11	23
Total	0	0	0	0	0	0	9	0	7	16	0	0	11	15	26	0	7	30	0	37	79
08:00 AM	0	0	0	0	0	0	2	0	5	7	0	0	2	2	4	0	9	12	0	21	32
08:15 AM	0	0	0	0	0	0	2	0	2	4	0	0	2	3	5	0	2	14	0	16	25
08:30 AM	0	0	0	0	0	0	3	0	2	5	0	0	3	2	5	0	5	12	0	17	27
08:45 AM	0	0	0	0	0	0	3	0	1	4	0	0	5	4	9	0	4	7	0	11	24
Total	0	0	0	0	0	0	10	0	10	20	0	0	12	11	23	0	20	45	0	65	108
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	4	4	0	0	6	8	14	0	5	2	0	7	25
04:15 PM	0	0	0	0	0	0	5	0	2	7	0	0	3	3	6	0	19	3	0	22	35
04:30 PM	0	0	0	0	0	0	2	0	3	5	0	0	4	1	5	0	7	3	0	10	20
04:45 PM	0	0	0	0	0	0	1	0	2	3	0	0	3	2	5	0	3	0	0	3	11
Total	0	0	0	0	0	0	8	0	11	19	0	0	16	14	30	0	34	8	0	42	91
05:00 PM	0	0	0	0	0	0	0	0	2	2	0	0	2	4	6	0	3	1	0	4	12
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	0	4	4	0	8	11
05:30 PM	0	0	0	0	0	0	1	0	1	2	0	0	3	1	4	0	1	0	0	1	7
05:45 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	2	3	0	5	2	0	7	12
Total	0	0	0	0	0	0	4	0	3	7	0	0	7	8	15	0	13	7	0	20	42
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	1	5	6	0	2	1	0	3	10
06:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	3	3	0	4	1	0	5	10
06:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	0	1	1	0	2	5
06:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	2	1	3	0	4	0	0	4	8
Total	0	0	0	0	0	0	3	0	2	5	0	0	4	10	14	0	11	3	0	14	33
Grand Total	0	0	0	0	0	0	37	0	39	76	0	0	57	65	122	0	107	110	0	217	415
Apprch %	0	0	0	0		0	48.7	0	51.3		0	0	46.7	53.3		0	49.3	50.7	0		
Total %	0	0	0	0	0	0	8.9	0	9.4	18.3	0	0	13.7	15.7	29.4	0	25.8	26.5	0	52.3	

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



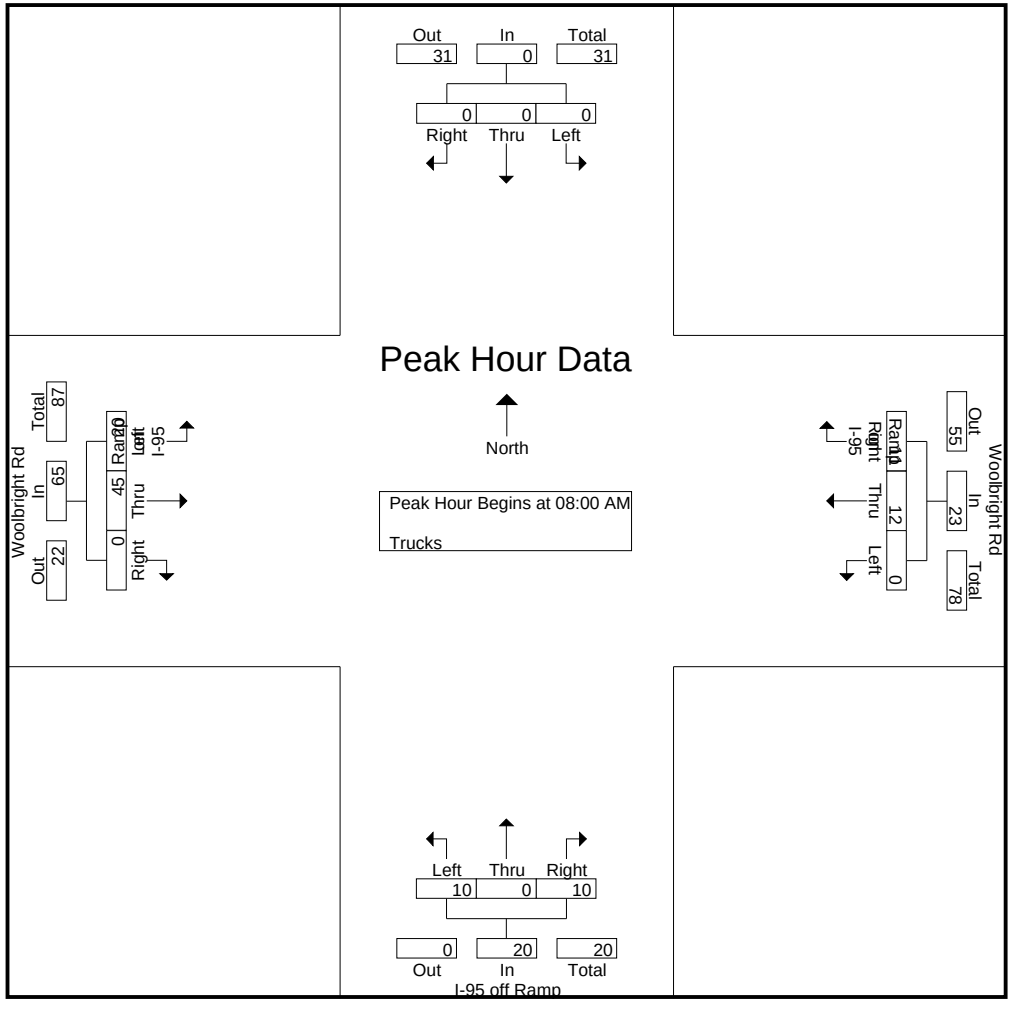
Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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 08:00 AM																					
08:00 AM	0	0	0	0	0	0	2	0	**5**	**7**	0	0	2	2	4	0	**9**	12	0	**21**	**32**
08:15 AM	0	0	0	0	0	0	2	0	2	4	0	0	2	3	5	0	2	**14**	0	16	25
08:30 AM	0	0	0	0	0	0	**3**	0	2	5	0	0	3	2	5	0	5	12	0	17	27
08:45 AM	0	0	0	0	0	0	3	0	1	4	0	0	**5**	**4**	**9**	0	4	7	0	11	24
Total Volume	0	0	0	0	0	0	10	0	10	20	0	0	12	11	23	0	20	45	0	65	108
% App. Total	0	0	0	0		0	50	0	50		0	0	52.2	47.8		0	30.8	69.2	0		
PHF	.000	.000	.000	.000	.000	.000	.833	.000	.500	.714	.000	.000	.600	.688	.639	.000	.556	.804	.000	.774	.844

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



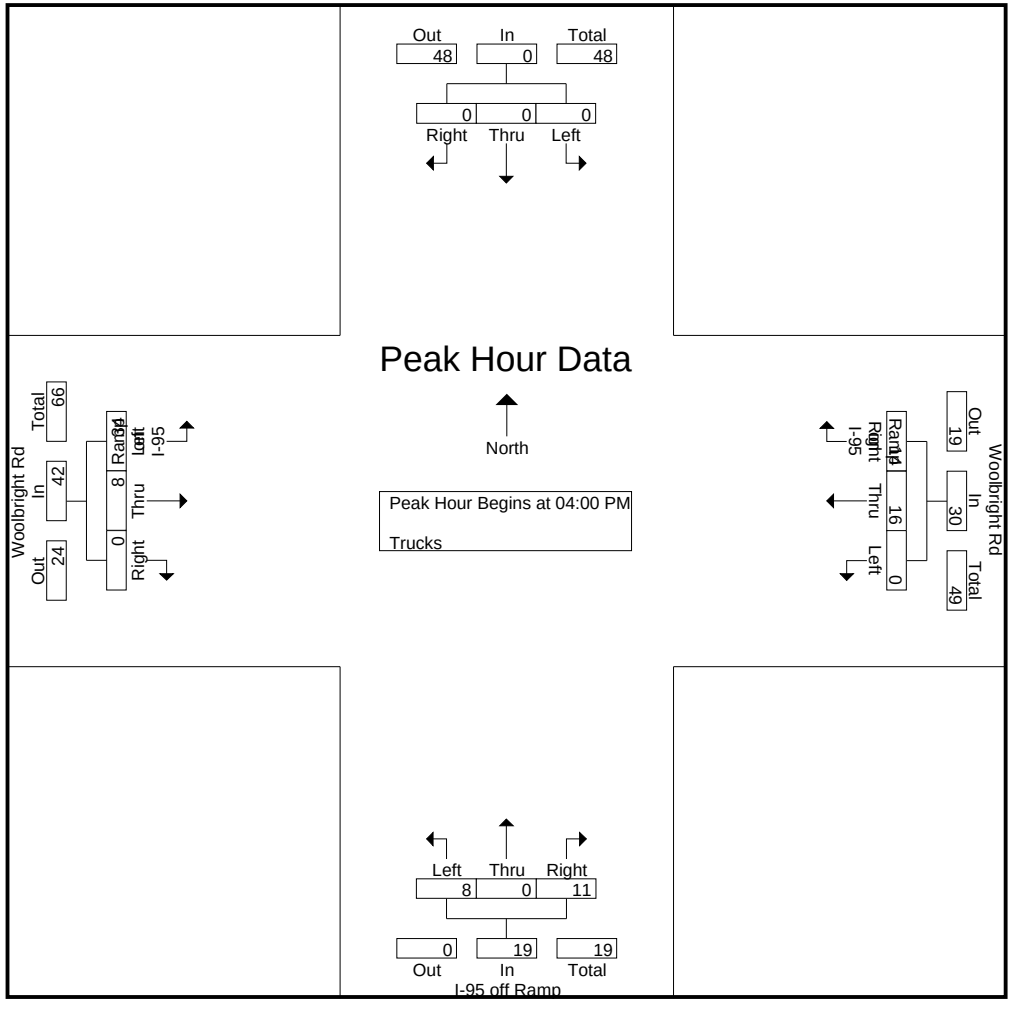
Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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 04:00 PM																					
04:00 PM	0	0	0	0	0	0	0	0	**4**	4	0	0	**6**	**8**	**14**	0	5	2	0	7	25
04:15 PM	0	0	0	0	0	0	**5**	0	2	**7**	0	0	3	3	6	0	**19**	**3**	0	**22**	**35**
04:30 PM	0	0	0	0	0	0	2	0	3	5	0	0	4	1	5	0	7	3	0	10	20
04:45 PM	0	0	0	0	0	0	1	0	2	3	0	0	3	2	5	0	3	0	0	3	11
Total Volume	0	0	0	0	0	0	8	0	11	19	0	0	16	14	30	0	34	8	0	42	91
% App. Total	0	0	0	0		0	42.1	0	57.9		0	0	53.3	46.7		0	81	19	0		
PHF	.000	.000	.000	.000	.000	.000	.400	.000	.688	.679	.000	.000	.667	.438	.536	.000	.447	.667	.000	.477	.650

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & I-95 NB off Ramp
Thursday

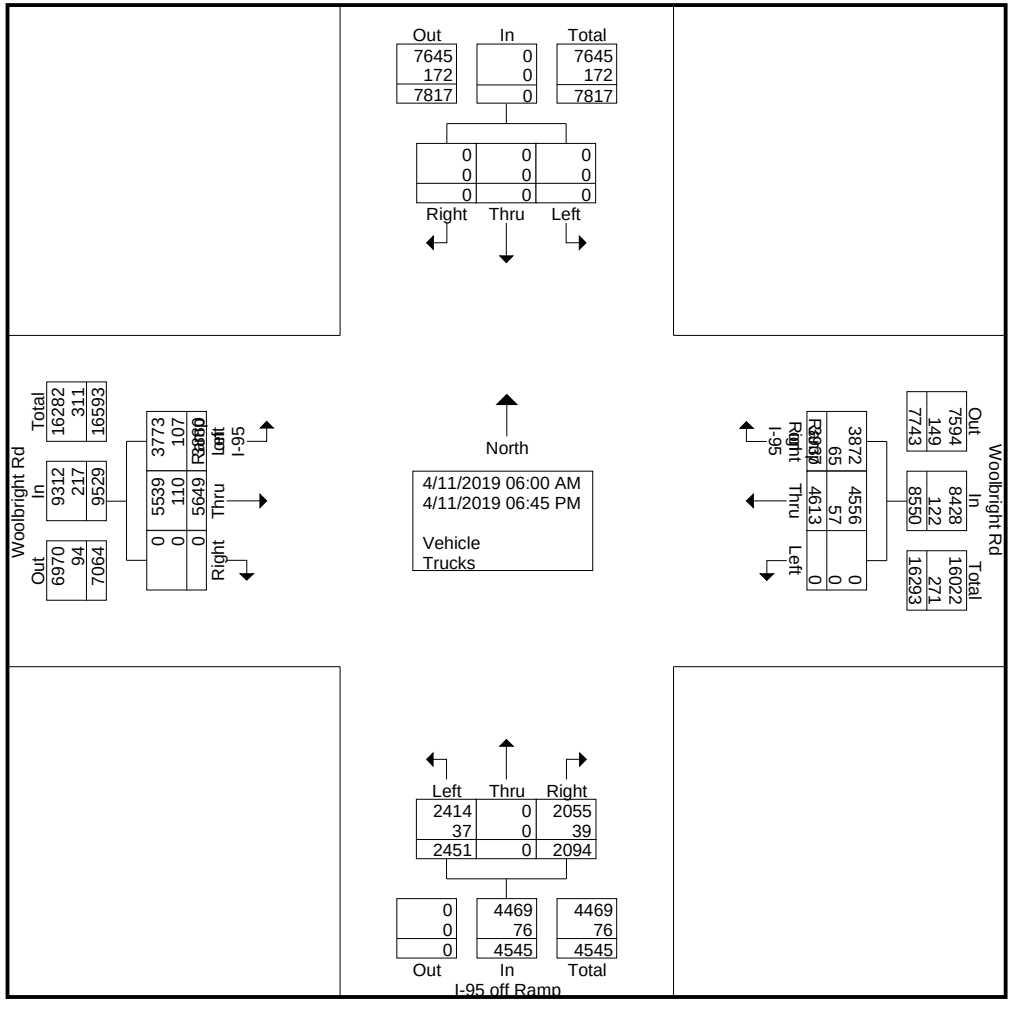
File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Vehicle - Trucks

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	22	0	23	45	0	0	59	56	115	0	64	64	0	128	288
06:15 AM	0	0	0	0	0	0	25	0	27	52	0	0	88	66	154	0	78	88	0	166	372
06:30 AM	0	0	0	0	0	0	35	0	62	97	0	0	152	103	255	0	124	158	0	282	634
06:45 AM	0	0	0	0	0	0	51	0	73	124	0	0	131	110	241	0	132	180	0	312	677
Total	0	0	0	0	0	0	133	0	185	318	0	0	430	335	765	0	398	490	0	888	1971
07:00 AM	0	0	0	0	0	0	57	0	62	119	0	0	159	156	315	0	166	164	0	330	764
07:15 AM	0	0	0	0	0	0	62	0	72	134	0	0	207	166	373	0	169	247	0	416	923
07:30 AM	0	0	0	0	0	0	86	0	74	160	0	0	197	174	371	0	161	226	0	387	918
07:45 AM	0	0	0	0	0	0	107	0	87	194	0	0	262	217	479	0	133	274	0	407	1080
Total	0	0	0	0	0	0	312	0	295	607	0	0	825	713	1538	0	629	911	0	1540	3685
08:00 AM	0	0	0	0	0	0	90	0	88	178	0	0	200	171	371	1	209	237	0	447	996
08:15 AM	0	0	0	0	0	0	80	0	84	164	0	0	237	172	409	1	163	241	0	405	978
08:30 AM	0	0	0	0	0	0	114	0	59	173	0	0	199	173	372	2	176	221	0	399	944
08:45 AM	0	0	0	0	0	0	93	0	79	172	0	0	223	157	380	3	174	264	0	441	993
Total	0	0	0	0	0	0	377	0	310	687	0	0	859	673	1532	7	722	963	0	1692	3911
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	115	0	99	214	0	0	233	208	441	0	181	254	0	435	1090
04:15 PM	0	0	0	0	0	0	135	0	91	226	0	0	233	218	451	0	180	285	0	465	1142
04:30 PM	0	0	0	0	0	0	133	0	104	237	0	0	235	214	449	1	215	257	0	473	1159
04:45 PM	0	0	0	0	0	0	138	0	99	237	0	0	193	176	369	1	188	239	0	428	1034
Total	0	0	0	0	0	0	521	0	393	914	0	0	894	816	1710	2	764	1035	0	1801	4425
05:00 PM	0	0	0	0	0	0	131	0	109	240	0	0	225	203	428	0	235	291	0	526	1194
05:15 PM	0	0	0	0	0	0	153	0	133	286	0	0	246	210	456	0	220	308	0	528	1270
05:30 PM	0	0	0	0	0	0	161	0	104	265	0	0	240	200	440	0	181	288	0	469	1174
05:45 PM	0	0	0	0	0	0	159	0	126	285	0	0	213	177	390	2	162	283	0	447	1122
Total	0	0	0	0	0	0	604	0	472	1076	0	0	924	790	1714	2	798	1170	0	1970	4760
06:00 PM	0	0	0	0	0	0	131	0	113	244	0	0	178	170	348	0	163	273	0	436	1028
06:15 PM	0	0	0	0	0	0	130	0	114	244	0	0	183	162	345	1	158	275	0	434	1023
06:30 PM	0	0	0	0	0	0	129	0	110	239	0	0	169	137	306	1	132	263	0	396	941
06:45 PM	0	0	0	0	0	0	114	0	102	216	0	0	151	141	292	0	103	269	0	372	880
Total	0	0	0	0	0	0	504	0	439	943	0	0	681	610	1291	2	556	1080	0	1638	3872
Grand Total	0	0	0	0	0	0	2451	0	2094	4545	0	0	4613	3937	8550	13	3867	5649	0	9529	22624
Apprch %	0	0	0	0		0	53.9	0	46.1		0	0	54	46		0.1	40.6	59.3	0		
Total %	0	0	0	0	0	0	10.8	0	9.3	20.1	0	0	20.4	17.4	37.8	0.1	17.1	25	0	42.1	
Vehicle	0	0	0	0	0	0	2414	0	2055	4469	0	0	4556	3872	8428	13	3760	5539	0	9312	22209
% Vehicle	0	0	0	0	0	0	98.5	0	98.1	98.3	0	0	98.8	98.3	98.6	100	97.2	98.1	0	97.7	98.2
Trucks	0	0	0	0	0	0	37	0	39	76	0	0	57	65	122	0	107	110	0	217	415
% Trucks	0	0	0	0	0	0	1.5	0	1.9	1.7	0	0	1.2	1.7	1.4	0	2.8	1.9	0	2.3	1.8

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



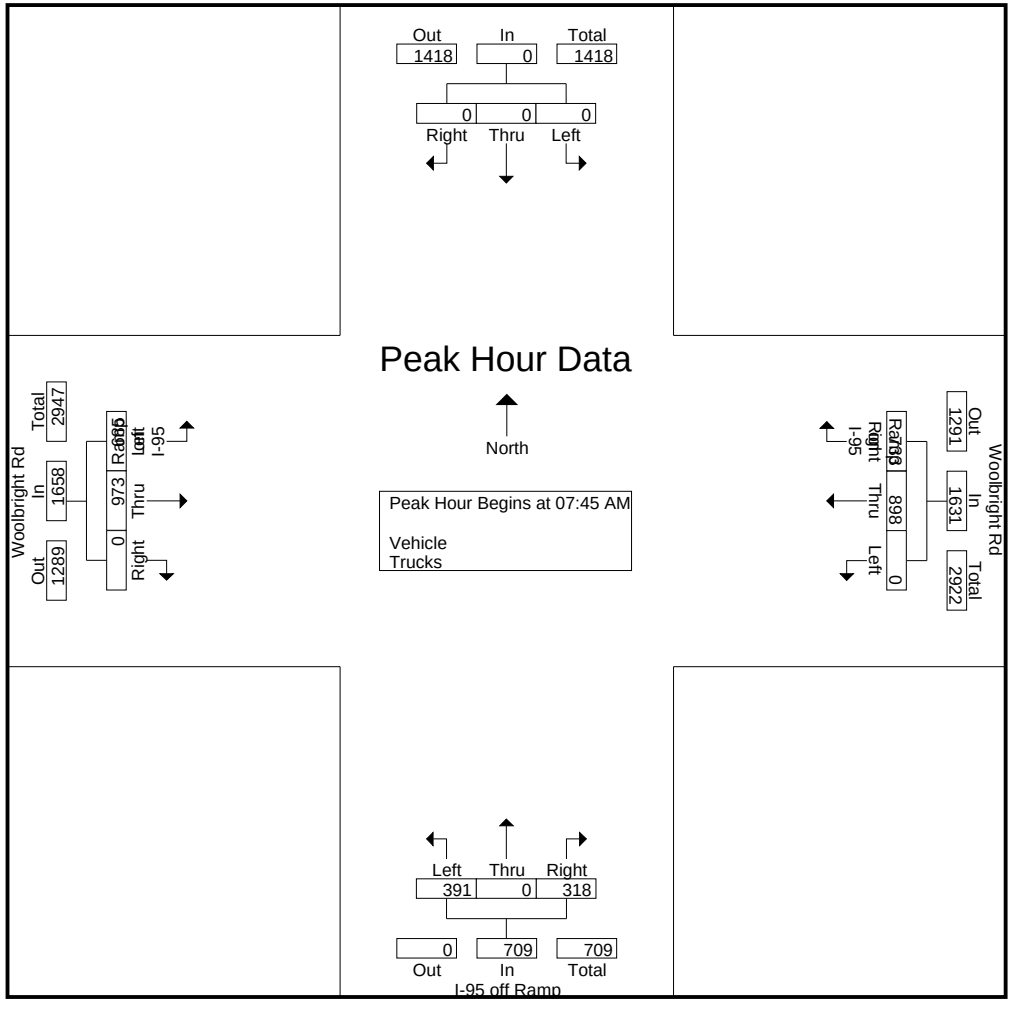
Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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	107	0	87	**194**	0	0	**262**	**217**	**479**	0	133	**274**	0	407	**1080**
08:00 AM	0	0	0	0	0	0	90	0	**88**	178	0	0	200	171	371	1	**209**	237	0	**447**	996
08:15 AM	0	0	0	0	0	0	80	0	84	164	0	0	237	172	409	1	163	241	0	405	978
08:30 AM	0	0	0	0	0	0	**114**	0	59	173	0	0	199	173	372	**2**	176	221	0	399	944
Total Volume	0	0	0	0	0	0	391	0	318	709	0	0	898	733	1631	4	681	973	0	1658	3998
% App. Total	0	0	0	0		0	55.1	0	44.9		0	0	55.1	44.9		0.2	41.1	58.7	0		
PHF	.000	.000	.000	.000	.000	.000	.857	.000	.903	.914	.000	.000	.857	.844	.851	.500	.815	.888	.000	.927	.925

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



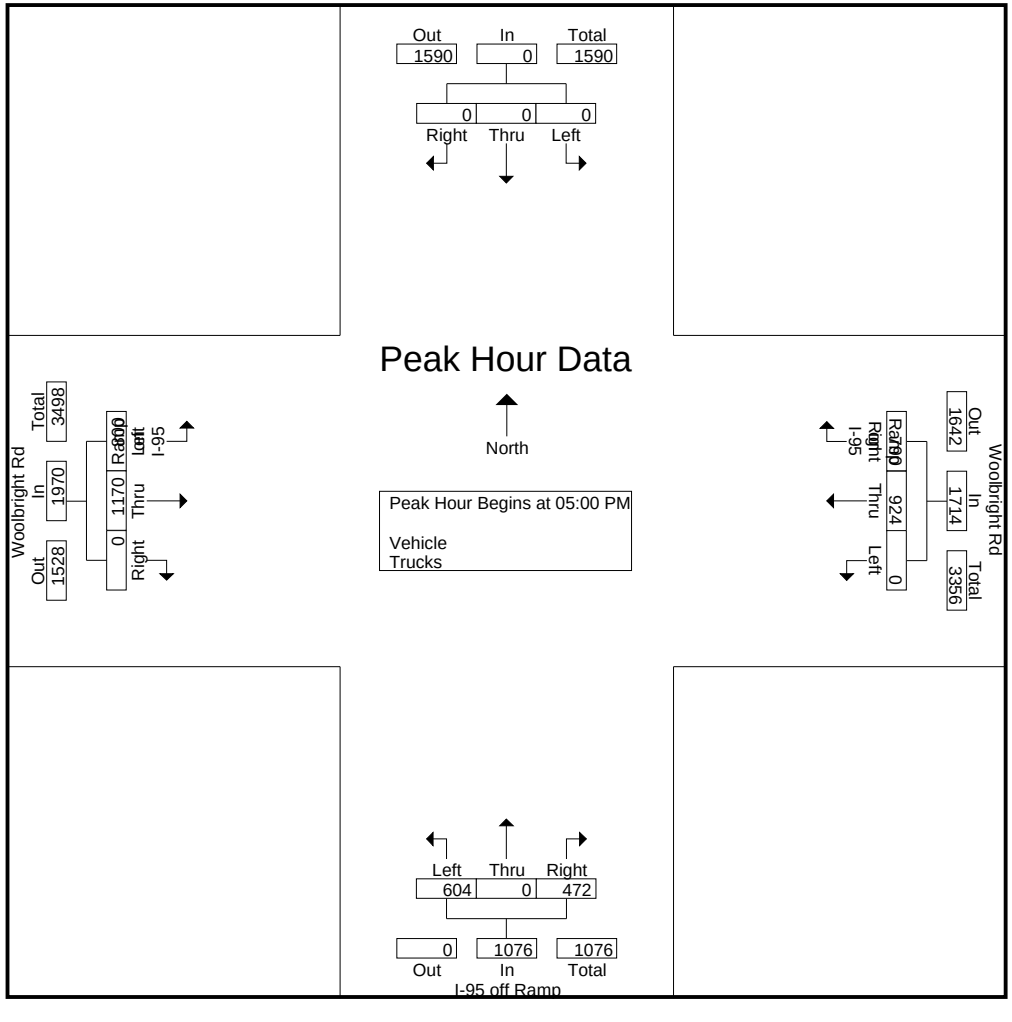
Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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	131	0	109	240	0	0	225	203	428	0	**235**	291	0	526	1194
05:15 PM	0	0	0	0	0	0	153	0	**133**	**286**	0	0	**246**	**210**	**456**	0	220	**308**	0	**528**	**1270**
05:30 PM	0	0	0	0	0	0	**161**	0	104	265	0	0	240	200	440	0	181	288	0	469	1174
05:45 PM	0	0	0	0	0	0	159	0	126	285	0	0	213	177	390	**2**	162	283	0	447	1122
Total Volume	0	0	0	0	0	0	604	0	472	1076	0	0	924	790	1714	2	798	1170	0	1970	4760
% App. Total	0	0	0	0		0	56.1	0	43.9		0	0	53.9	46.1		0.1	40.5	59.4	0		
PHF	.000	.000	.000	.000	.000	.000	.938	.000	.887	.941	.000	.000	.939	.940	.940	.250	.849	.950	.000	.933	.937

Woolbright Rd & I-95 NB off Ramp
Thursday

File Name : Woolbright Rd & I-95 NB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & I-95 NB off Ramp
Wednesday

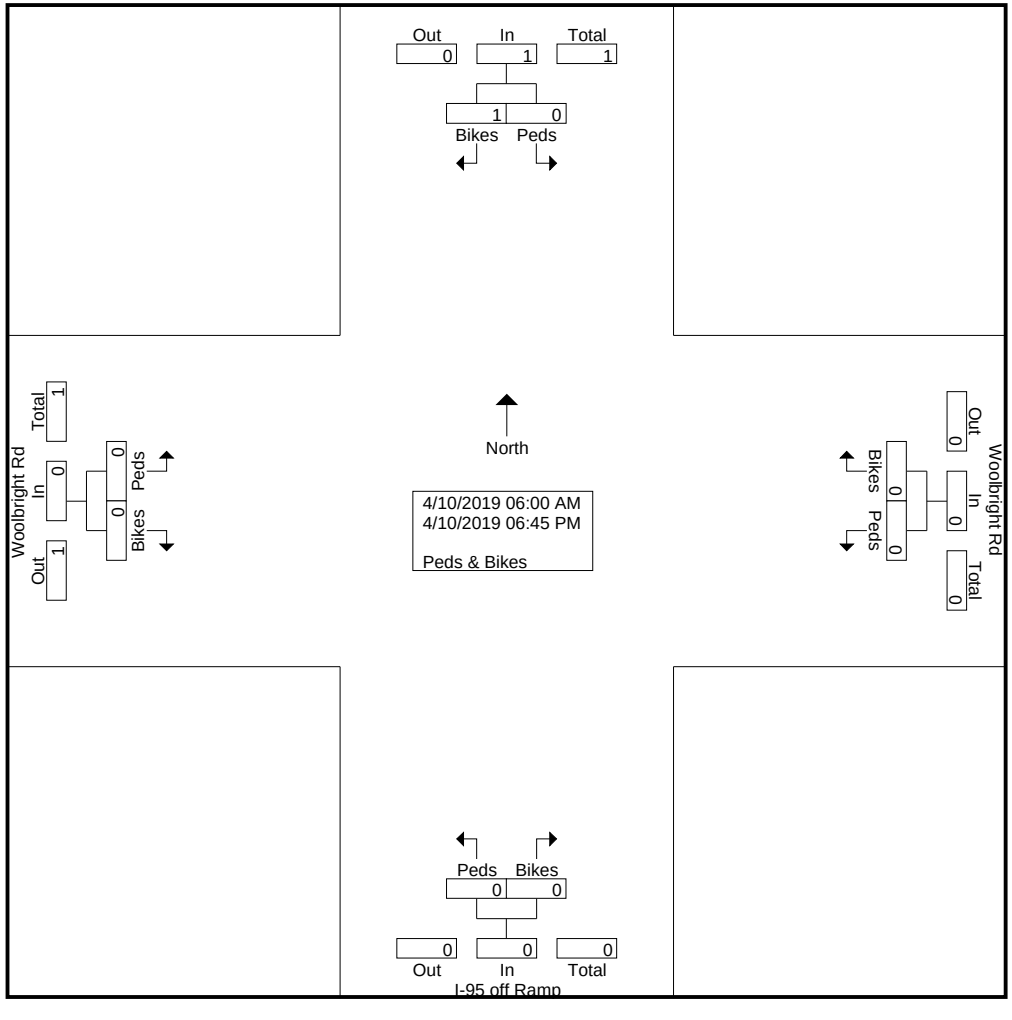
File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	Southbound			I-95 off Ramp Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
05:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Grand Total	0	1	1	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100		0	0		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	0	0	0	

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 2



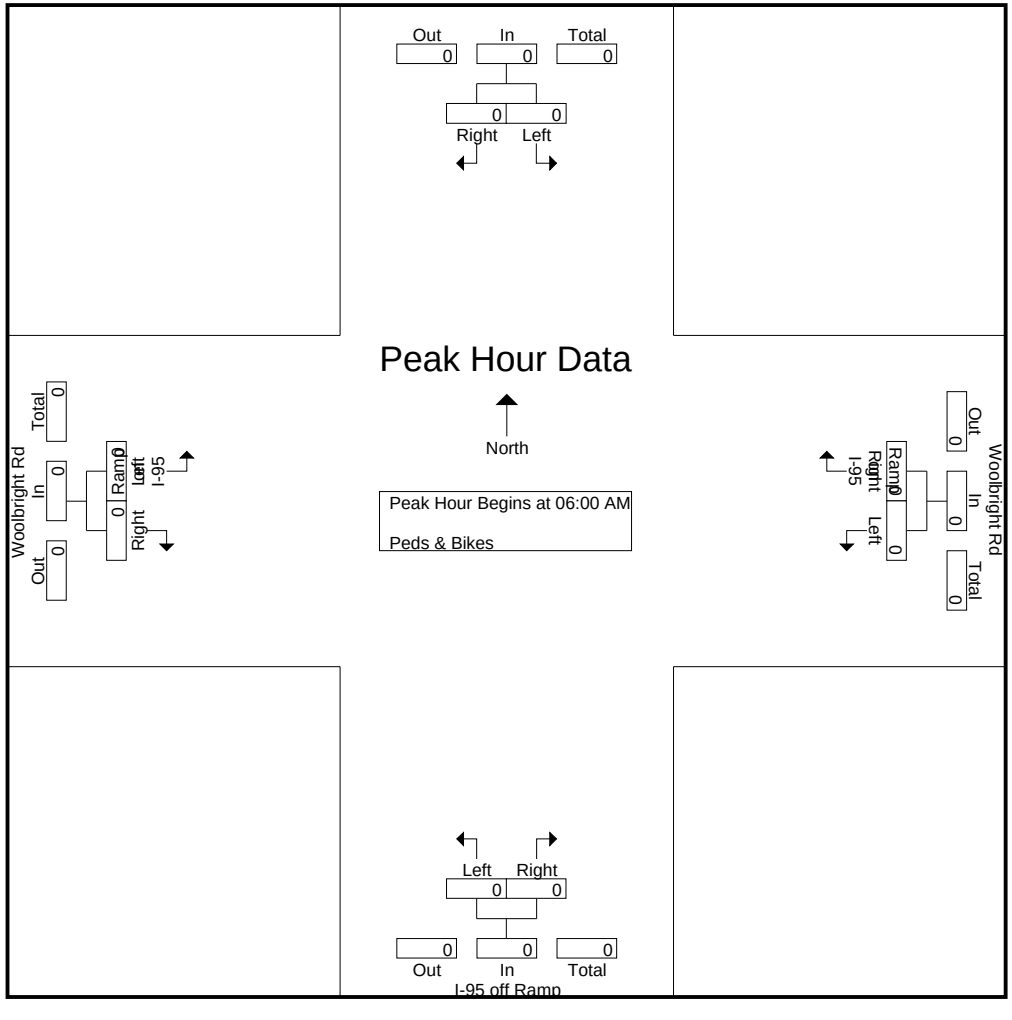
Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019

	Southbound			I-95 off Ramp Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 06:00 AM													
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 4



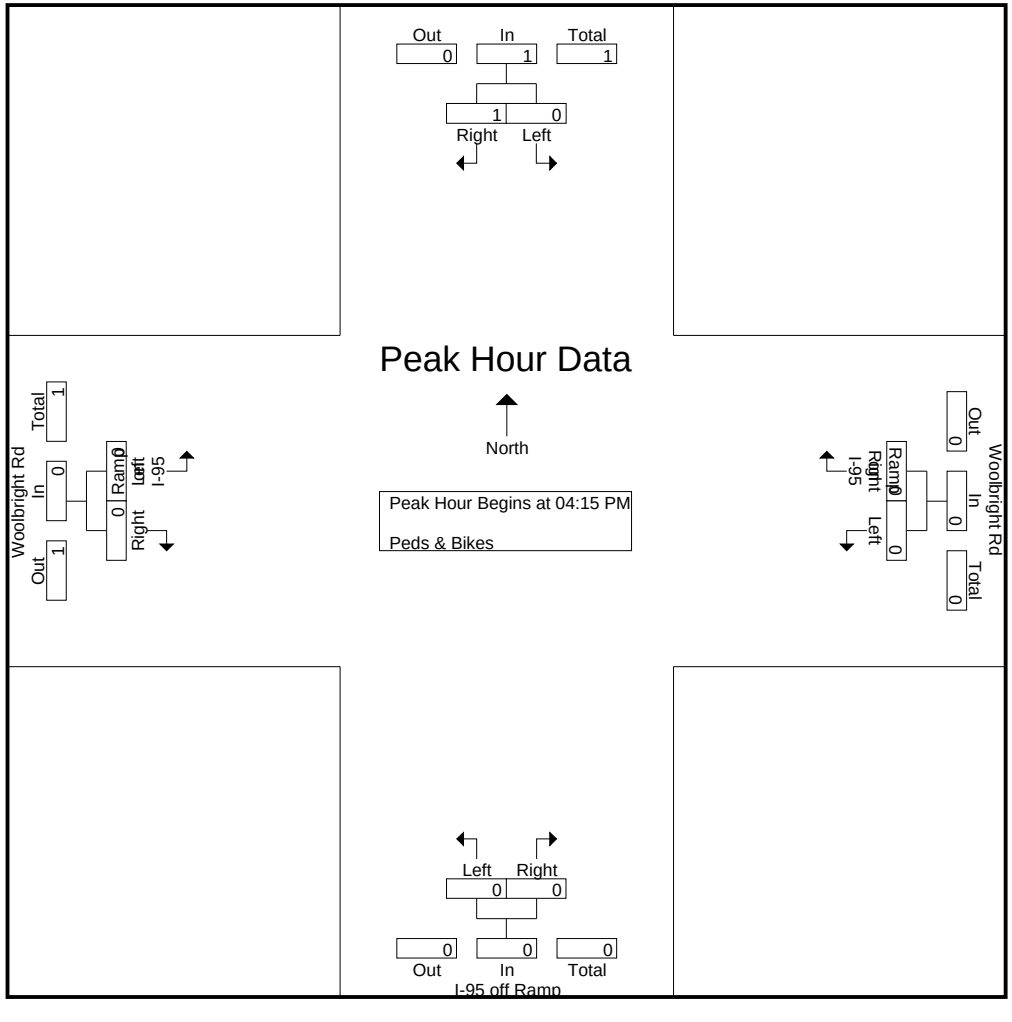
Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	Southbound			I-95 off Ramp Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 04:15 PM													
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 6



Woolbright Rd & I-95 NB off Ramp
Wednesday

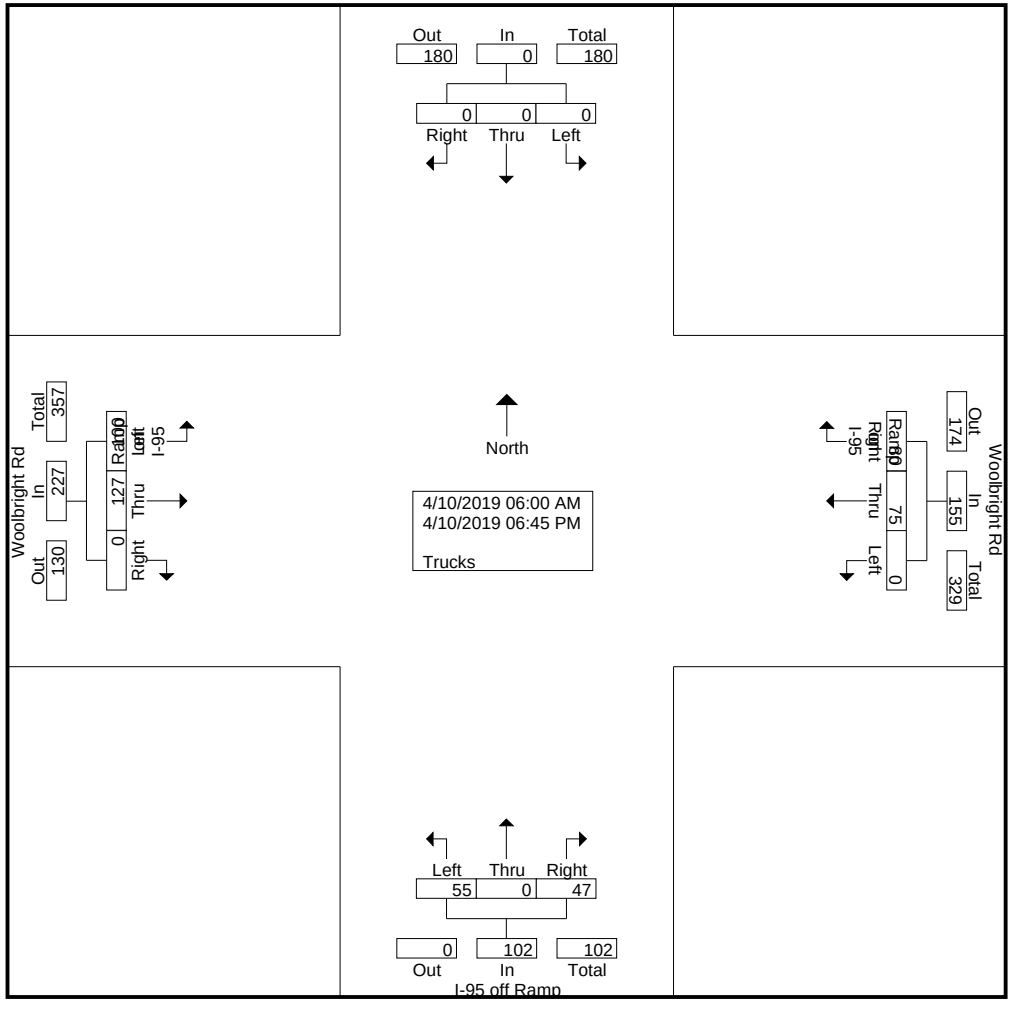
File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Trucks

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	0	1	2	0	0	3	1	4	0	4	2	0	6	12
06:15 AM	0	0	0	0	0	0	2	0	2	4	0	0	2	0	2	0	6	4	0	10	16
06:30 AM	0	0	0	0	0	0	2	0	4	6	0	0	2	3	5	0	9	1	0	10	21
06:45 AM	0	0	0	0	0	0	3	0	1	4	0	0	3	5	8	0	5	7	0	12	24
Total	0	0	0	0	0	0	8	0	8	16	0	0	10	9	19	0	24	14	0	38	73
07:00 AM	0	0	0	0	0	0	4	0	1	5	0	0	4	0	4	0	1	6	0	7	16
07:15 AM	0	0	0	0	0	0	2	0	2	4	0	0	5	2	7	0	0	9	0	9	20
07:30 AM	0	0	0	0	0	0	5	0	5	10	0	0	6	4	10	0	7	8	0	15	35
07:45 AM	0	0	0	0	0	0	3	0	0	3	0	0	12	4	16	0	2	11	0	13	32
Total	0	0	0	0	0	0	14	0	8	22	0	0	27	10	37	0	10	34	0	44	103
08:00 AM	0	0	0	0	0	0	1	0	5	6	0	0	4	6	10	0	3	10	0	13	29
08:15 AM	0	0	0	0	0	0	5	0	1	6	0	0	2	1	3	0	8	10	0	18	27
08:30 AM	0	0	0	0	0	0	2	0	2	4	0	0	3	5	8	0	7	14	0	21	33
08:45 AM	0	0	0	0	0	0	5	0	6	11	0	0	5	3	8	0	5	12	0	17	36
Total	0	0	0	0	0	0	13	0	14	27	0	0	14	15	29	0	23	46	0	69	125
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	0	0	4	4	0	0	2	2	4	0	2	3	0	5	13
04:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	8	4	12	0	8	4	0	12	28
04:30 PM	0	0	0	0	0	0	4	0	4	8	0	0	4	8	12	0	6	5	0	11	31
04:45 PM	0	0	0	0	0	0	1	0	1	2	0	0	3	7	10	0	1	5	0	6	18
Total	0	0	0	0	0	0	9	0	9	18	0	0	17	21	38	0	17	17	0	34	90
05:00 PM	0	0	0	0	0	0	2	0	2	4	0	0	3	5	8	0	3	4	0	7	19
05:15 PM	0	0	0	0	0	0	0	0	3	3	0	0	3	4	7	0	2	2	0	4	14
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	0	8	4	0	12	18
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2	0	4	5
Total	0	0	0	0	0	0	2	0	5	7	0	0	6	16	22	0	15	12	0	27	56
06:00 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	4	4	0	2	4	0	6	14
06:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	1	2	3	0	2	0	0	2	9
06:30 PM	0	0	0	0	0	0	1	0	1	2	0	0	0	2	2	0	2	0	0	2	6
06:45 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	5	0	0	5	8
Total	0	0	0	0	0	0	9	0	3	12	0	0	1	9	10	0	11	4	0	15	37
Grand Total	0	0	0	0	0	0	55	0	47	102	0	0	75	80	155	0	100	127	0	227	484
Apprch %	0	0	0	0		0	53.9	0	46.1		0	0	48.4	51.6		0	44.1	55.9	0		
Total %	0	0	0	0	0	0	11.4	0	9.7	21.1	0	0	15.5	16.5	32	0	20.7	26.2	0	46.9	

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 2



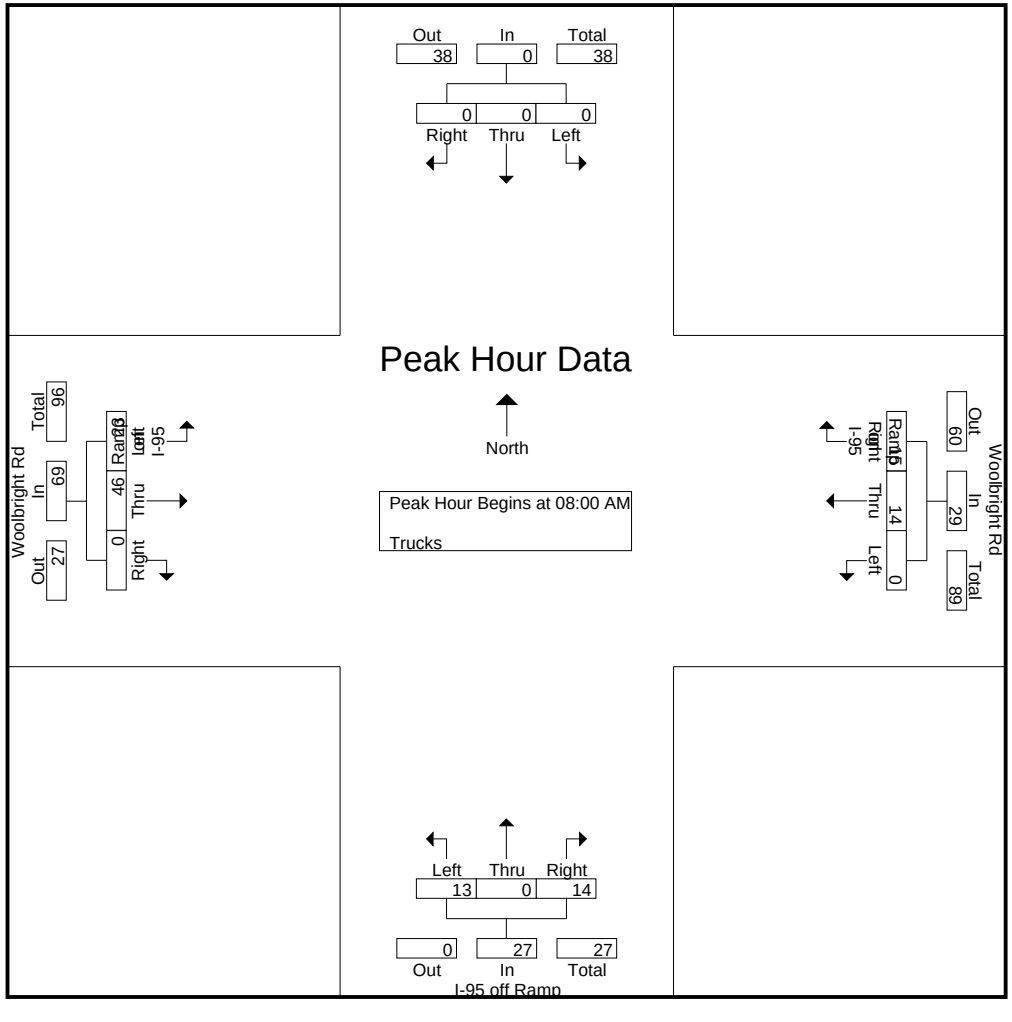
Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 3

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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 08:00 AM																					
08:00 AM	0	0	0	0	0	0	1	0	5	6	0	0	4	**6**	**10**	0	3	10	0	13	29
08:15 AM	0	0	0	0	0	0	**5**	0	1	6	0	0	2	1	3	0	**8**	10	0	18	27
08:30 AM	0	0	0	0	0	0	2	0	2	4	0	0	3	5	8	0	7	**14**	0	**21**	33
08:45 AM	0	0	0	0	0	0	5	0	**6**	**11**	0	0	**5**	3	8	0	5	12	0	17	**36**
Total Volume	0	0	0	0	0	0	13	0	14	27	0	0	14	15	29	0	23	46	0	69	125
% App. Total	0	0	0	0		0	48.1	0	51.9		0	0	48.3	51.7		0	33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.650	.000	.583	.614	.000	.000	.700	.625	.725	.000	.719	.821	.000	.821	.868

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 4



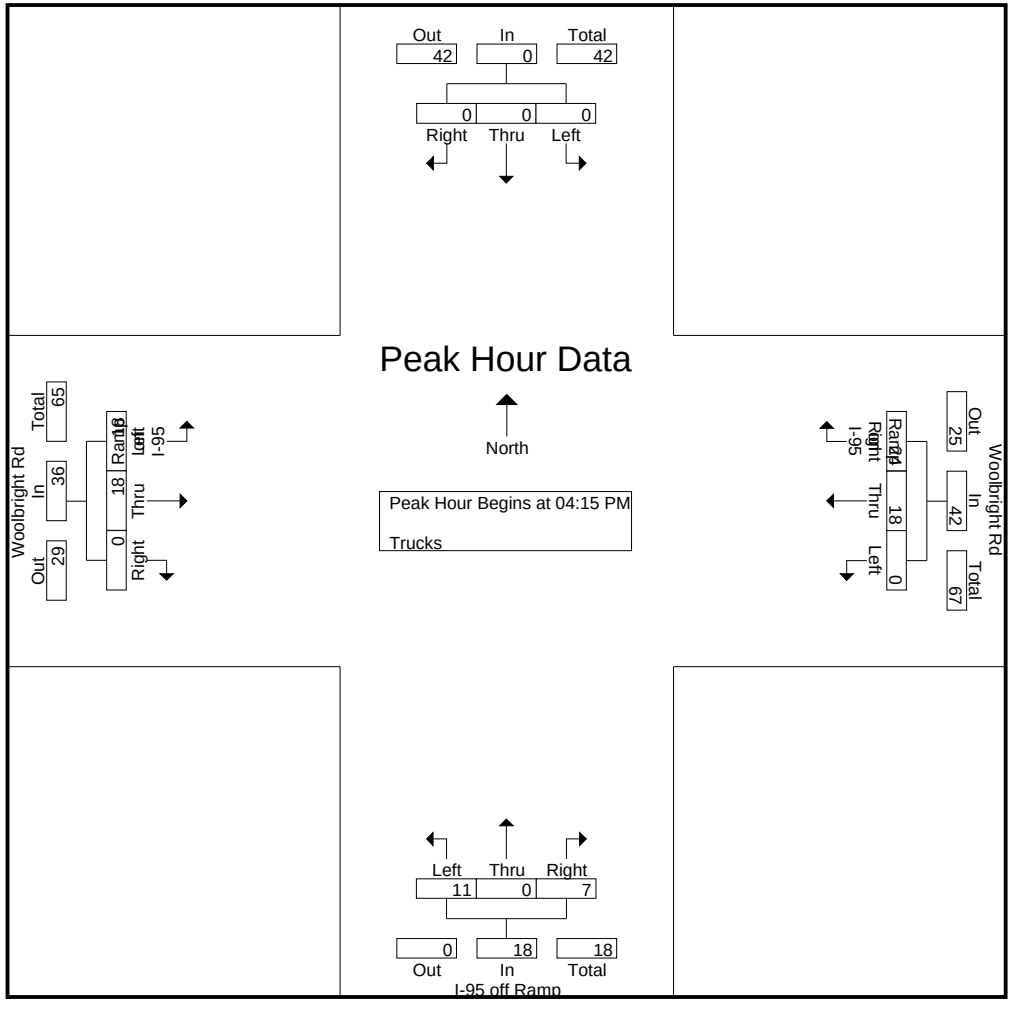
Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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 04:15 PM																					
04:15 PM	0	0	0	0	0	0	**4**	0	0	4	0	0	**8**	4	**12**	0	**8**	4	0	**12**	28
04:30 PM	0	0	0	0	0	0	4	0	**4**	**8**	0	0	4	**8**	12	0	6	**5**	0	11	**31**
04:45 PM	0	0	0	0	0	0	1	0	1	2	0	0	3	7	10	0	1	5	0	6	18
05:00 PM	0	0	0	0	0	0	2	0	2	4	0	0	3	5	8	0	3	4	0	7	19
Total Volume	0	0	0	0	0	0	11	0	7	18	0	0	18	24	42	0	18	18	0	36	96
% App. Total	0	0	0	0		0	61.1	0	38.9		0	0	42.9	57.1		0	50	50	0		
PHF	.000	.000	.000	.000	.000	.000	.688	.000	.438	.563	.000	.000	.563	.750	.875	.000	.563	.900	.000	.750	.774

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 6



Woolbright Rd & I-95 NB off Ramp
Wednesday

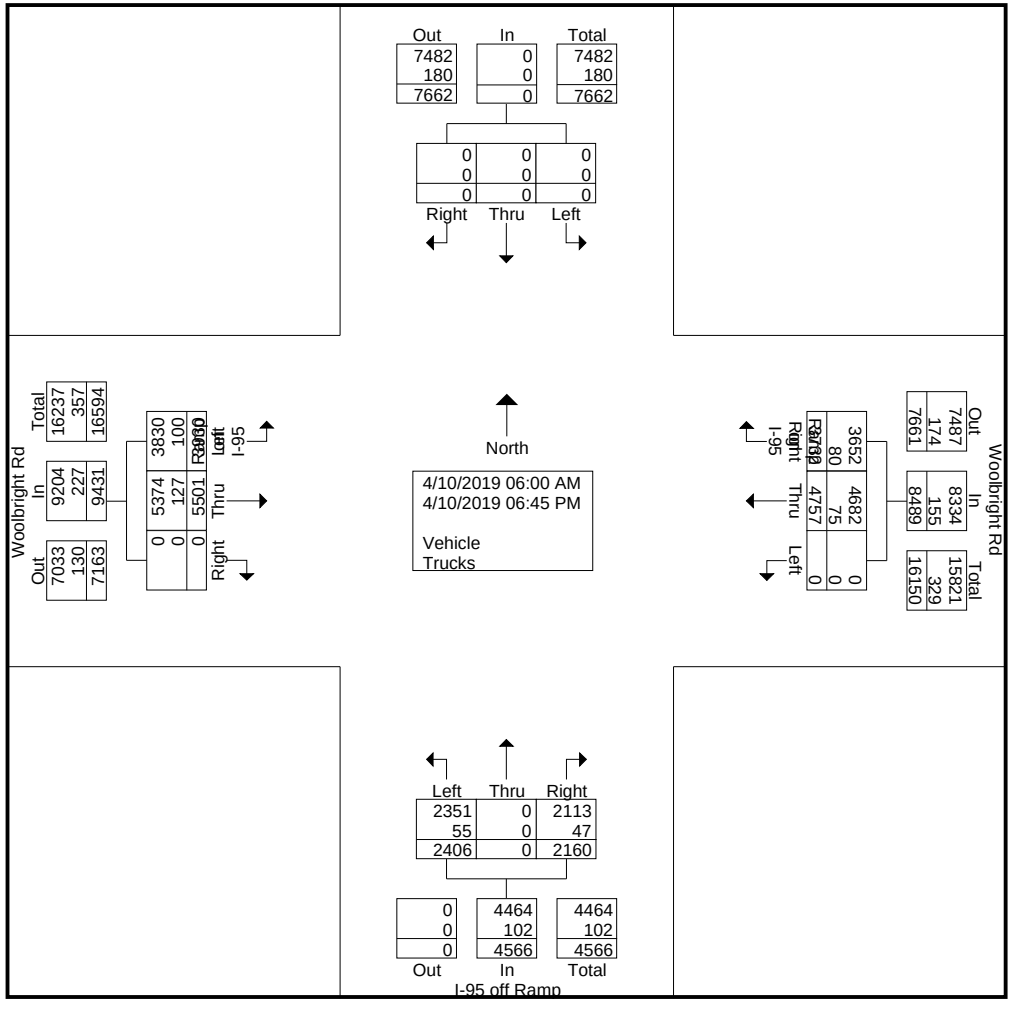
File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Vehicle - Trucks

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	22	0	22	44	0	0	75	62	137	0	59	46	0	105	286
06:15 AM	0	0	0	0	0	0	13	0	51	64	0	0	97	54	151	0	94	93	0	187	402
06:30 AM	0	0	0	0	0	0	42	0	48	90	0	0	178	110	288	0	99	127	0	226	604
06:45 AM	0	0	0	0	0	0	64	0	69	133	0	0	150	108	258	0	126	189	0	315	706
Total	0	0	0	0	0	0	141	0	190	331	0	0	500	334	834	0	378	455	0	833	1998
07:00 AM	0	0	0	0	0	0	45	0	49	94	0	0	175	151	326	0	180	162	0	342	762
07:15 AM	0	0	0	0	0	0	70	0	75	145	0	0	236	148	384	0	161	227	0	388	917
07:30 AM	0	0	0	0	0	0	72	0	76	148	0	0	228	198	426	3	201	229	0	433	1007
07:45 AM	0	0	0	0	0	0	95	0	79	174	0	0	196	163	359	0	159	251	0	410	943
Total	0	0	0	0	0	0	282	0	279	561	0	0	835	660	1495	3	701	869	0	1573	3629
08:00 AM	0	0	0	0	0	0	94	0	79	173	0	0	208	205	413	0	144	229	0	373	959
08:15 AM	0	0	0	0	0	0	84	0	65	149	0	0	192	165	357	0	174	237	0	411	917
08:30 AM	0	0	0	0	0	0	101	0	76	177	0	0	207	159	366	0	179	223	0	402	945
08:45 AM	0	0	0	0	0	0	76	0	97	173	0	0	202	155	357	1	154	272	0	427	957
Total	0	0	0	0	0	0	355	0	317	672	0	0	809	684	1493	1	651	961	0	1613	3778
*** BREAK ***																					
04:00 PM	0	0	0	0	0	0	137	0	131	268	0	0	193	173	366	0	191	208	0	399	1033
04:15 PM	0	0	0	0	0	0	134	0	112	246	0	0	198	173	371	1	200	261	0	462	1079
04:30 PM	0	0	0	0	0	0	147	0	115	262	0	0	185	188	373	1	198	261	0	460	1095
04:45 PM	0	0	0	0	0	0	145	0	114	259	0	0	274	193	467	1	189	283	0	473	1199
Total	0	0	0	0	0	0	563	0	472	1035	0	0	850	727	1577	3	778	1013	0	1794	4406
05:00 PM	0	0	0	0	0	0	166	0	103	269	0	0	223	203	426	3	236	317	0	556	1251
05:15 PM	0	0	0	0	0	0	139	0	133	272	0	0	260	200	460	1	207	288	0	496	1228
05:30 PM	0	0	0	0	0	0	128	0	109	237	0	0	246	198	444	2	196	291	0	489	1170
05:45 PM	0	0	0	0	0	0	141	0	115	256	0	0	260	175	435	0	170	297	0	467	1158
Total	0	0	0	0	0	0	574	0	460	1034	0	0	989	776	1765	6	809	1193	0	2008	4807
06:00 PM	0	0	0	0	0	0	121	0	114	235	0	0	222	145	367	1	165	261	0	427	1029
06:15 PM	0	0	0	0	0	0	119	0	108	227	0	0	196	142	338	0	158	245	0	403	968
06:30 PM	0	0	0	0	0	0	126	0	102	228	0	0	172	142	314	0	147	263	0	410	952
06:45 PM	0	0	0	0	0	0	125	0	118	243	0	0	184	122	306	0	129	241	0	370	919
Total	0	0	0	0	0	0	491	0	442	933	0	0	774	551	1325	1	599	1010	0	1610	3868
Grand Total	0	0	0	0	0	0	2406	0	2160	4566	0	0	4757	3732	8489	14	3916	5501	0	9431	22486
Apprch %	0	0	0	0		0	52.7	0	47.3		0	0	56	44		0.1	41.5	58.3	0		
Total %	0	0	0	0	0	0	10.7	0	9.6	20.3	0	0	21.2	16.6	37.8	0.1	17.4	24.5	0	41.9	
Vehicle	0	0	0	0	0	0	2351	0	2113	4464	0	0	4682	3652	8334	14	3816	5374	0	9204	22002
% Vehicle	0	0	0	0	0	0	97.7	0	97.8	97.8	0	0	98.4	97.9	98.2	100	97.4	97.7	0	97.6	97.8
Trucks	0	0	0	0	0	0	55	0	47	102	0	0	75	80	155	0	100	127	0	227	484
% Trucks	0	0	0	0	0	0	2.3	0	2.2	2.2	0	0	1.6	2.1	1.8	0	2.6	2.3	0	2.4	2.2

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 2



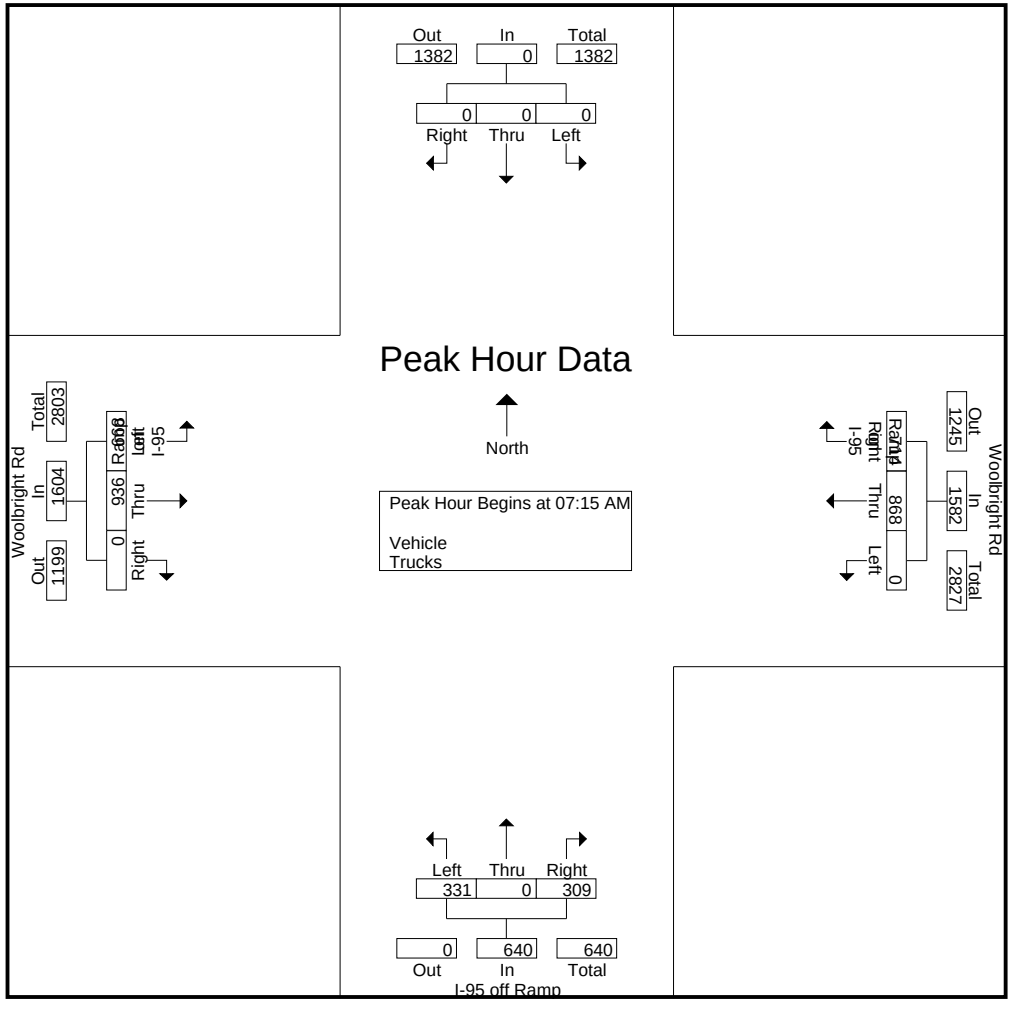
Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 3

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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 07:15 AM																					
07:15 AM	0	0	0	0	0	0	70	0	75	145	0	0	**236**	148	384	0	161	227	0	388	917
07:30 AM	0	0	0	0	0	0	72	0	76	148	0	0	228	198	**426**	**3**	**201**	229	0	**433**	**1007**
07:45 AM	0	0	0	0	0	0	**95**	0	**79**	**174**	0	0	196	163	359	0	159	**251**	0	410	943
08:00 AM	0	0	0	0	0	0	94	0	79	173	0	0	208	**205**	413	0	144	229	0	373	959
Total Volume	0	0	0	0	0	0	331	0	309	640	0	0	868	714	1582	3	665	936	0	1604	3826
% App. Total	0	0	0	0		0	51.7	0	48.3		0	0	54.9	45.1		0.2	41.5	58.4	0		
PHF	.000	.000	.000	.000	.000	.000	.871	.000	.978	.920	.000	.000	.919	.871	.928	.250	.827	.932	.000	.926	.950

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 4



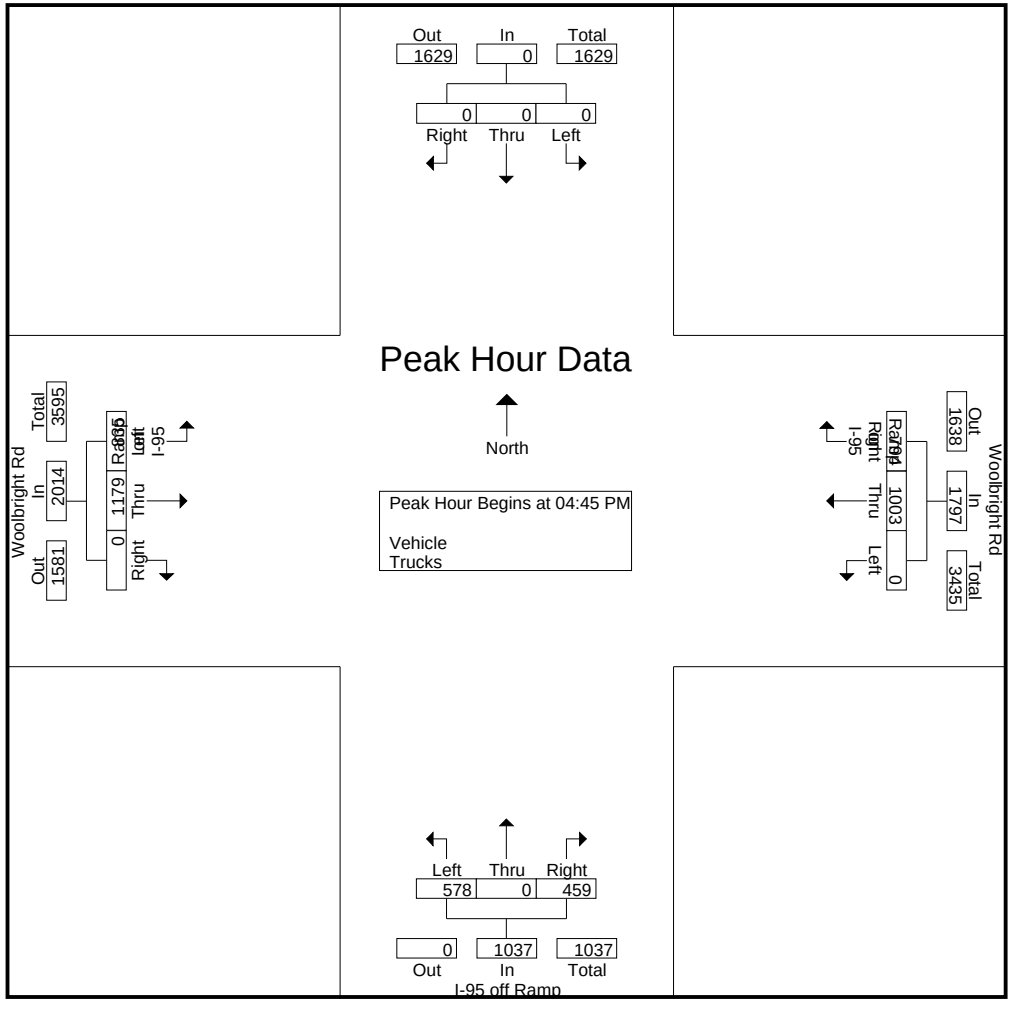
Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	Southbound					I-95 off Ramp Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	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	145	0	114	259	0	0	**274**	193	**467**	1	189	283	0	473	1199
05:00 PM	0	0	0	0	0	0	**166**	0	103	269	0	0	223	**203**	426	**3**	**236**	**317**	0	**556**	**1251**
05:15 PM	0	0	0	0	0	0	139	0	**133**	**272**	0	0	260	200	460	1	207	288	0	496	1228
05:30 PM	0	0	0	0	0	0	128	0	109	237	0	0	246	198	444	2	196	291	0	489	1170
Total Volume	0	0	0	0	0	0	578	0	459	1037	0	0	1003	794	1797	7	828	1179	0	2014	4848
% App. Total	0	0	0	0		0	55.7	0	44.3		0	0	55.8	44.2		0.3	41.1	58.5	0		
PHF	.000	.000	.000	.000	.000	.000	.870	.000	.863	.953	.000	.000	.915	.978	.962	.583	.877	.930	.000	.906	.969

Woolbright Rd & I-95 NB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 NB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 6



Woolbright Rd & I-95 SB off Ramp
Thursday

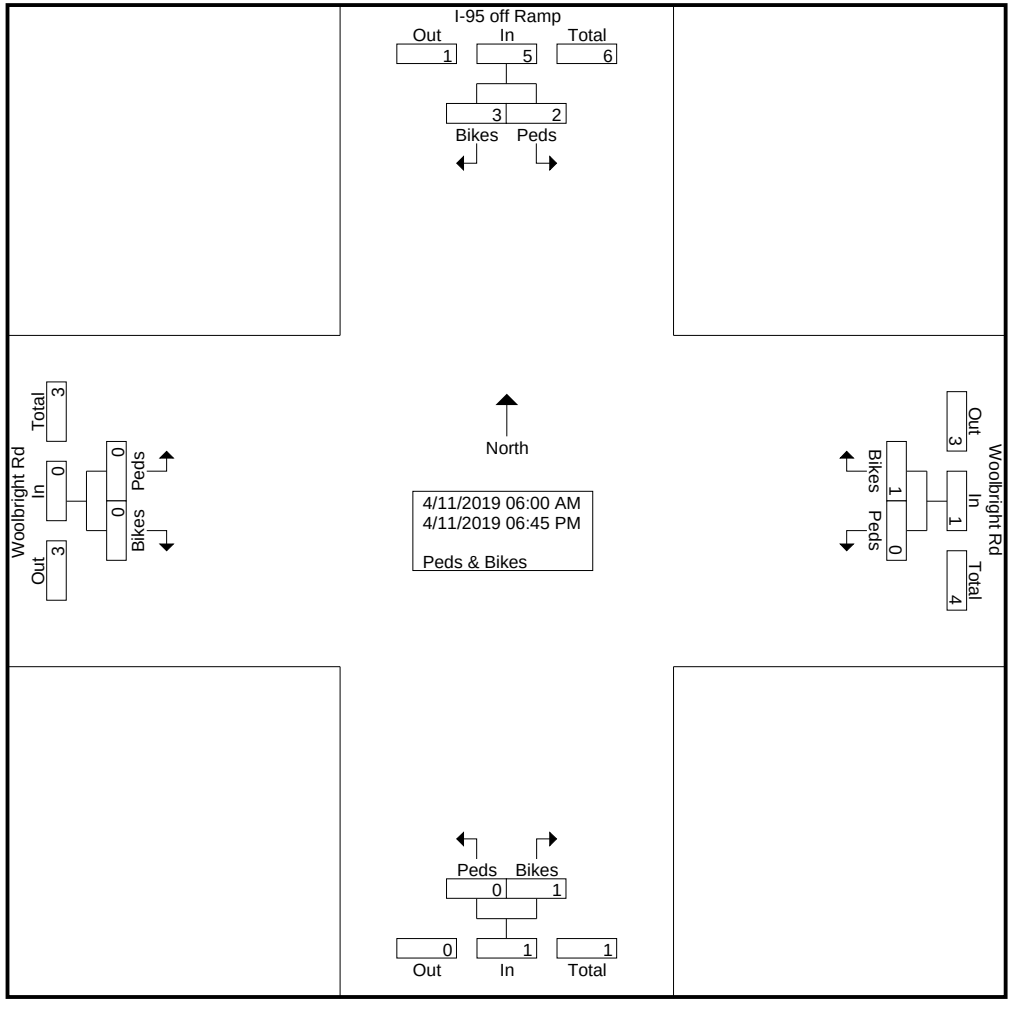
File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Peds & Bikes

	I-95 off Ramp Southbound			Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
07:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
08:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
05:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
06:15 PM	0	1	1	0	1	1	0	1	1	0	0	0	3
*** BREAK ***													
Total	0	1	1	0	1	1	0	1	1	0	0	0	3
Grand Total	2	3	5	0	1	1	0	1	1	0	0	0	7
Apprch %	40	60		0	100		0	100		0	0		
Total %	28.6	42.9	71.4	0	14.3	14.3	0	14.3	14.3	0	0	0	

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



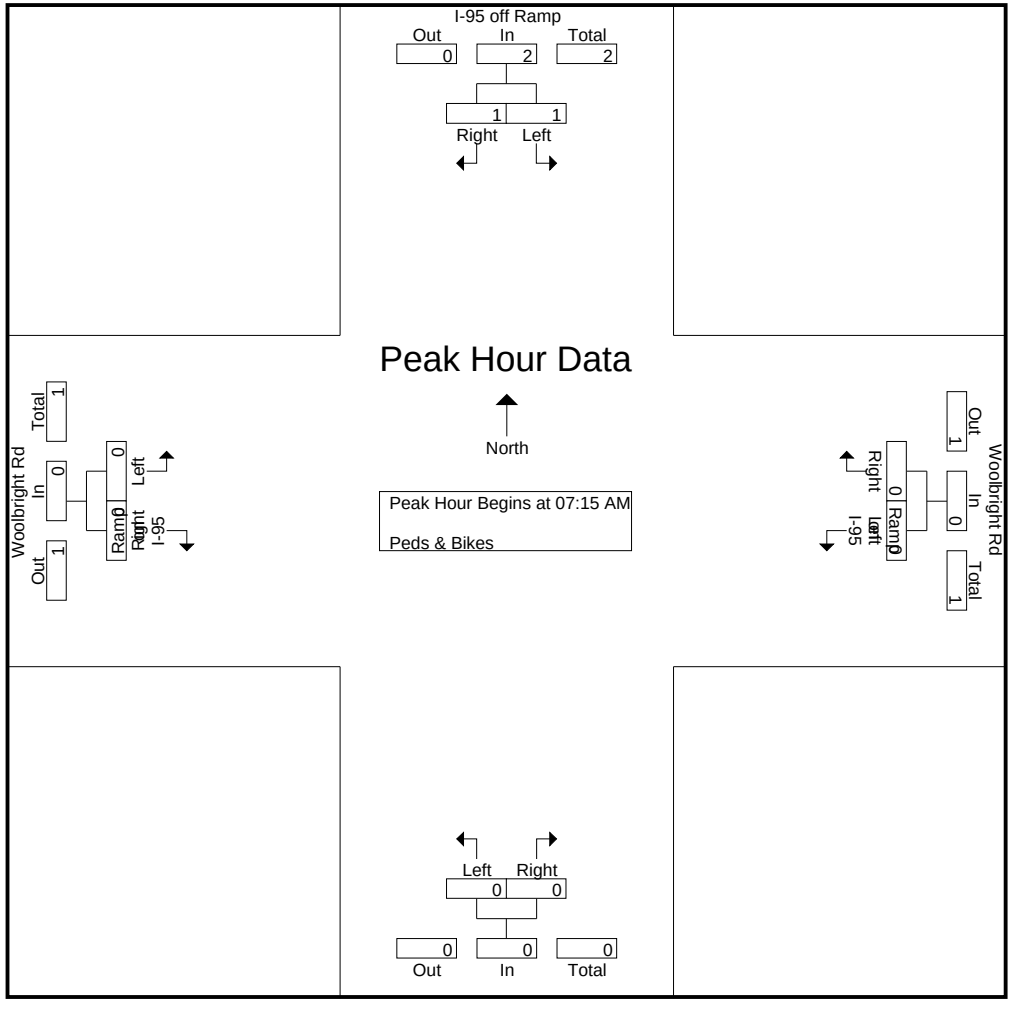
Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019

	I-95 off Ramp Southbound			Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 07:15 AM													
07:15 AM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	**1**	0	1	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	2	0	0	0	0	0	0	0	0	0	2
% App. Total	50	50		0	0		0	0		0	0		
PHF	.250	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



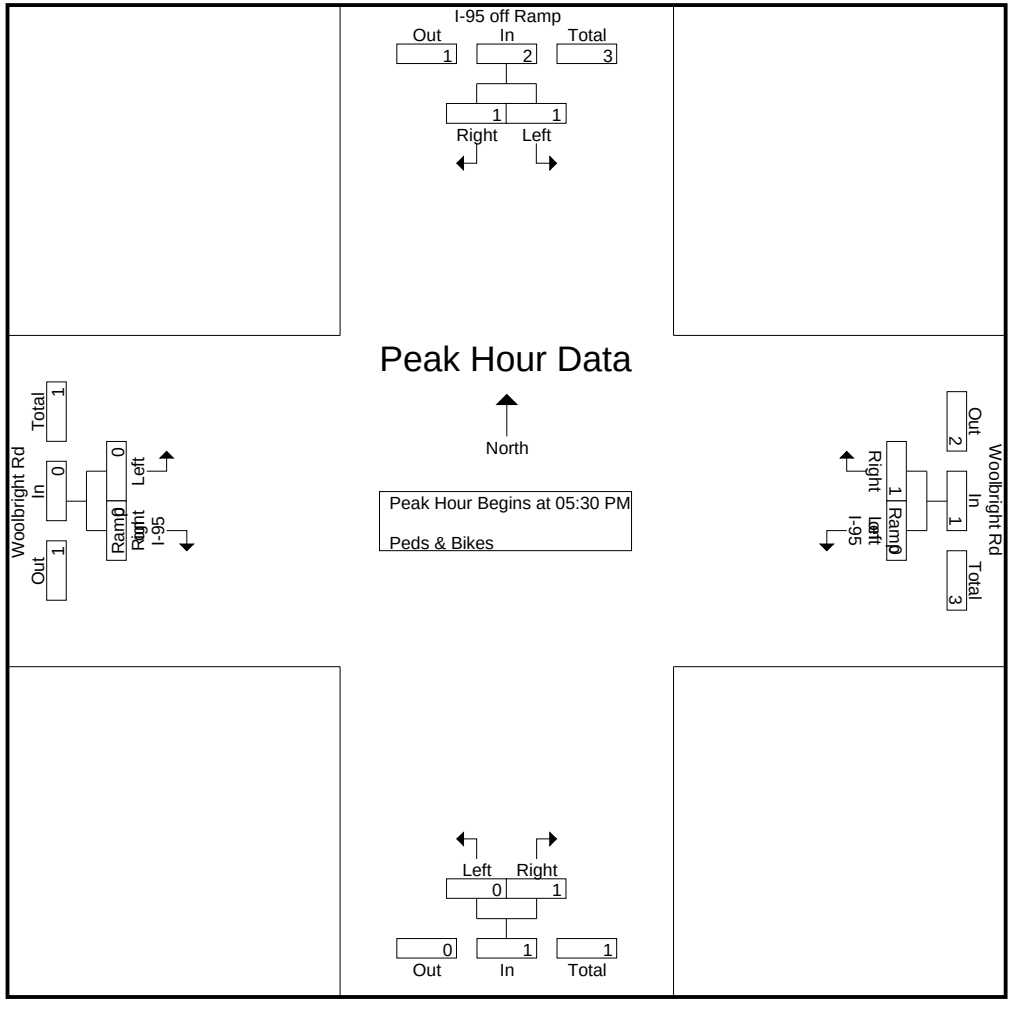
Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	I-95 off Ramp Southbound			Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 05:30 PM													
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	**1**	0	**1**	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	**1**	1	0	**1**	**1**	0	**1**	**1**	0	0	0	**3**
Total Volume	1	1	2	0	1	1	0	1	1	0	0	0	4
% App. Total	50	50		0	100		0	100		0	0		
PHF	.250	.250	.500	.000	.250	.250	.000	.250	.250	.000	.000	.000	.333

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & I-95 SB off Ramp
Thursday

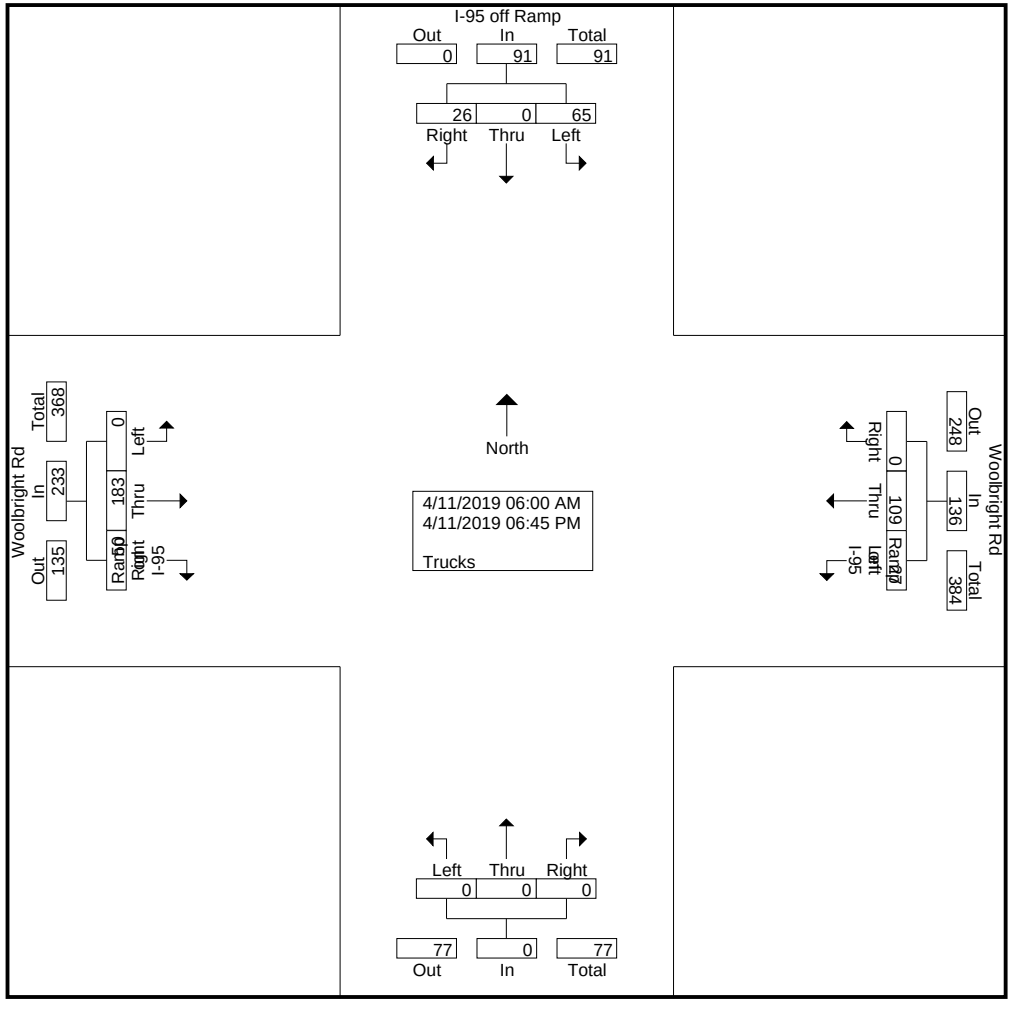
File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Trucks

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	Int. Total
06:00 AM	0	1	0	2	3	0	0	0	0	0	0	0	2	0	2	0	0	9	0	9	14
06:15 AM	0	1	0	5	6	0	0	0	0	0	0	0	2	0	2	0	0	8	2	10	18
06:30 AM	0	1	0	1	2	0	0	0	0	0	0	1	1	0	2	0	0	11	2	13	17
06:45 AM	0	4	0	1	5	0	0	0	0	0	0	2	5	0	7	0	0	8	2	10	22
Total	0	7	0	9	16	0	0	0	0	0	0	3	10	0	13	0	0	36	6	42	71
07:00 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	4	0	0	4	3	7	13
07:15 AM	0	6	0	0	6	0	0	0	0	0	0	1	4	0	5	0	0	2	2	4	15
07:30 AM	0	6	0	1	7	0	0	0	0	0	0	1	8	0	9	0	0	7	2	9	25
07:45 AM	0	6	0	1	7	0	0	0	0	0	0	3	7	0	10	0	0	3	3	6	23
Total	0	20	0	2	22	0	0	0	0	0	0	5	23	0	28	0	0	16	10	26	76
08:00 AM	0	4	0	1	5	0	0	0	0	0	0	2	9	0	11	0	0	16	3	19	35
08:15 AM	0	8	0	1	9	0	0	0	0	0	0	2	5	0	7	0	0	7	3	10	26
08:30 AM	0	7	0	1	8	0	0	0	0	0	0	1	6	0	7	0	0	7	5	12	27
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	5	0	6	0	0	10	6	16	25
Total	0	22	0	3	25	0	0	0	0	0	0	6	25	0	31	0	0	40	17	57	113
*** BREAK ***																					
04:00 PM	0	3	0	3	6	0	0	0	0	0	0	4	5	0	9	0	0	4	3	7	22
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	7	0	8	0	0	21	2	23	34
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	1	7	0	8	0	0	12	5	17	27
04:45 PM	0	4	0	0	4	0	0	0	0	0	0	0	11	0	11	0	0	3	1	4	19
Total	0	10	0	5	15	0	0	0	0	0	0	6	30	0	36	0	0	40	11	51	102
05:00 PM	0	2	0	2	4	0	0	0	0	0	0	2	3	0	5	0	0	9	1	10	19
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	5	1	6	8
05:30 PM	0	0	0	2	2	0	0	0	0	0	0	0	5	0	5	0	0	6	4	10	17
05:45 PM	0	1	0	1	2	0	0	0	0	0	0	0	5	0	5	0	0	8	0	8	15
Total	0	3	0	5	8	0	0	0	0	0	0	2	15	0	17	0	0	28	6	34	59
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	6	0	6	9
06:15 PM	0	2	0	1	3	0	0	0	0	0	0	0	2	0	2	0	0	7	0	7	12
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	3	1	0	4	0	0	2	0	2	7
06:45 PM	0	0	0	1	1	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	11
Total	0	3	0	2	5	0	0	0	0	0	0	5	6	0	11	0	0	23	0	23	39
Grand Total	0	65	0	26	91	0	0	0	0	0	0	27	109	0	136	0	0	183	50	233	460
Apprch %	0	71.4	0	28.6		0	0	0	0		0	19.9	80.1	0		0	0	78.5	21.5		
Total %	0	14.1	0	5.7	19.8	0	0	0	0	0	0	5.9	23.7	0	29.6	0	0	39.8	10.9	50.7	

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



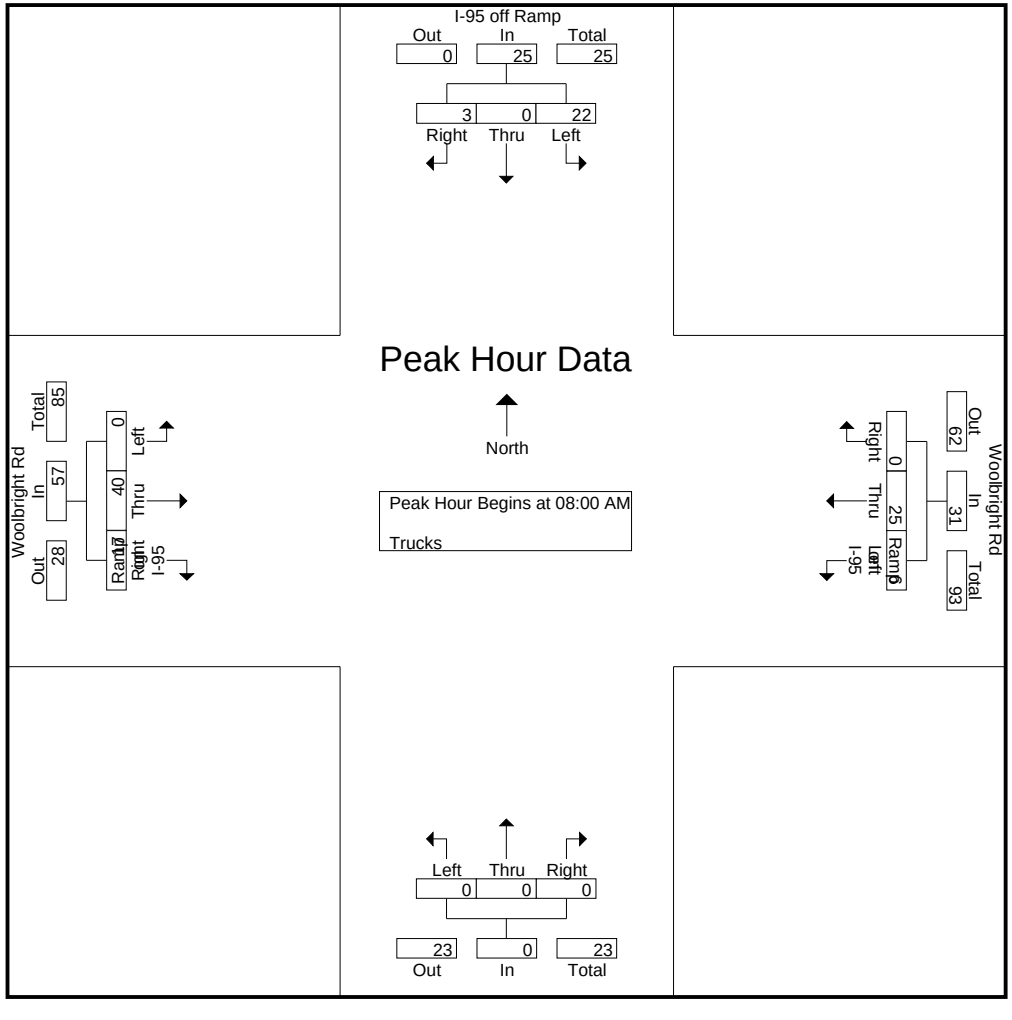
Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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 08:00 AM																					
08:00 AM	0	4	0	**1**	5	0	0	0	0	0	0	**2**	**9**	0	**11**	0	0	**16**	3	**19**	**35**
08:15 AM	0	**8**	0	1	**9**	0	0	0	0	0	0	2	5	0	7	0	0	7	3	10	26
08:30 AM	0	7	0	1	8	0	0	0	0	0	0	1	6	0	7	0	0	7	5	12	27
08:45 AM	0	3	0	0	3	0	0	0	0	0	0	1	5	0	6	0	0	10	**6**	16	25
Total Volume	0	22	0	3	25	0	0	0	0	0	0	6	25	0	31	0	0	40	17	57	113
% App. Total	0	88	0	12		0	0	0	0		0	19.4	80.6	0		0	0	70.2	29.8		
PHF	.000	.688	.000	.750	.694	.000	.000	.000	.000	.000	.000	.750	.694	.000	.705	.000	.000	.625	.708	.750	.807

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



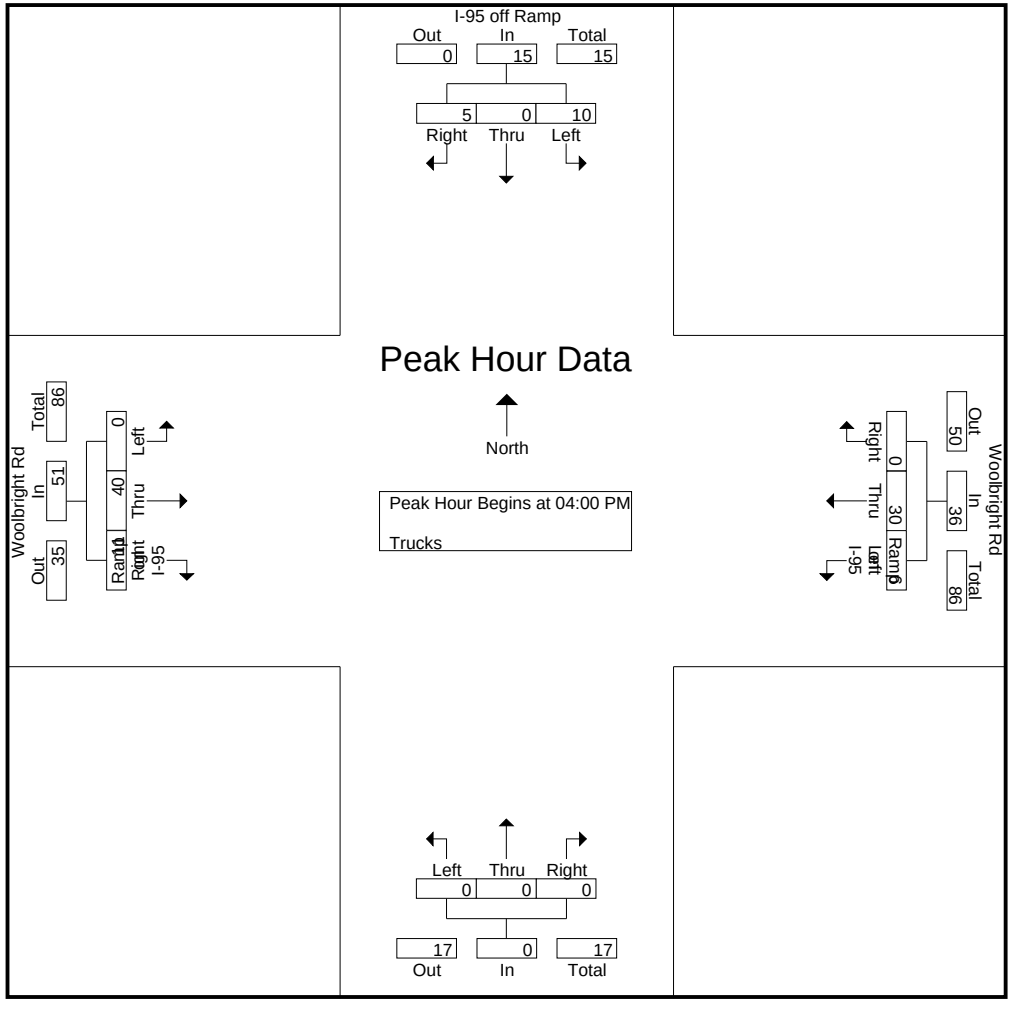
Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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 04:00 PM																					
04:00 PM	0	3	0	**3**	**6**	0	0	0	0	0	0	**4**	5	0	9	0	0	4	3	7	22
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	1	7	0	8	0	0	**21**	2	**23**	**34**
04:30 PM	0	0	0	2	2	0	0	0	0	0	0	1	7	0	8	0	0	12	**5**	17	27
04:45 PM	0	**4**	0	0	4	0	0	0	0	0	0	0	**11**	0	**11**	0	0	3	1	4	19
Total Volume	0	10	0	5	15	0	0	0	0	0	0	6	30	0	36	0	0	40	11	51	102
% App. Total	0	66.7	0	33.3		0	0	0	0		0	16.7	83.3	0		0	0	78.4	21.6		
PHF	.000	.625	.000	.417	.625	.000	.000	.000	.000	.000	.000	.375	.682	.000	.818	.000	.000	.476	.550	.554	.750

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & I-95 SB off Ramp
Thursday

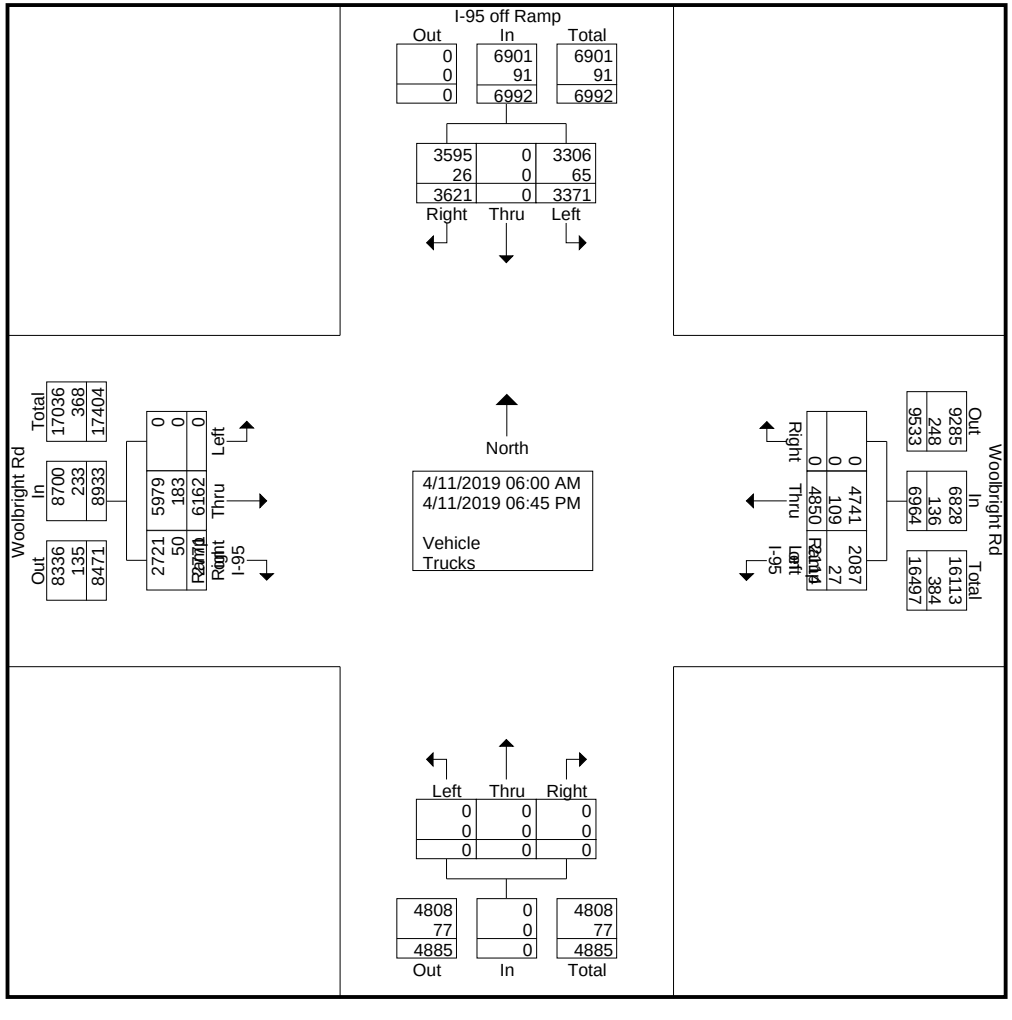
File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Vehicle - Trucks

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	Int. Total
06:00 AM	0	40	0	92	132	0	0	0	0	0	0	43	37	0	80	0	0	85	59	144	356
06:15 AM	0	56	0	104	160	0	0	0	0	0	0	62	58	0	120	0	0	111	84	195	475
06:30 AM	0	137	0	154	291	0	0	0	0	0	0	98	99	0	197	0	0	143	120	263	751
06:45 AM	0	125	0	170	295	0	0	0	0	0	0	87	96	0	183	0	0	188	116	304	782
Total	0	358	0	520	878	0	0	0	0	0	0	290	290	0	580	0	0	527	379	906	2364
07:00 AM	0	135	0	161	296	0	0	0	0	0	0	92	110	0	202	0	0	194	138	332	830
07:15 AM	0	164	0	181	345	0	0	0	0	0	1	131	153	0	285	0	0	257	172	429	1059
07:30 AM	0	172	0	184	356	0	0	0	0	0	0	102	167	0	269	0	0	218	181	399	1024
07:45 AM	0	160	0	185	345	0	0	0	0	0	0	124	225	0	349	0	0	230	206	436	1130
Total	0	631	0	711	1342	0	0	0	0	0	1	449	655	0	1105	0	0	899	697	1596	4043
08:00 AM	0	125	0	167	292	0	0	0	0	0	0	105	181	0	286	0	0	334	230	564	1142
08:15 AM	0	145	0	150	295	0	0	0	0	0	1	134	159	0	294	0	0	252	194	446	1035
08:30 AM	0	118	0	179	297	0	0	0	0	0	2	105	180	0	287	0	0	316	140	456	1040
08:45 AM	0	143	0	154	297	0	0	0	0	0	0	116	187	0	303	0	0	272	126	398	998
Total	0	531	0	650	1181	0	0	0	0	0	3	460	707	0	1170	0	0	1174	690	1864	4215
*** BREAK ***																					
04:00 PM	0	140	0	160	300	0	0	0	0	0	0	89	245	0	334	0	0	295	94	389	1023
04:15 PM	0	161	0	173	334	0	0	0	0	0	0	76	273	0	349	0	0	324	101	425	1108
04:30 PM	0	131	0	142	273	0	0	0	0	0	0	92	287	0	379	0	0	372	107	479	1131
04:45 PM	0	149	0	166	315	0	0	0	0	0	0	83	251	0	334	0	0	255	71	326	975
Total	0	581	0	641	1222	0	0	0	0	0	0	340	1056	0	1396	0	0	1246	373	1619	4237
05:00 PM	0	146	0	129	275	0	0	0	0	0	1	71	275	0	347	0	0	338	98	436	1058
05:15 PM	0	166	0	148	314	0	0	0	0	0	0	79	317	0	396	0	0	373	90	463	1173
05:30 PM	0	156	0	169	325	0	0	0	0	0	0	81	322	0	403	0	0	325	92	417	1145
05:45 PM	0	140	0	126	266	0	0	0	0	0	0	74	299	0	373	0	0	307	85	392	1031
Total	0	608	0	572	1180	0	0	0	0	0	1	305	1213	0	1519	0	0	1343	365	1708	4407
06:00 PM	0	152	0	135	287	0	0	0	0	0	0	77	229	0	306	0	0	265	71	336	929
06:15 PM	0	166	0	128	294	0	0	0	0	0	0	69	247	0	316	0	0	293	65	358	968
06:30 PM	0	181	0	138	319	0	0	0	0	0	0	62	238	0	300	0	0	214	63	277	896
06:45 PM	0	163	0	126	289	0	0	0	0	0	0	57	215	0	272	0	0	201	68	269	830
Total	0	662	0	527	1189	0	0	0	0	0	0	265	929	0	1194	0	0	973	267	1240	3623
Grand Total	0	3371	0	3621	6992	0	0	0	0	0	5	2109	4850	0	6964	0	0	6162	2771	8933	22889
Apprch %	0	48.2	0	51.8		0	0	0	0		0.1	30.3	69.6	0		0	0	69	31		
Total %	0	14.7	0	15.8	30.5	0	0	0	0	0	0	9.2	21.2	0	30.4	0	0	26.9	12.1	39	
Vehicle	0	3306	0	3595	6901	0	0	0	0	0	5	2082	4741	0	6828	0	0	5979	2721	8700	22429
% Vehicle	0	98.1	0	99.3	98.7	0	0	0	0	0	100	98.7	97.8	0	98	0	0	97	98.2	97.4	98
Trucks	0	65	0	26	91	0	0	0	0	0	0	27	109	0	136	0	0	183	50	233	460
% Trucks	0	1.9	0	0.7	1.3	0	0	0	0	0	0	1.3	2.2	0	2	0	0	3	1.8	2.6	2

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



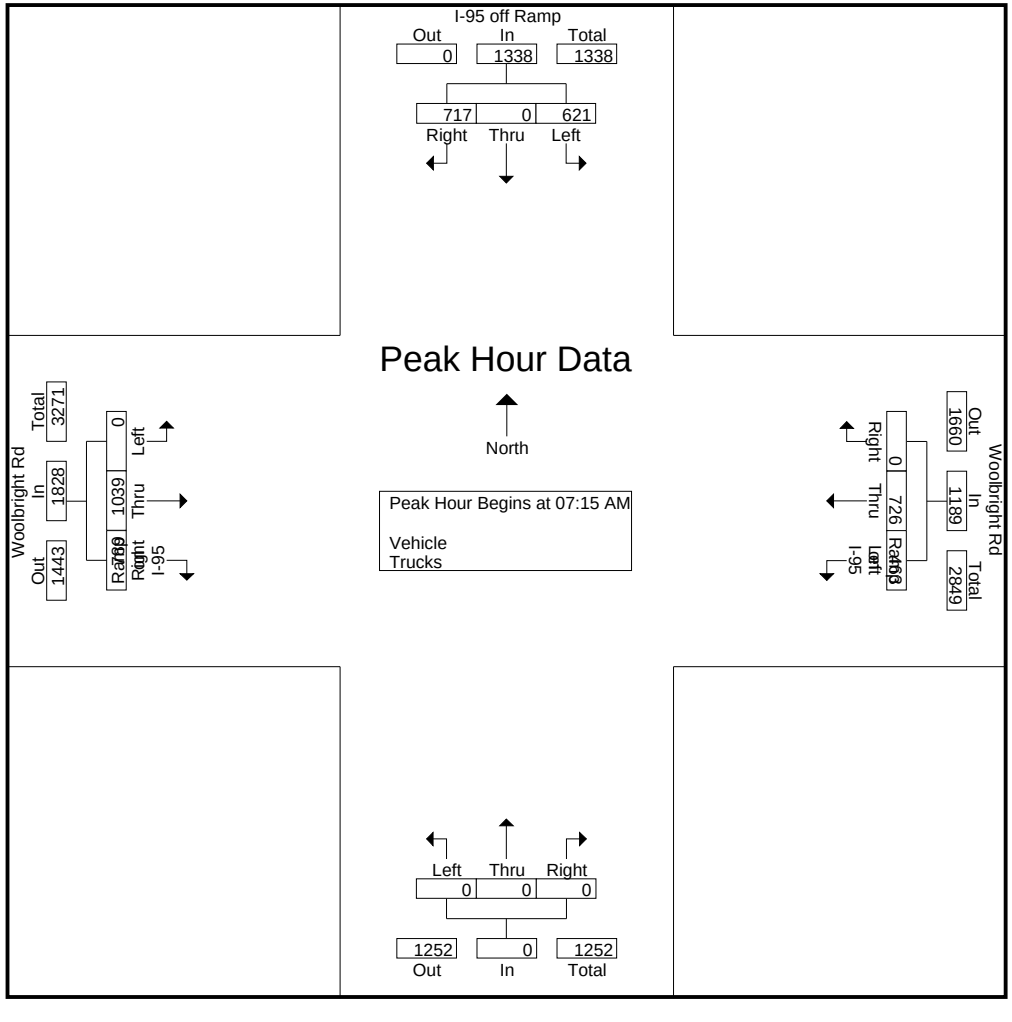
Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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 07:15 AM																					
07:15 AM	0	164	0	181	345	0	0	0	0	0	**1**	**131**	153	0	285	0	0	257	172	429	1059
07:30 AM	0	**172**	0	184	**356**	0	0	0	0	0	0	102	167	0	269	0	0	218	181	399	1024
07:45 AM	0	160	0	**185**	345	0	0	0	0	0	0	124	**225**	0	**349**	0	0	230	206	436	1130
08:00 AM	0	125	0	167	292	0	0	0	0	0	0	105	181	0	286	0	0	**334**	**230**	**564**	**1142**
Total Volume	0	621	0	717	1338	0	0	0	0	0	1	462	726	0	1189	0	0	1039	789	1828	4355
% App. Total	0	46.4	0	53.6		0	0	0	0		0.1	38.9	61.1	0		0	0	56.8	43.2		
PHF	.000	.903	.000	.969	.940	.000	.000	.000	.000	.000	.250	.882	.807	.000	.852	.000	.000	.778	.858	.810	.953

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



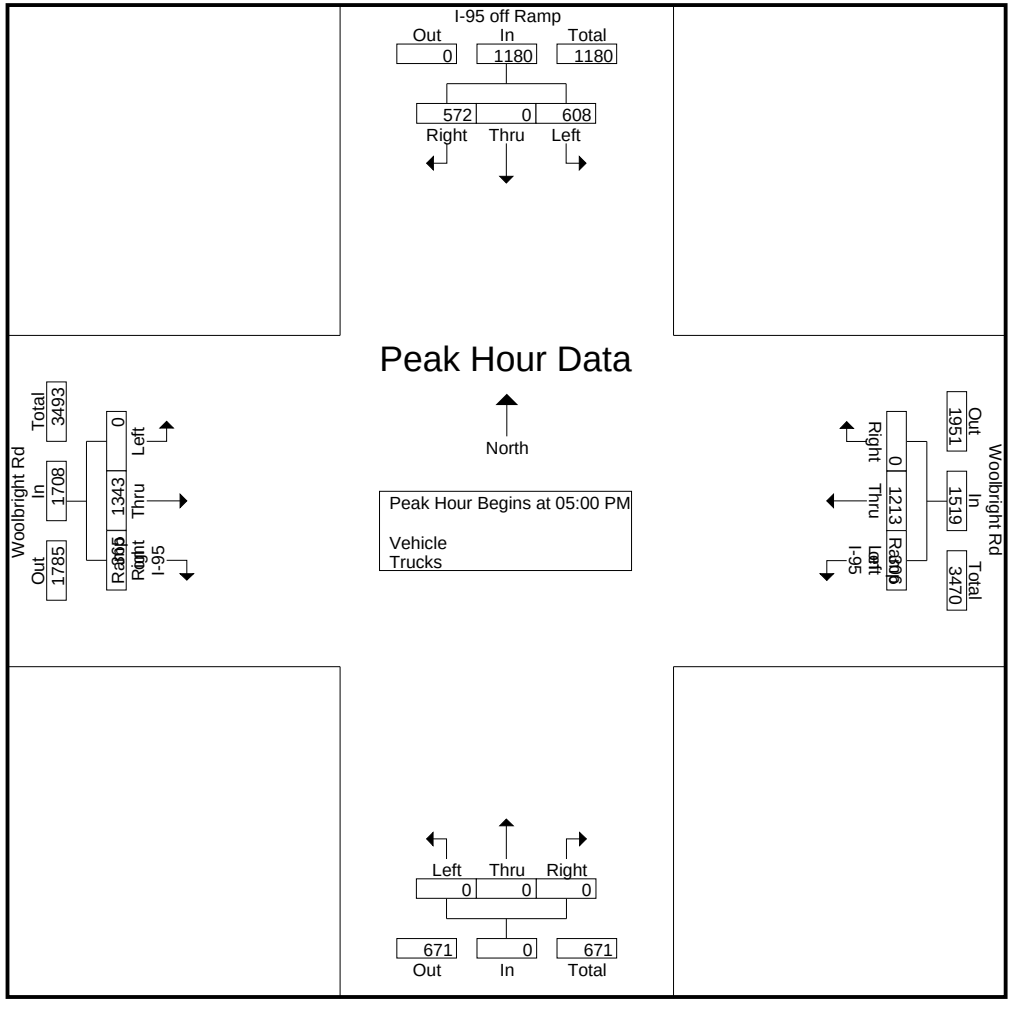
Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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	146	0	129	275	0	0	0	0	0	**1**	71	275	0	347	0	0	338	**98**	436	1058
05:15 PM	0	**166**	0	148	314	0	0	0	0	0	0	79	317	0	396	0	0	**373**	90	**463**	**1173**
05:30 PM	0	156	0	**169**	**325**	0	0	0	0	0	0	**81**	**322**	0	**403**	0	0	325	92	417	1145
05:45 PM	0	140	0	126	266	0	0	0	0	0	0	74	299	0	373	0	0	307	85	392	1031
Total Volume	0	608	0	572	1180	0	0	0	0	0	1	305	1213	0	1519	0	0	1343	365	1708	4407
% App. Total	0	51.5	0	48.5		0	0	0	0		0.1	20.1	79.9	0		0	0	78.6	21.4		
PHF	.000	.916	.000	.846	.908	.000	.000	.000	.000	.000	.250	.941	.942	.000	.942	.000	.000	.900	.931	.922	.939

Woolbright Rd & I-95 SB off Ramp
Thursday

File Name : Woolbright Rd & I-95 SB off Ramp (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & I-95 SB off Ramp
Wednesday

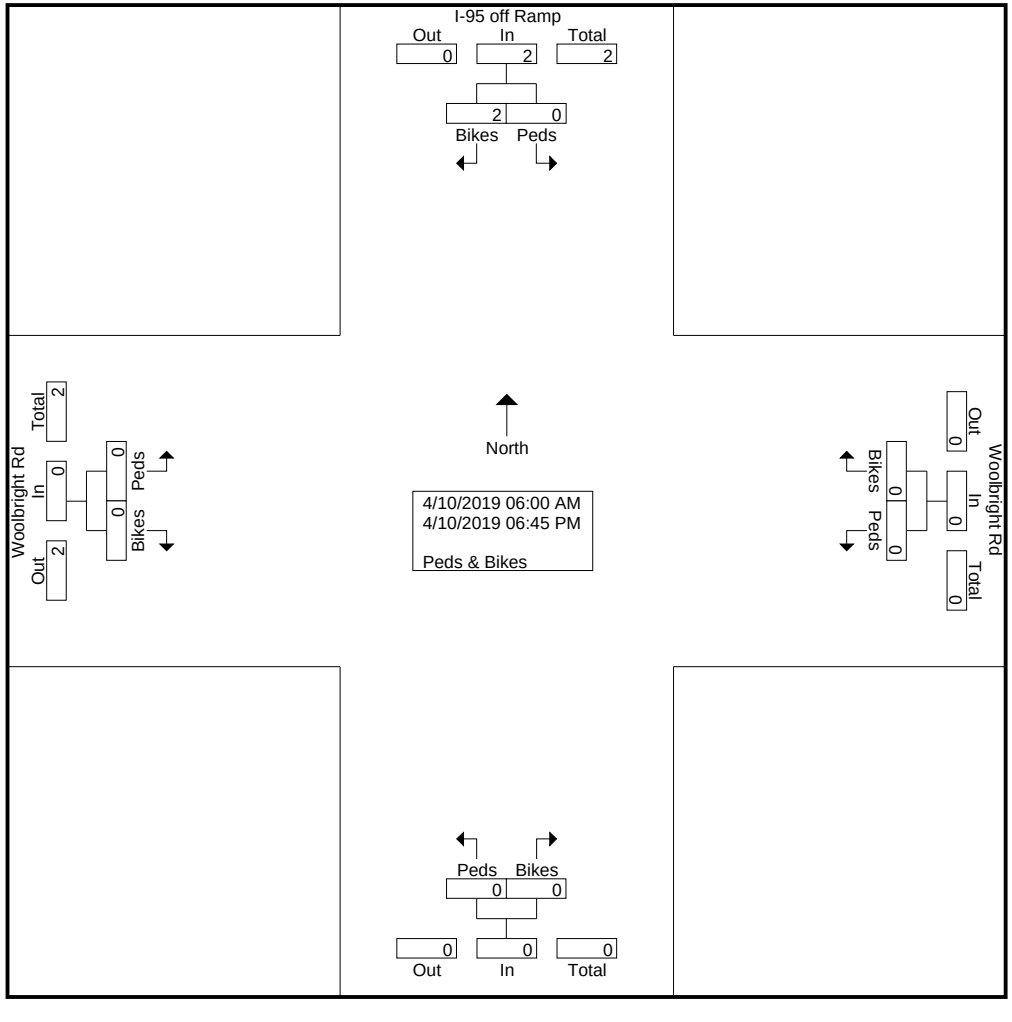
File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	I-95 off Ramp Southbound			Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
06:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
04:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Total	0	1	1	0	0	0	0	0	0	0	0	0	1
*** BREAK ***													
Grand Total	0	2	2	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100		0	0		0	0		0	0		
Total %	0	100	100	0	0	0	0	0	0	0	0	0	

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 2



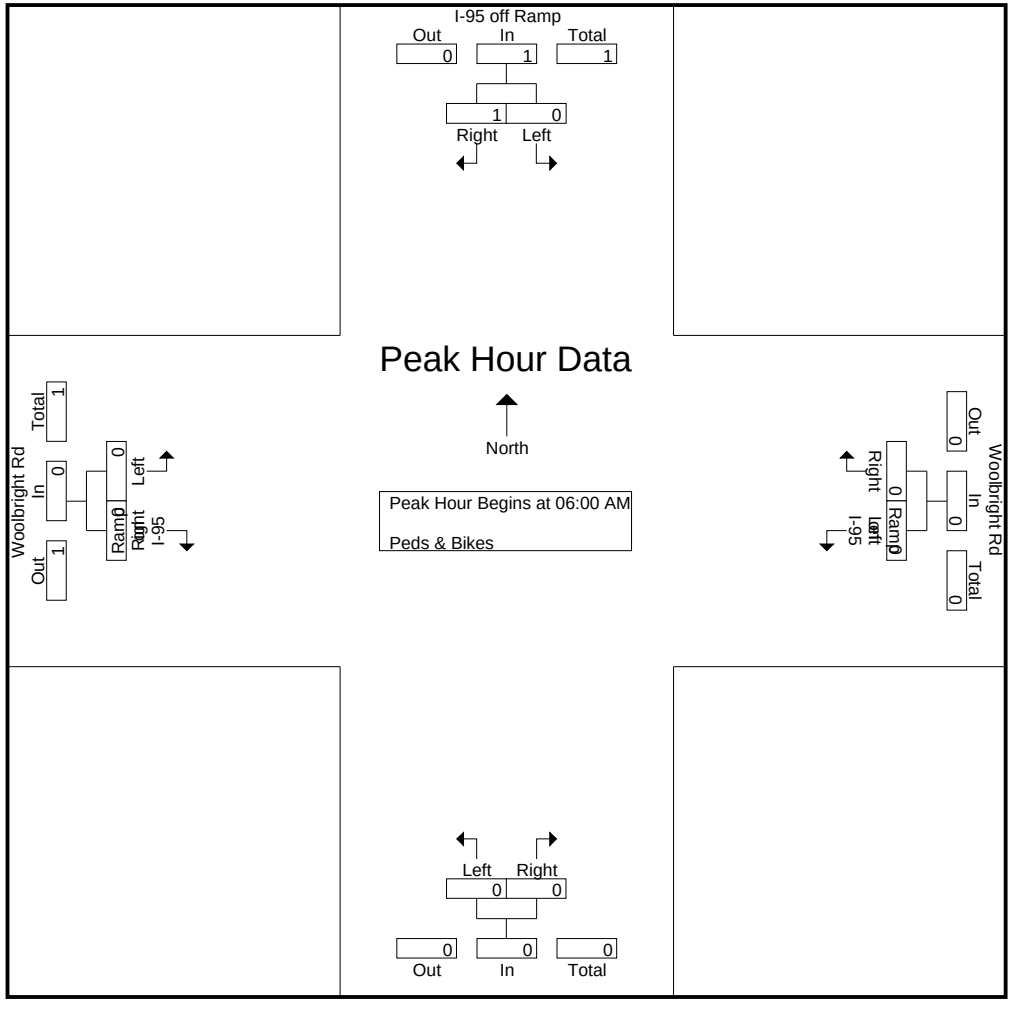
Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019

	I-95 off Ramp Southbound			Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 06:00 AM													
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**
Total Volume	0	1	1	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 4



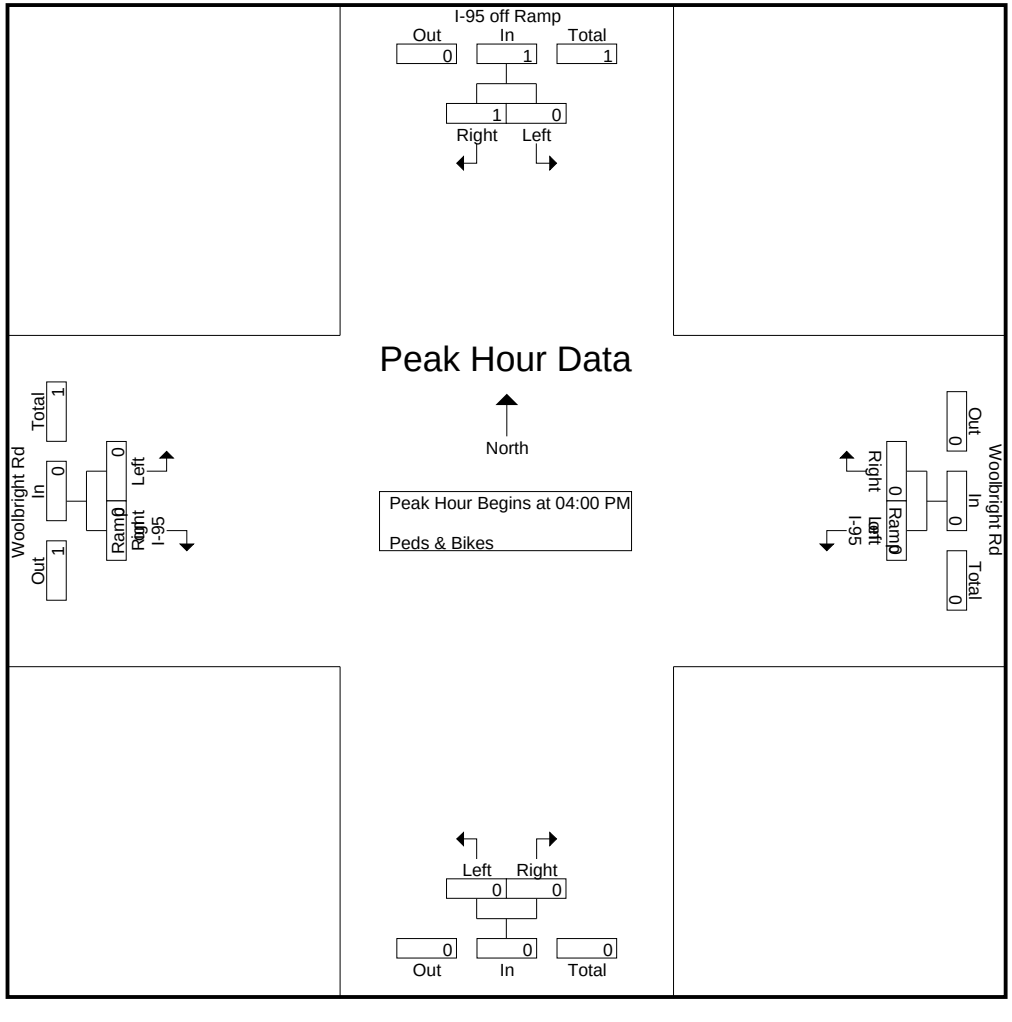
Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	I-95 off Ramp Southbound			Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 04:00 PM													
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100		0	0		0	0		0	0		
PHF	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 6



Woolbright Rd & I-95 SB off Ramp
Wednesday

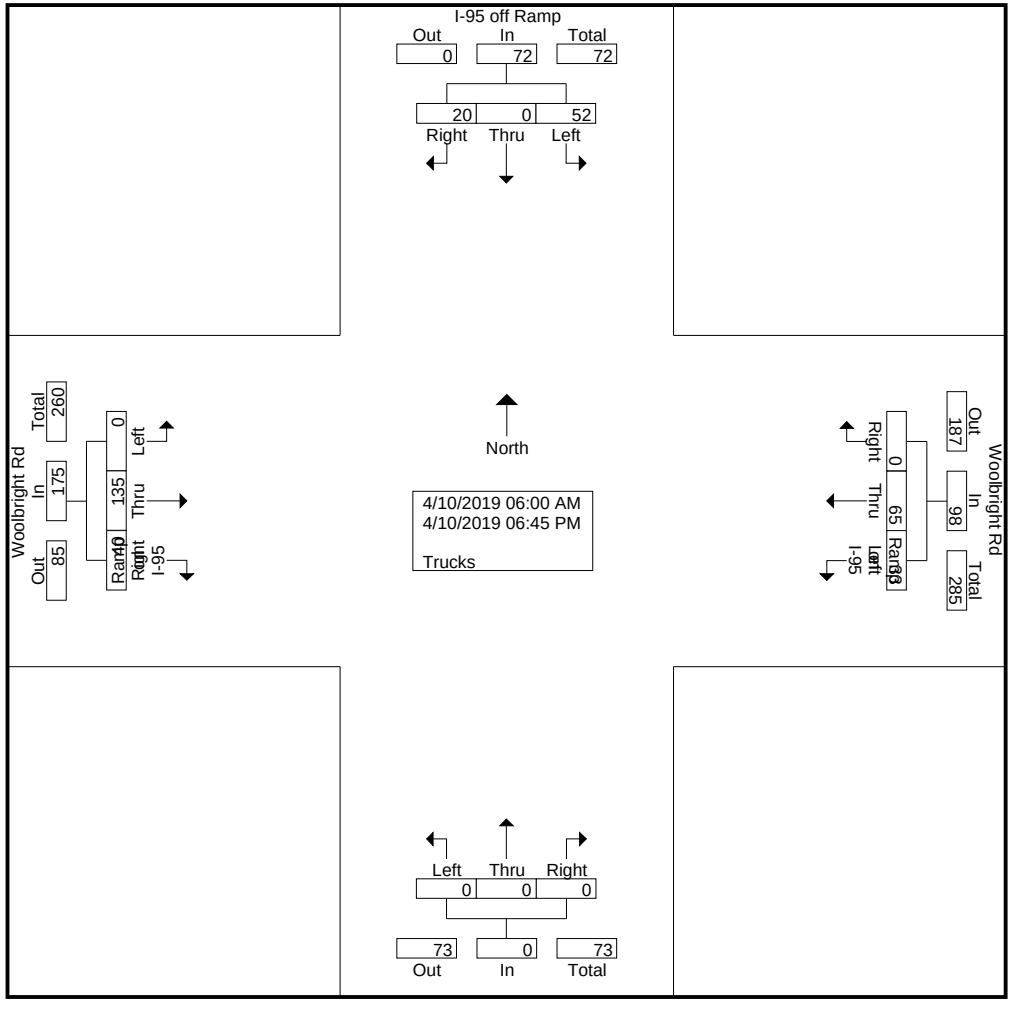
File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Trucks

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	Int. Total
06:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	6	1	7	9
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	7
06:30 AM	0	0	0	2	2	0	0	0	0	0	0	1	5	0	6	0	0	8	3	11	19
06:45 AM	0	4	0	0	4	0	0	0	0	0	0	1	4	0	5	0	0	4	3	7	16
Total	0	4	0	3	7	0	0	0	0	0	0	2	13	0	15	0	0	22	7	29	51
07:00 AM	0	1	0	1	2	0	0	0	0	0	0	4	5	0	9	0	0	5	2	7	18
07:15 AM	0	5	0	0	5	0	0	0	0	0	0	2	3	0	5	0	0	4	1	5	15
07:30 AM	0	5	0	5	10	0	0	0	0	0	0	2	4	0	6	0	0	10	2	12	28
07:45 AM	0	7	0	4	11	0	0	0	0	0	0	3	5	0	8	0	0	3	1	4	23
Total	0	18	0	10	28	0	0	0	0	0	0	11	17	0	28	0	0	22	6	28	84
08:00 AM	0	1	0	3	4	0	0	0	0	0	0	3	1	0	4	0	0	12	4	16	24
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	4	0	5	0	0	13	1	14	22
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	1	3	0	4	0	0	7	3	10	19
08:45 AM	0	9	0	1	10	0	0	0	0	0	0	1	7	0	8	0	0	6	4	10	28
Total	0	18	0	4	22	0	0	0	0	0	0	6	15	0	21	0	0	38	12	50	93
*** BREAK ***																					
04:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	3	2	5	8
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	3	6	0	9	0	0	12	3	15	26
04:30 PM	0	2	0	1	3	0	0	0	0	0	0	2	5	0	7	0	0	3	2	5	15
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	2	1	3	7
Total	0	6	0	1	7	0	0	0	0	0	0	8	13	0	21	0	0	20	8	28	56
05:00 PM	0	1	0	1	2	0	0	0	0	0	0	2	2	0	4	0	0	7	1	8	14
05:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	6	2	8	9
05:45 PM	0	3	0	1	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	8
Total	0	5	0	2	7	0	0	0	0	0	0	3	2	0	5	0	0	20	3	23	35
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	2	0	3	0	0	5	2	7	10
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	4
06:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	2	1	3	5
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	5	1	6	7
Total	0	1	0	0	1	0	0	0	0	0	0	3	5	0	8	0	0	13	4	17	26
Grand Total	0	52	0	20	72	0	0	0	0	0	0	33	65	0	98	0	0	135	40	175	345
Apprch %	0	72.2	0	27.8		0	0	0	0		0	33.7	66.3	0		0	0	77.1	22.9		
Total %	0	15.1	0	5.8	20.9	0	0	0	0	0	0	9.6	18.8	0	28.4	0	0	39.1	11.6	50.7	

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 2



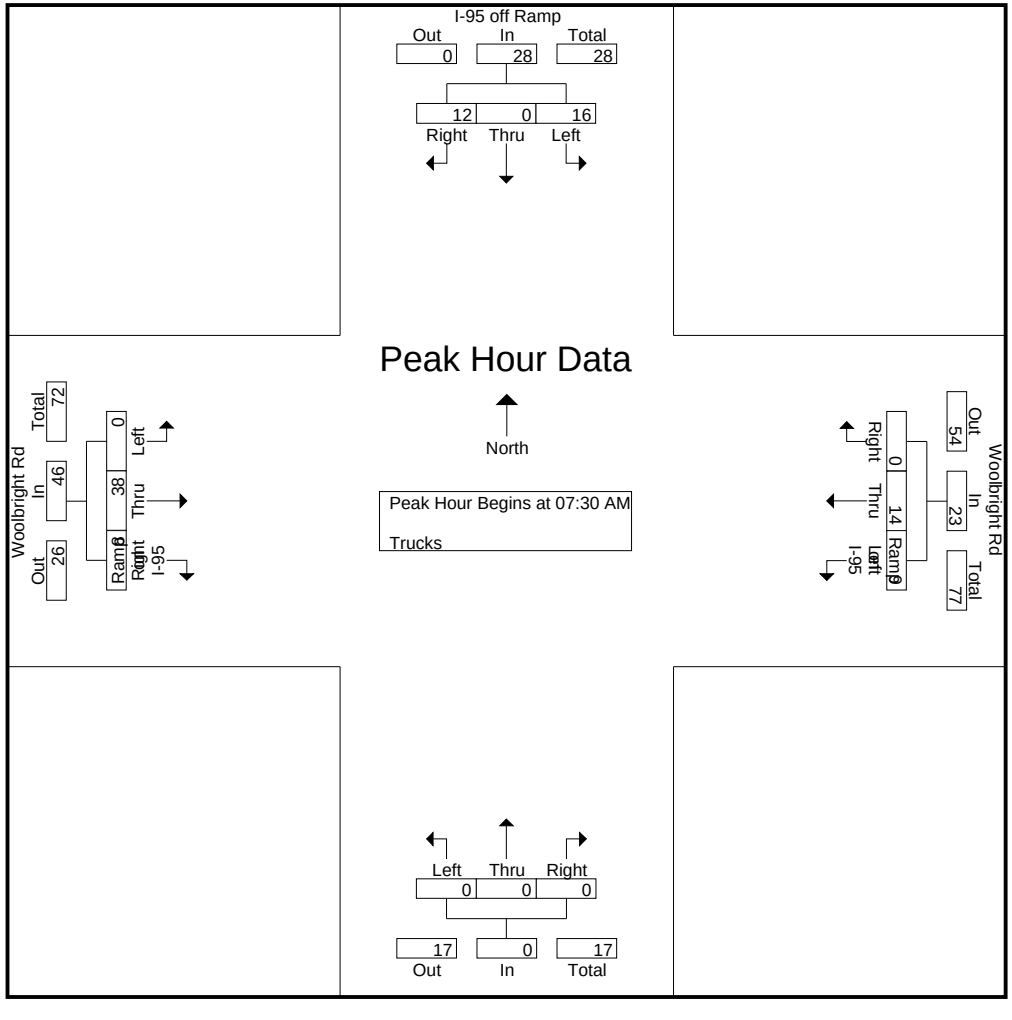
Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 3

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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 07:30 AM																					
07:30 AM	0	5	0	**5**	10	0	0	0	0	0	0	2	4	0	6	0	0	10	2	12	**28**
07:45 AM	0	**7**	0	4	**11**	0	0	0	0	0	0	**3**	**5**	0	**8**	0	0	3	1	4	23
08:00 AM	0	1	0	3	4	0	0	0	0	0	0	3	1	0	4	0	0	12	**4**	**16**	24
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	1	4	0	5	0	0	**13**	1	14	22
Total Volume	0	16	0	12	28	0	0	0	0	0	0	9	14	0	23	0	0	38	8	46	97
% App. Total	0	57.1	0	42.9		0	0	0	0		0	39.1	60.9	0		0	0	82.6	17.4		
PHF	.000	.571	.000	.600	.636	.000	.000	.000	.000	.000	.000	.750	.700	.000	.719	.000	.000	.731	.500	.719	.866

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 4



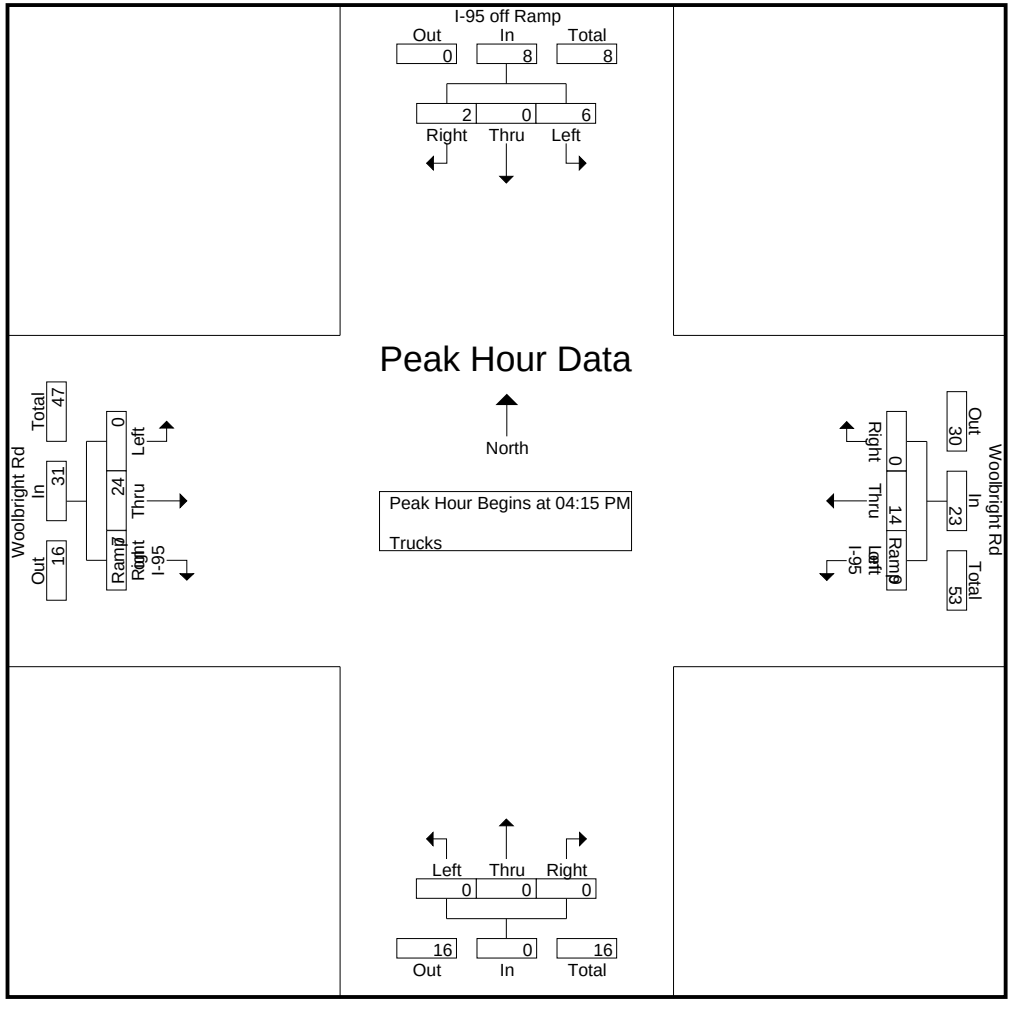
Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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 04:15 PM																					
04:15 PM	0	**2**	0	0	2	0	0	0	0	0	0	**3**	**6**	0	**9**	0	0	**12**	**3**	**15**	**26**
04:30 PM	0	2	0	**1**	**3**	0	0	0	0	0	0	2	5	0	7	0	0	3	2	5	15
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	0	0	2	1	3	7
05:00 PM	0	1	0	1	2	0	0	0	0	0	0	2	2	0	4	0	0	7	1	8	14
Total Volume	0	6	0	2	8	0	0	0	0	0	0	9	14	0	23	0	0	24	7	31	62
% App. Total	0	75	0	25		0	0	0	0		0	39.1	60.9	0		0	0	77.4	22.6		
PHF	.000	.750	.000	.500	.667	.000	.000	.000	.000	.000	.000	.750	.583	.000	.639	.000	.000	.500	.583	.517	.596

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 6



Woolbright Rd & I-95 SB off Ramp
Wednesday

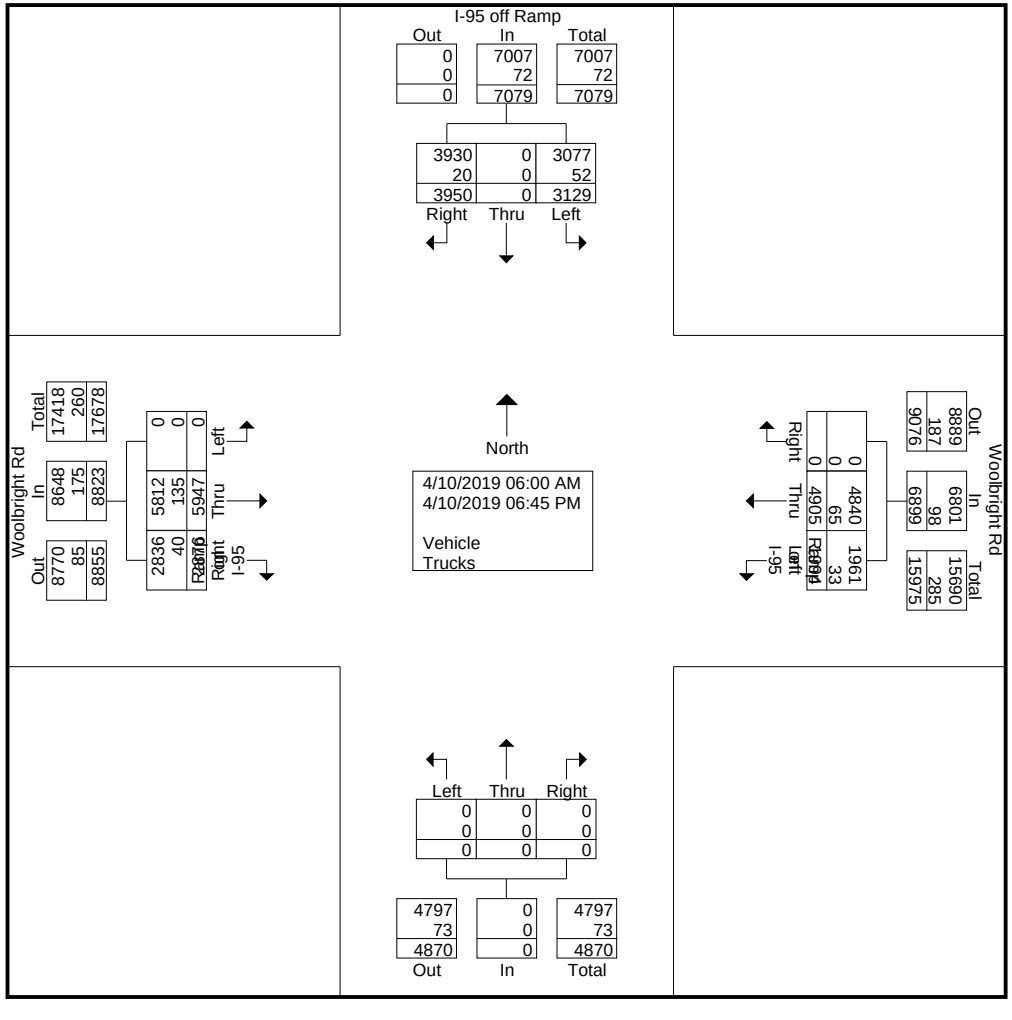
File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Vehicle - Trucks

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	App. Total	Int. Total
06:00 AM	0	31	0	86	117	0	0	0	0	0	0	41	48	0	89	0	0	79	67	146	352
06:15 AM	0	57	0	105	162	0	0	0	0	0	0	67	43	0	110	0	0	122	91	213	485
06:30 AM	0	94	0	156	250	0	0	0	0	0	0	94	116	0	210	0	0	117	124	241	701
06:45 AM	0	137	0	214	351	0	0	0	0	0	0	81	114	0	195	0	0	178	112	290	836
Total	0	319	0	561	880	0	0	0	0	0	0	283	321	0	604	0	0	496	394	890	2374
07:00 AM	0	116	0	160	276	0	0	0	0	0	0	101	106	0	207	0	0	199	129	328	811
07:15 AM	0	148	0	190	338	0	0	0	0	0	0	129	159	0	288	0	0	211	166	377	1003
07:30 AM	0	138	0	179	317	0	0	0	0	0	0	118	191	0	309	0	0	302	217	519	1145
07:45 AM	0	173	0	249	422	0	0	0	0	0	0	94	182	0	276	0	0	227	190	417	1115
Total	0	575	0	778	1353	0	0	0	0	0	0	442	638	0	1080	0	0	939	702	1641	4074
08:00 AM	0	114	0	165	279	0	0	0	0	0	0	105	203	0	308	0	0	249	204	453	1040
08:15 AM	0	112	0	152	264	0	0	0	0	0	0	98	163	0	261	0	0	268	229	497	1022
08:30 AM	0	119	0	177	296	0	0	0	0	0	0	126	174	0	300	0	0	255	173	428	1024
08:45 AM	0	131	0	192	323	0	0	0	0	0	0	106	176	0	282	0	0	268	147	415	1020
Total	0	476	0	686	1162	0	0	0	0	0	0	435	716	0	1151	0	0	1040	753	1793	4106
*** BREAK ***																					
04:00 PM	0	127	0	150	277	0	0	0	0	0	0	74	238	0	312	0	0	248	80	328	917
04:15 PM	0	149	0	160	309	0	0	0	0	0	0	73	240	0	313	0	0	327	88	415	1037
04:30 PM	0	137	0	160	297	0	0	0	0	0	0	77	243	0	320	0	0	314	97	411	1028
04:45 PM	0	162	0	185	347	0	0	0	0	0	0	89	318	0	407	0	0	281	79	360	1114
Total	0	575	0	655	1230	0	0	0	0	0	0	313	1039	0	1352	0	0	1170	344	1514	4096
05:00 PM	0	160	0	155	315	0	0	0	0	0	0	78	297	0	375	0	0	388	123	511	1201
05:15 PM	0	138	0	173	311	0	0	0	0	0	0	75	313	0	388	0	0	347	114	461	1160
05:30 PM	0	147	0	191	338	0	0	0	0	0	0	71	292	0	363	0	0	321	90	411	1112
05:45 PM	0	146	0	169	315	0	0	0	0	0	0	70	317	0	387	0	0	299	81	380	1082
Total	0	591	0	688	1279	0	0	0	0	0	0	294	1219	0	1513	0	0	1355	408	1763	4555
06:00 PM	0	151	0	164	315	0	0	0	0	0	0	53	276	0	329	0	0	255	79	334	978
06:15 PM	0	165	0	155	320	0	0	0	0	0	0	68	224	0	292	0	0	226	72	298	910
06:30 PM	0	142	0	140	282	0	0	0	0	0	0	64	223	0	287	0	0	234	71	305	874
06:45 PM	0	135	0	123	258	0	0	0	0	0	0	42	249	0	291	0	0	232	53	285	834
Total	0	593	0	582	1175	0	0	0	0	0	0	227	972	0	1199	0	0	947	275	1222	3596
Grand Total	0	3129	0	3950	7079	0	0	0	0	0	0	1994	4905	0	6899	0	0	5947	2876	8823	22801
Apprch %	0	44.2	0	55.8		0	0	0	0		0	28.9	71.1	0		0	0	67.4	32.6		
Total %	0	13.7	0	17.3	31	0	0	0	0	0	0	8.7	21.5	0	30.3	0	0	26.1	12.6	38.7	
Vehicle	0	3077	0	3930	7007	0	0	0	0	0	0	1961	4840	0	6801	0	0	5812	2836	8648	22456
% Vehicle	0	98.3	0	99.5	99	0	0	0	0	0	0	98.3	98.7	0	98.6	0	0	97.7	98.6	98	98.5
Trucks	0	52	0	20	72	0	0	0	0	0	0	33	65	0	98	0	0	135	40	175	345
% Trucks	0	1.7	0	0.5	1	0	0	0	0	0	0	1.7	1.3	0	1.4	0	0	2.3	1.4	2	1.5

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 2



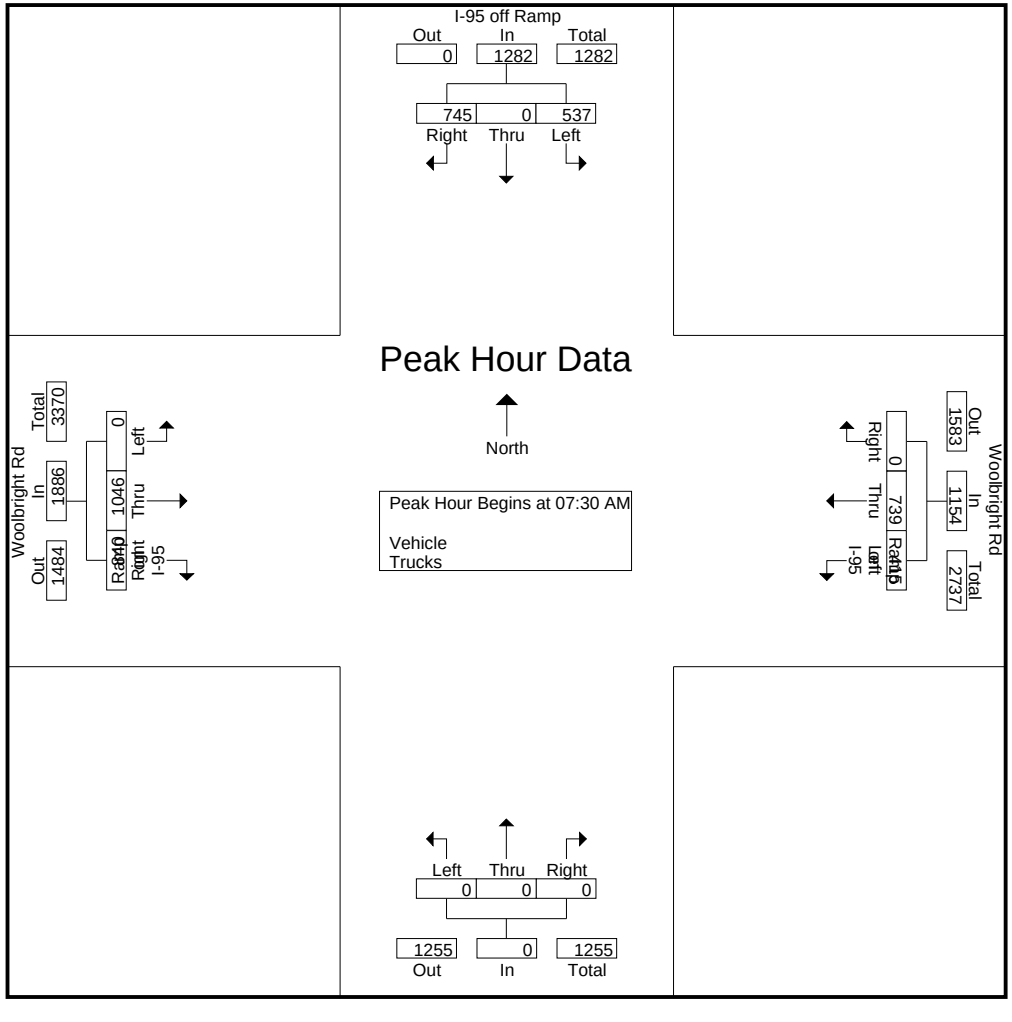
Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 3

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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 07:30 AM																					
07:30 AM	0	138	0	179	317	0	0	0	0	0	0	**118**	191	0	**309**	0	0	**302**	217	**519**	**1145**
07:45 AM	0	**173**	0	**249**	**422**	0	0	0	0	0	0	94	182	0	276	0	0	227	190	417	1115
08:00 AM	0	114	0	165	279	0	0	0	0	0	0	105	**203**	0	308	0	0	249	204	453	1040
08:15 AM	0	112	0	152	264	0	0	0	0	0	0	98	163	0	261	0	0	268	**229**	497	1022
Total Volume	0	537	0	745	1282	0	0	0	0	0	0	415	739	0	1154	0	0	1046	840	1886	4322
% App. Total	0	41.9	0	58.1		0	0	0	0		0	36	64	0		0	0	55.5	44.5		
PHF	.000	.776	.000	.748	.759	.000	.000	.000	.000	.000	.000	.879	.910	.000	.934	.000	.000	.866	.917	.908	.944

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 4



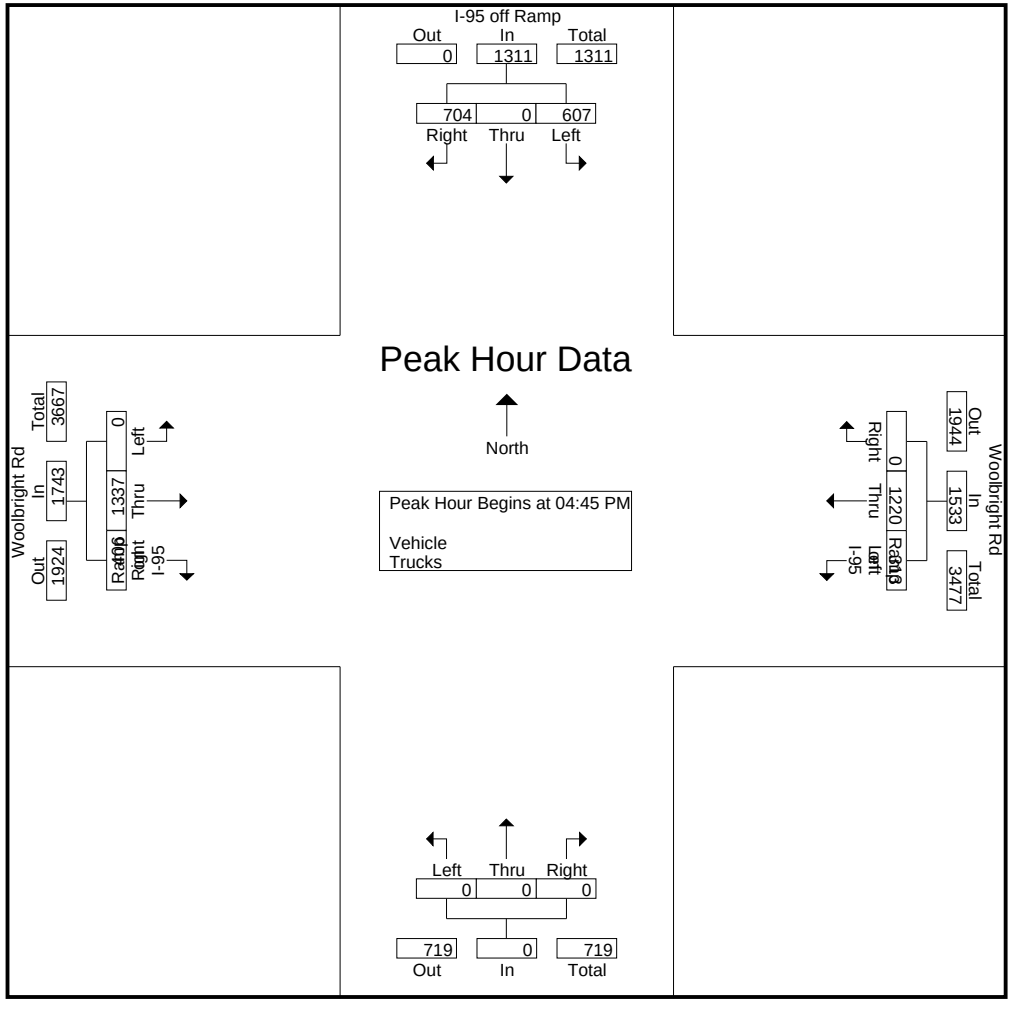
Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	I-95 off Ramp Southbound					Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left I-95 on Ramp	Thru	Right	App. Total	U-Turns	Left	Thru	Right I-95 on Ramp	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	**162**	0	185	**347**	0	0	0	0	0	0	**89**	**318**	0	**407**	0	0	281	79	360	1114
05:00 PM	0	160	0	155	315	0	0	0	0	0	0	78	297	0	375	0	0	**388**	**123**	**511**	**1201**
05:15 PM	0	138	0	173	311	0	0	0	0	0	0	75	313	0	388	0	0	347	114	461	1160
05:30 PM	0	147	0	**191**	338	0	0	0	0	0	0	71	292	0	363	0	0	321	90	411	1112
Total Volume	0	607	0	704	1311	0	0	0	0	0	0	313	1220	0	1533	0	0	1337	406	1743	4587
% App. Total	0	46.3	0	53.7		0	0	0	0		0	20.4	79.6	0		0	0	76.7	23.3		
PHF	.000	.937	.000	.921	.945	.000	.000	.000	.000	.000	.000	.879	.959	.000	.942	.000	.000	.861	.825	.853	.955

Woolbright Rd & I-95 SB off Ramp
Wednesday

File Name : Woolbright Rd & I-95 SB off Ramp (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 6



Woolbright Rd & S Seacrest Blvd
Thursday

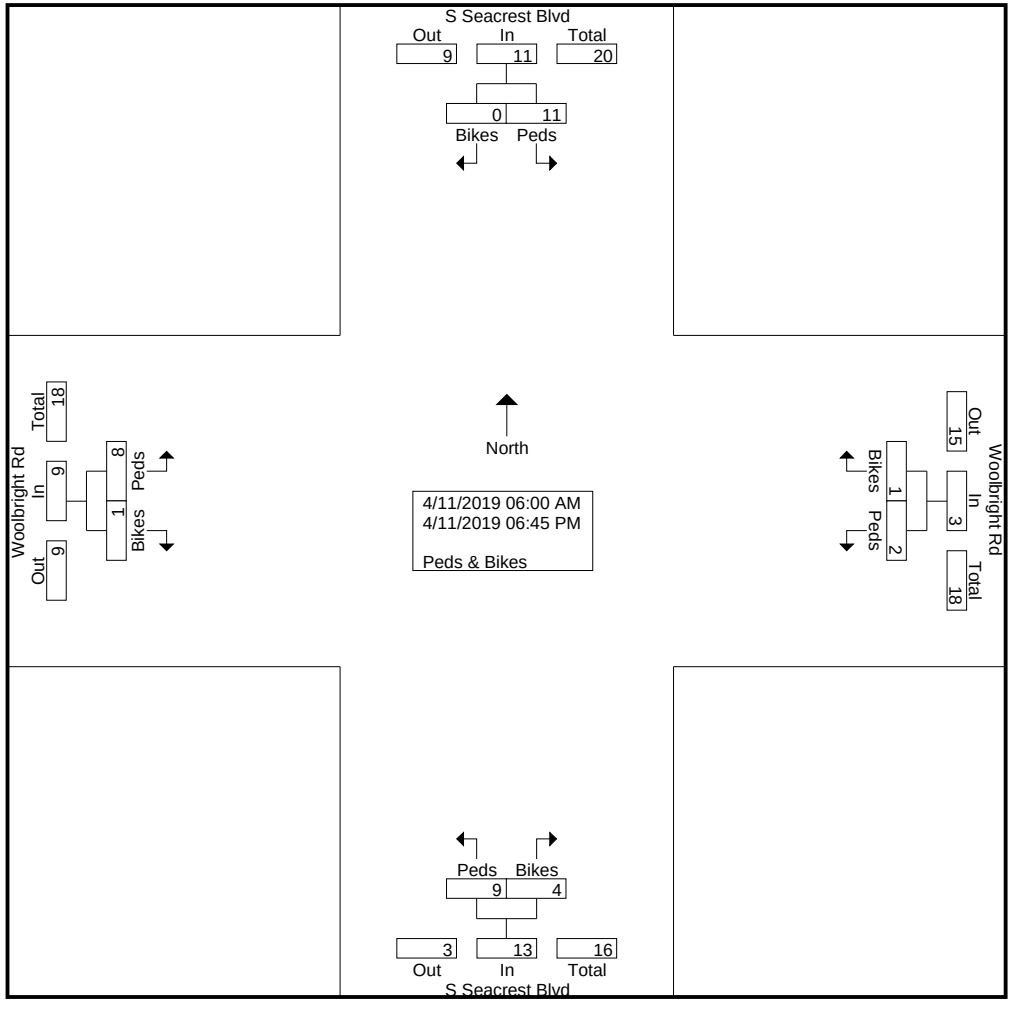
File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Peds & Bikes

	S Seacrest Blvd Southbound			S Seacrest Blvd Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
*** BREAK ***													
06:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
06:30 AM	0	0	0	0	1	1	0	0	0	1	0	1	2
06:45 AM	0	0	0	2	0	2	0	0	0	0	0	0	2
Total	0	0	0	2	1	3	0	0	0	1	1	2	5
07:00 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
07:15 AM	4	0	4	0	0	0	0	0	0	0	0	0	4
07:30 AM	0	0	0	0	0	0	1	0	1	3	0	3	4
07:45 AM	1	0	1	0	2	2	0	0	0	0	0	0	3
Total	6	0	6	0	2	2	1	0	1	3	0	3	12
08:00 AM	0	0	0	1	0	1	0	0	0	1	0	1	2
08:15 AM	0	0	0	3	0	3	0	0	0	0	0	0	3
*** BREAK ***													
Total	0	0	0	4	0	4	0	0	0	1	0	1	5
*** BREAK ***													
04:00 PM	0	0	0	0	0	0	1	0	1	0	0	0	1
*** BREAK ***													
04:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
04:45 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	1	0	1	1	1	0	1	0	0	0	3
05:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	1	1	2	0	2	3
*** BREAK ***													
Total	0	0	0	1	0	1	0	1	1	2	0	2	4
06:00 PM	1	0	1	2	0	2	0	0	0	1	0	1	4
*** BREAK ***													
06:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
06:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	4	0	4	2	0	2	0	0	0	1	0	1	7
Grand Total	11	0	11	9	4	13	2	1	3	8	1	9	36
Apprch %	100	0		69.2	30.8		66.7	33.3		88.9	11.1		
Total %	30.6	0	30.6	25	11.1	36.1	5.6	2.8	8.3	22.2	2.8	25	

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



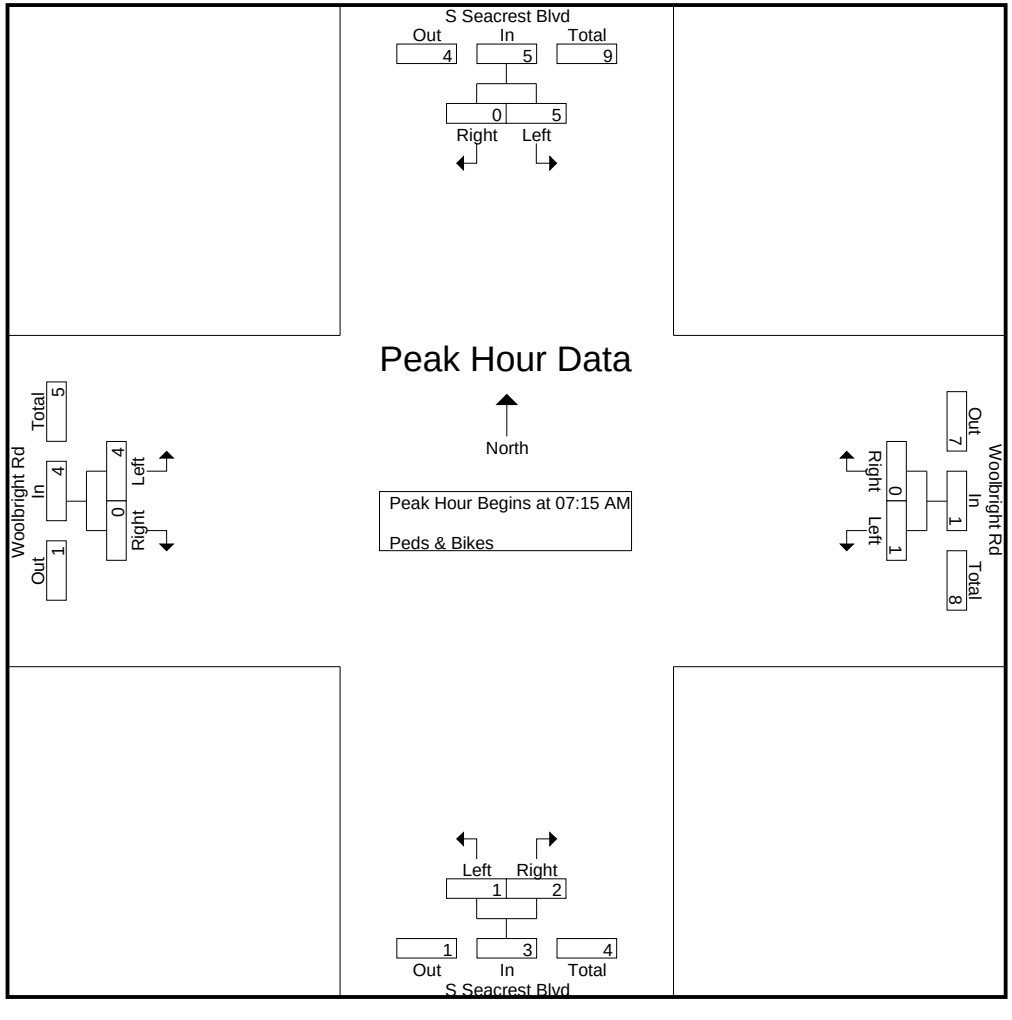
Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	S Seacrest Blvd Southbound			S Seacrest Blvd Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 07:15 AM													
07:15 AM	**4**	0	**4**	0	0	0	0	0	0	0	0	0	**4**
07:30 AM	0	0	0	0	0	0	**1**	0	**1**	**3**	0	**3**	4
07:45 AM	1	0	1	0	**2**	**2**	0	0	0	0	0	0	3
08:00 AM	0	0	0	**1**	0	1	0	0	0	1	0	1	2
Total Volume	5	0	5	1	2	3	1	0	1	4	0	4	13
% App. Total	100	0		33.3	66.7		100	0		100	0		
PHF	.313	.000	.313	.250	.250	.375	.250	.000	.250	.333	.000	.333	.813

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



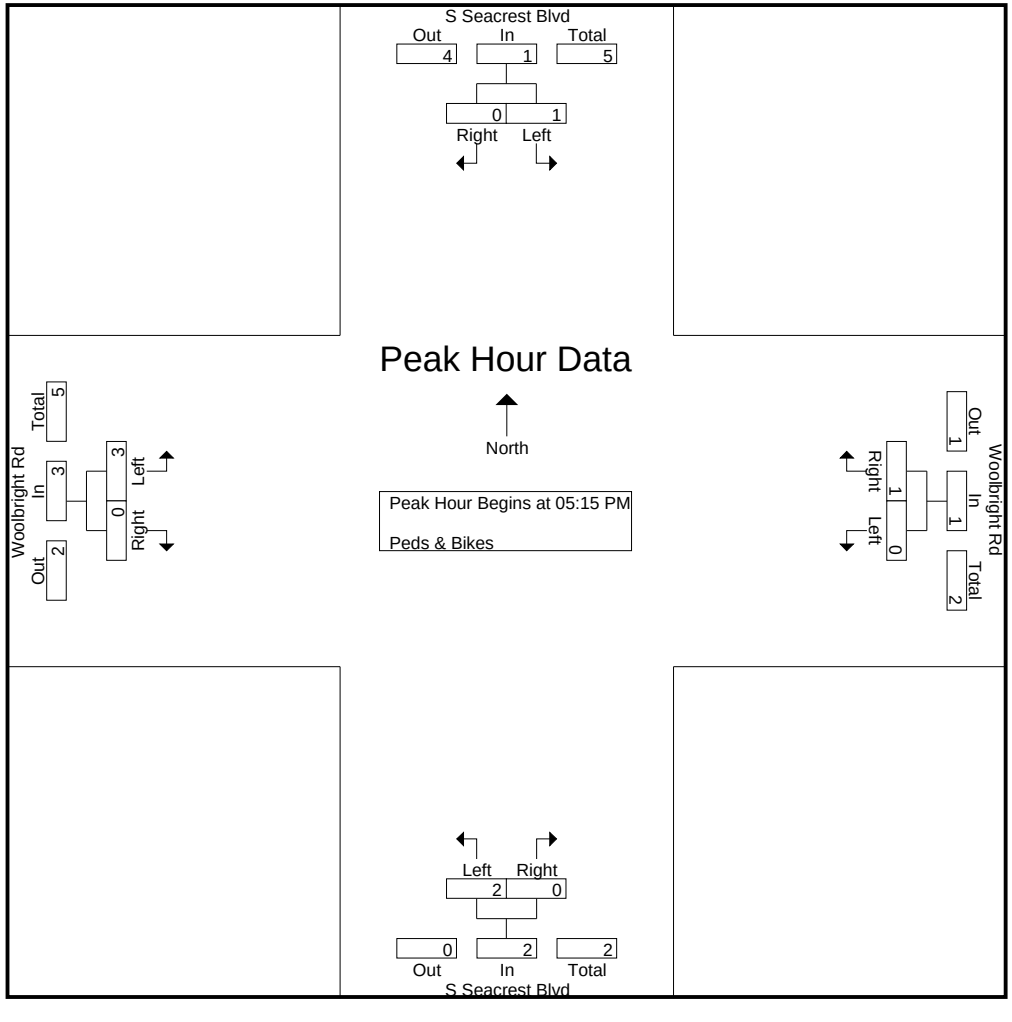
Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	S Seacrest Blvd Southbound			S Seacrest Blvd Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 05:15 PM													
05:15 PM	0	0	0	0	0	0	0	**1**	**1**	**2**	0	**2**	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	**1**	0	**1**	**2**	0	**2**	0	0	0	1	0	1	**4**
Total Volume	1	0	1	2	0	2	0	1	1	3	0	3	7
% App. Total	100	0		100	0		0	100		100	0		
PHF	.250	.000	.250	.250	.000	.250	.000	.250	.250	.375	.000	.375	.438

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & S Seacrest Blvd
Thursday

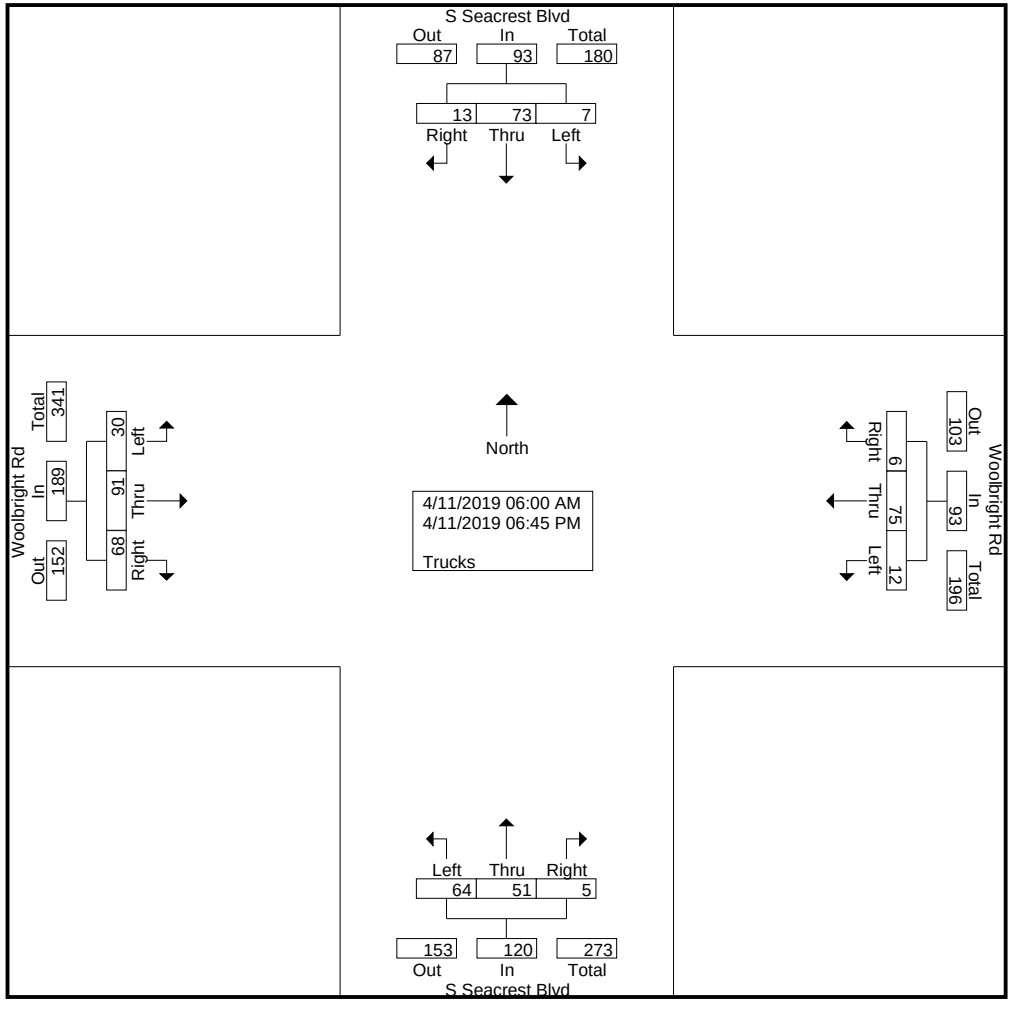
File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Trucks

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	1	1	0	2	0	0	2	0	2	0	2	3	0	5	11
06:15 AM	0	0	3	1	4	0	1	1	0	2	0	0	2	0	2	0	1	5	1	7	15
06:30 AM	0	1	3	2	6	0	4	3	0	7	0	0	4	1	5	0	0	2	1	3	21
06:45 AM	0	0	4	1	5	0	1	1	0	2	0	1	3	0	4	0	1	4	1	6	17
Total	0	1	12	4	17	0	7	6	0	13	0	1	11	1	13	0	4	14	3	21	64
07:00 AM	0	1	2	0	3	0	2	1	0	3	0	0	0	0	0	0	0	6	3	9	15
07:15 AM	0	0	2	1	3	0	4	3	1	8	0	1	0	0	1	0	0	8	4	12	24
07:30 AM	0	1	4	1	6	0	0	2	0	2	0	3	3	0	6	0	2	7	5	14	28
07:45 AM	0	0	2	0	2	0	6	1	0	7	0	0	5	0	5	0	1	5	6	12	26
Total	0	2	10	2	14	0	12	7	1	20	0	4	8	0	12	0	3	26	18	47	93
08:00 AM	0	0	7	1	8	0	2	4	1	7	0	1	5	0	6	0	3	11	8	22	43
08:15 AM	0	1	3	0	4	0	1	3	0	4	0	2	1	0	3	0	1	8	7	16	27
08:30 AM	0	0	3	1	4	0	4	3	1	8	0	1	5	0	6	0	2	11	6	19	37
08:45 AM	0	1	5	0	6	0	3	2	0	5	0	0	7	1	8	0	1	3	5	9	28
Total	0	2	18	2	22	0	10	12	2	24	0	4	18	1	23	0	7	33	26	66	135
*** BREAK ***																					
04:00 PM	0	0	3	1	4	0	9	3	0	12	0	0	8	0	8	0	1	6	2	9	33
04:15 PM	0	1	2	1	4	0	4	5	0	9	0	0	4	0	4	0	2	2	1	5	22
04:30 PM	0	0	4	0	4	0	4	2	0	6	0	0	4	0	4	0	2	2	2	6	20
04:45 PM	0	0	3	0	3	0	3	2	0	5	0	2	6	0	8	0	1	1	2	4	20
Total	0	1	12	2	15	0	20	12	0	32	0	2	22	0	24	0	6	11	7	24	95
05:00 PM	0	0	2	0	2	0	4	3	0	7	0	1	1	0	2	0	2	1	5	8	19
05:15 PM	0	0	5	0	5	0	2	1	0	3	0	0	3	0	3	0	5	0	2	7	18
05:30 PM	0	0	3	0	3	0	1	0	1	2	0	0	2	1	3	0	0	0	2	2	10
05:45 PM	0	0	3	1	4	0	2	2	0	4	0	0	2	0	2	0	1	0	0	1	11
Total	0	0	13	1	14	0	9	6	1	16	0	1	8	1	10	0	8	1	9	18	58
06:00 PM	0	1	3	1	5	0	2	2	0	4	0	0	5	1	6	0	0	2	3	5	20
06:15 PM	0	0	2	0	2	0	1	4	0	5	0	0	1	1	2	0	2	1	1	4	13
06:30 PM	0	0	1	0	1	0	2	2	0	4	0	0	2	1	3	0	0	2	1	3	11
06:45 PM	0	0	2	1	3	0	1	0	1	2	0	0	0	0	0	0	0	1	0	1	6
Total	0	1	8	2	11	0	6	8	1	15	0	0	8	3	11	0	2	6	5	13	50
Grand Total	0	7	73	13	93	0	64	51	5	120	0	12	75	6	93	0	30	91	68	189	495
Apprch %	0	7.5	78.5	14		0	53.3	42.5	4.2		0	12.9	80.6	6.5		0	15.9	48.1	36		
Total %	0	1.4	14.7	2.6	18.8	0	12.9	10.3	1	24.2	0	2.4	15.2	1.2	18.8	0	6.1	18.4	13.7	38.2	

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



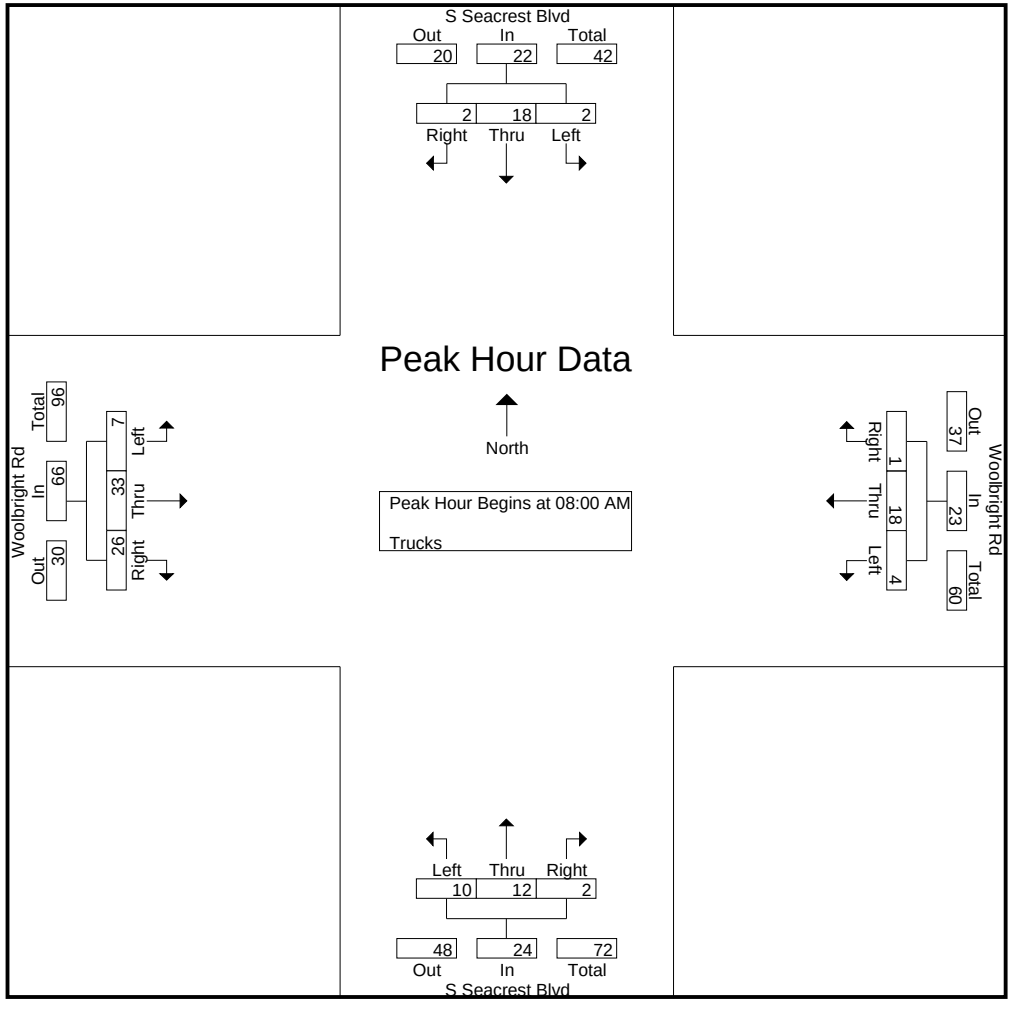
Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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 08:00 AM																					
08:00 AM	0	0	**7**	**1**	**8**	0	2	**4**	**1**	7	0	1	5	0	6	0	**3**	**11**	**8**	**22**	**43**
08:15 AM	0	**1**	3	0	4	0	1	3	0	4	0	**2**	1	0	3	0	1	8	7	16	27
08:30 AM	0	0	3	1	4	0	**4**	3	1	**8**	0	1	5	0	6	0	2	11	6	19	37
08:45 AM	0	1	5	0	6	0	3	2	0	5	0	0	**7**	**1**	**8**	0	1	3	5	9	28
Total Volume	0	2	18	2	22	0	10	12	2	24	0	4	18	1	23	0	7	33	26	66	135
% App. Total	0	9.1	81.8	9.1		0	41.7	50	8.3		0	17.4	78.3	4.3		0	10.6	50	39.4		
PHF	.000	.500	.643	.500	.688	.000	.625	.750	.500	.750	.000	.500	.643	.250	.719	.000	.583	.750	.813	.750	.785

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 4



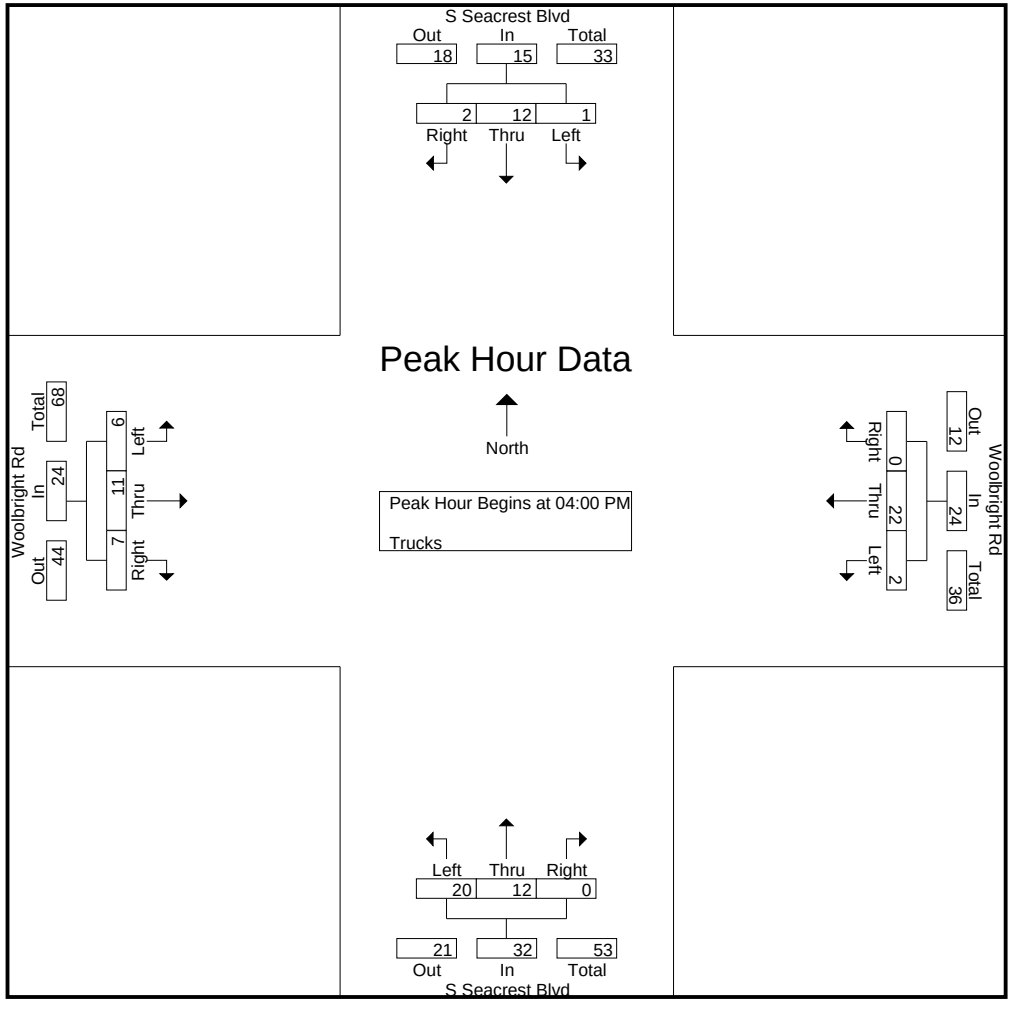
Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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 04:00 PM																					
04:00 PM	0	0	3	**1**	**4**	0	**9**	3	0	**12**	0	0	**8**	0	**8**	0	1	**6**	**2**	**9**	**33**
04:15 PM	0	**1**	2	1	4	0	4	**5**	0	9	0	0	4	0	4	0	**2**	2	1	5	22
04:30 PM	0	0	**4**	0	4	0	4	2	0	6	0	0	4	0	4	0	2	2	2	6	20
04:45 PM	0	0	3	0	3	0	3	2	0	5	0	**2**	6	0	8	0	1	1	2	4	20
Total Volume	0	1	12	2	15	0	20	12	0	32	0	2	22	0	24	0	6	11	7	24	95
% App. Total	0	6.7	80	13.3		0	62.5	37.5	0		0	8.3	91.7	0		0	25	45.8	29.2		
PHF	.000	.250	.750	.500	.938	.000	.556	.600	.000	.667	.000	.250	.688	.000	.750	.000	.750	.458	.875	.667	.720

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 6



Woolbright Rd & S Seacrest Blvd
Thursday

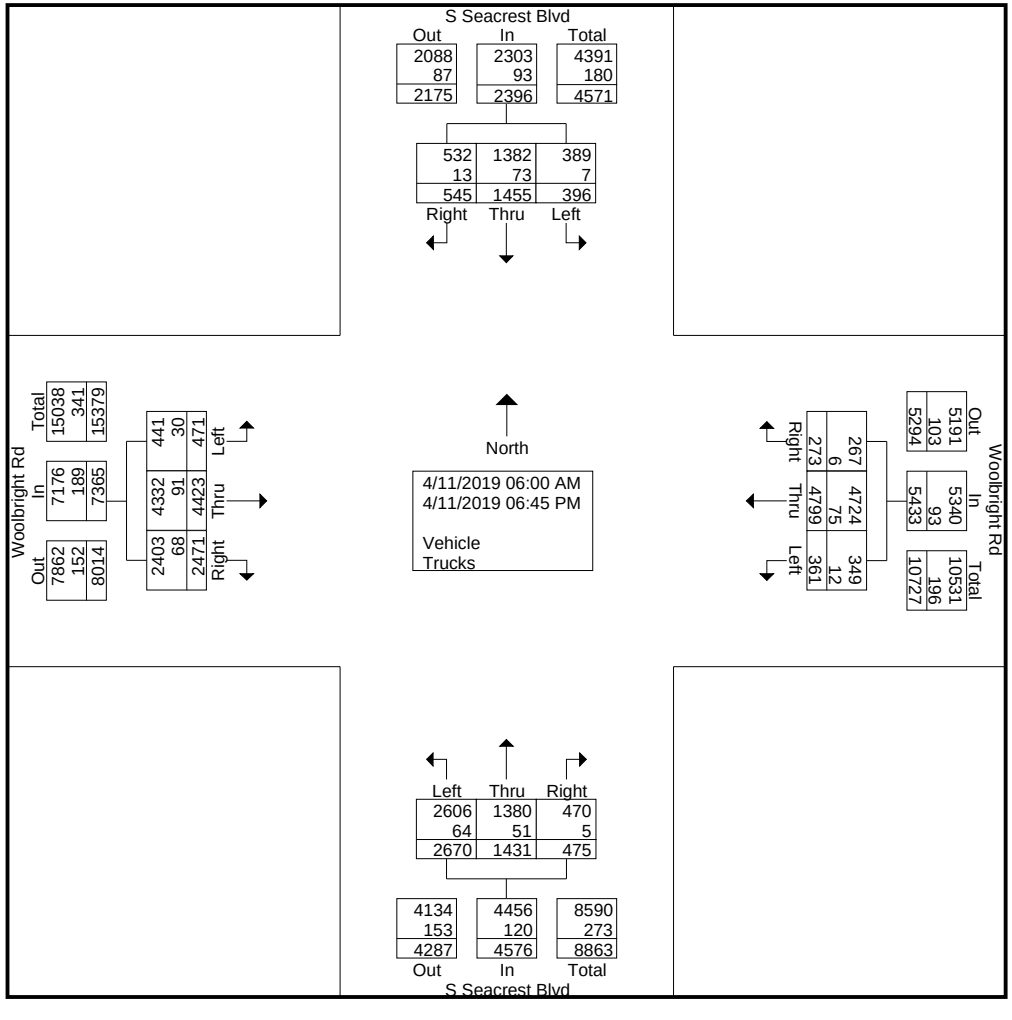
File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 1

Groups Printed- Vehicle - Trucks

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	2	15	13	30	0	33	13	4	50	0	0	60	3	63	0	6	47	32	85	228
06:15 AM	0	2	34	16	52	0	37	14	7	58	0	6	92	3	101	0	3	55	51	109	320
06:30 AM	0	7	40	20	67	0	79	24	11	114	0	10	138	3	151	0	8	95	103	206	538
06:45 AM	0	11	48	17	76	0	69	23	12	104	0	16	135	1	152	0	10	103	148	261	593
Total	0	22	137	66	225	0	218	74	34	326	0	32	425	10	467	0	27	300	334	661	1679
07:00 AM	0	9	28	13	50	0	100	26	14	140	0	7	186	3	196	0	10	125	76	211	597
07:15 AM	0	8	52	28	88	0	86	39	13	138	0	12	229	5	246	0	8	173	115	296	768
07:30 AM	0	18	83	19	120	0	132	34	16	182	0	16	204	10	230	0	9	158	115	282	814
07:45 AM	0	18	125	35	178	0	168	72	19	259	0	16	233	4	253	0	9	213	112	334	1024
Total	0	53	288	95	436	0	486	171	62	719	0	51	852	22	925	0	36	669	418	1123	3203
08:00 AM	0	16	81	26	123	0	121	45	18	184	0	17	206	8	231	0	11	203	131	345	883
08:15 AM	0	24	94	35	153	0	119	60	26	205	0	18	217	7	242	0	14	180	119	313	913
08:30 AM	0	12	90	22	124	0	123	38	25	186	0	15	202	9	226	0	7	164	109	280	816
08:45 AM	0	16	85	32	133	0	111	39	14	164	0	14	202	17	233	0	21	184	112	317	847
Total	0	68	350	115	533	0	474	182	83	739	0	64	827	41	932	0	53	731	471	1255	3459
*** BREAK ***																					
04:00 PM	0	15	69	20	104	0	153	89	35	277	0	27	226	13	266	0	30	204	90	324	971
04:15 PM	0	19	46	18	83	0	138	79	29	246	0	19	268	16	303	0	25	224	97	346	978
04:30 PM	0	22	64	20	106	0	142	74	25	241	0	16	255	16	287	0	32	229	92	353	987
04:45 PM	0	29	59	21	109	0	123	90	23	236	0	16	205	20	241	1	33	191	99	324	910
Total	0	85	238	79	402	0	556	332	112	1000	0	78	954	65	1097	1	120	848	378	1347	3846
05:00 PM	0	21	56	30	107	0	162	113	26	301	0	16	228	19	263	0	31	250	105	386	1057
05:15 PM	0	20	59	22	101	0	151	104	18	273	0	17	271	16	304	0	35	261	108	404	1082
05:30 PM	0	24	68	28	120	0	116	84	29	229	0	16	258	20	294	0	39	232	97	368	1011
05:45 PM	0	14	67	23	104	0	121	101	19	241	0	22	220	14	256	0	45	238	115	398	999
Total	0	79	250	103	432	0	550	402	92	1044	0	71	977	69	1117	0	150	981	425	1556	4149
06:00 PM	0	20	56	26	102	0	108	78	26	212	0	18	204	22	244	0	25	238	105	368	926
06:15 PM	0	22	47	22	91	0	89	74	24	187	0	15	205	17	237	0	18	228	116	362	877
06:30 PM	0	23	48	14	85	0	111	60	19	190	0	11	178	15	204	0	19	217	107	343	822
06:45 PM	0	24	41	25	90	0	78	58	23	159	0	21	177	12	210	1	21	211	117	350	809
Total	0	89	192	87	368	0	386	270	92	748	0	65	764	66	895	1	83	894	445	1423	3434
Grand Total	0	396	1455	545	2396	0	2670	1431	475	4576	0	361	4799	273	5433	2	469	4423	2471	7365	19770
Apprch %	0	16.5	60.7	22.7		0	58.3	31.3	10.4		0	6.6	88.3	5		0	6.4	60.1	33.6		
Total %	0	2	7.4	2.8	12.1	0	13.5	7.2	2.4	23.1	0	1.8	24.3	1.4	27.5	0	2.4	22.4	12.5	37.3	
Vehicle	0	389	1382	532	2303	0	2606	1380	470	4456	0	349	4724	267	5340	2	439	4332	2403	7176	19275
% Vehicle	0	98.2	95	97.6	96.1	0	97.6	96.4	98.9	97.4	0	96.7	98.4	97.8	98.3	100	93.6	97.9	97.2	97.4	97.5
Trucks	0	7	73	13	93	0	64	51	5	120	0	12	75	6	93	0	30	91	68	189	495
% Trucks	0	1.8	5	2.4	3.9	0	2.4	3.6	1.1	2.6	0	3.3	1.6	2.2	1.7	0	6.4	2.1	2.8	2.6	2.5

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 2



Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 3

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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	18	**125**	**35**	**178**	0	**168**	**72**	19	**259**	0	16	**233**	4	**253**	0	9	**213**	112	334	**1024**
08:00 AM	0	16	81	26	123	0	121	45	18	184	0	17	206	8	231	0	11	203	**131**	**345**	883
08:15 AM	0	**24**	94	35	153	0	119	60	**26**	205	0	**18**	217	7	242	0	**14**	180	119	313	913
08:30 AM	0	12	90	22	124	0	123	38	25	186	0	15	202	**9**	226	0	7	164	109	280	816
Total Volume	0	70	390	118	578	0	531	215	88	834	0	66	858	28	952	0	41	760	471	1272	3636
% App. Total	0	12.1	67.5	20.4		0	63.7	25.8	10.6		0	6.9	90.1	2.9		0	3.2	59.7	37		
PHF	.000	.729	.780	.843	.812	.000	.790	.747	.846	.805	.000	.917	.921	.778	.941	.000	.732	.892	.899	.922	.888

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
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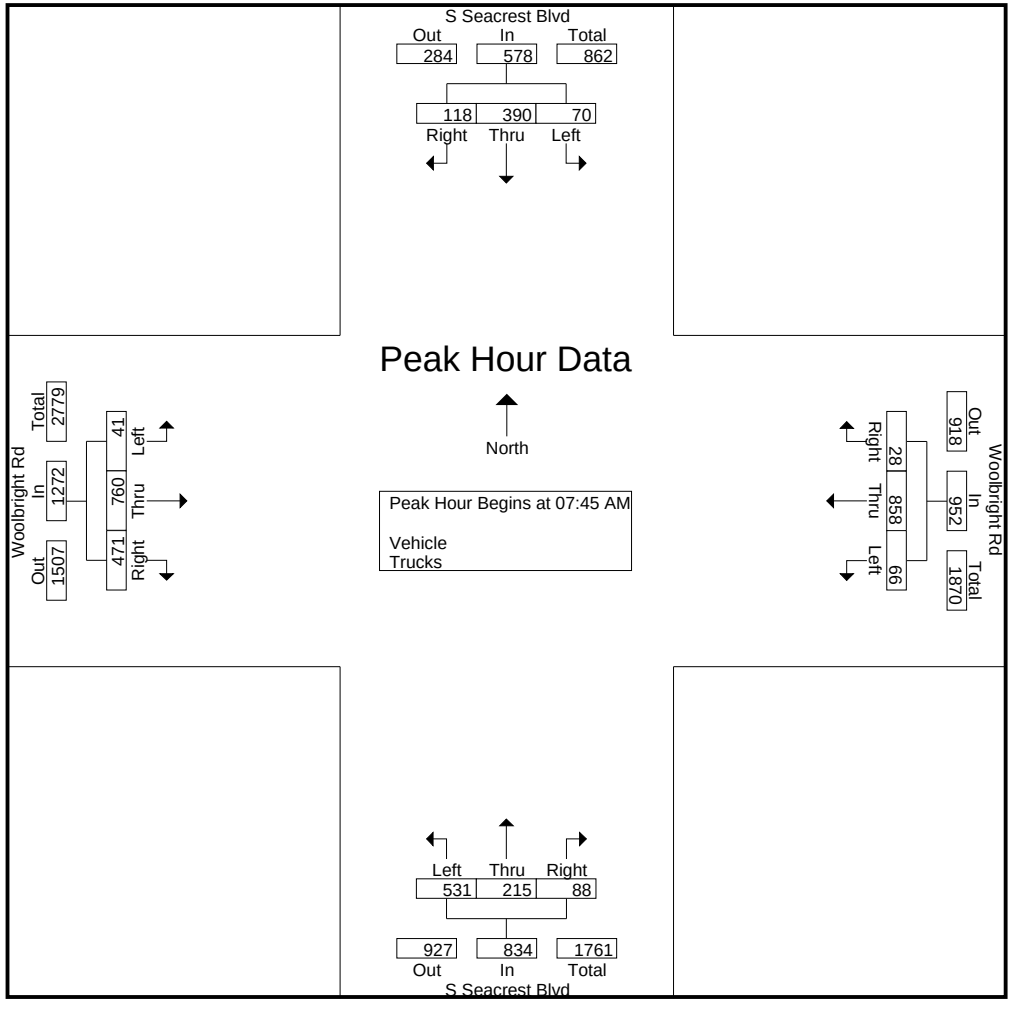

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
Page No : 5

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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	21	56	**30**	107	0	**162**	**113**	26	**301**	0	16	228	19	263	0	31	250	105	386	1057
05:15 PM	0	20	59	22	101	0	151	104	18	273	0	17	**271**	16	**304**	0	35	**261**	108	**404**	**1082**
05:30 PM	0	**24**	**68**	28	**120**	0	116	84	**29**	229	0	16	258	**20**	294	0	39	232	97	368	1011
05:45 PM	0	14	67	23	104	0	121	101	19	241	0	**22**	220	14	256	0	**45**	238	**115**	398	999
Total Volume	0	79	250	103	432	0	550	402	92	1044	0	71	977	69	1117	0	150	981	425	1556	4149
% App. Total	0	18.3	57.9	23.8		0	52.7	38.5	8.8		0	6.4	87.5	6.2		0	9.6	63	27.3		
PHF	.000	.823	.919	.858	.900	.000	.849	.889	.793	.867	.000	.807	.901	.863	.919	.000	.833	.940	.924	.963	.959

Woolbright Rd & S Seacrest Blvd
Thursday

File Name : Woolbright Rd & S Seacrest Blvd (Thu)
Site Code : 00000000
Start Date : 4/11/2019
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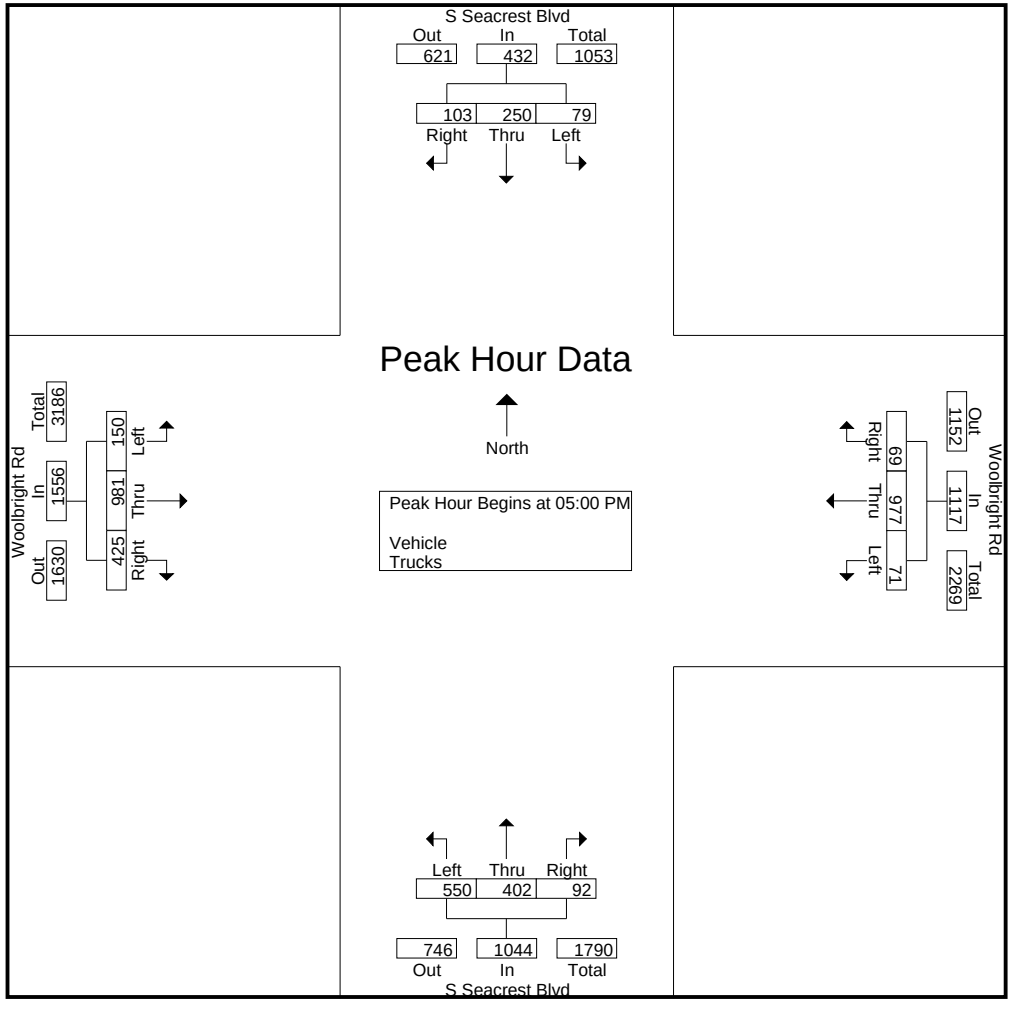

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Peds & Bikes

	S Seacrest Blvd Southbound			S Seacrest Blvd Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Int. Total
06:00 AM	2	0	2	0	0	0	0	0	0	0	0	0	2
06:15 AM	0	1	1	0	0	0	0	1	1	0	0	0	2
*** BREAK ***													
06:45 AM	1	1	2	0	0	0	0	1	1	0	1	1	4
Total	3	2	5	0	0	0	0	2	2	0	1	1	8
07:00 AM	1	0	1	0	1	1	2	0	2	0	0	0	4
07:15 AM	1	0	1	0	0	0	1	0	1	1	1	2	4
07:30 AM	6	0	6	0	1	1	0	0	0	0	0	0	7
07:45 AM	4	0	4	0	0	0	0	0	0	0	0	0	4
Total	12	0	12	0	2	2	3	0	3	1	1	2	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	1	0	1	0	0	0	0	0	0	1	2	3	4
*** BREAK ***													
04:00 PM	1	0	1	1	0	1	1	1	2	0	0	0	4
04:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	1	1	0	1	2
*** BREAK ***													
Total	1	1	2	1	0	1	2	1	3	1	0	1	7
05:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	1	1	8	0	8	0	0	0	0	0	0	9
05:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	1	2	0	2	0	0	0	0	0	0	3
Total	1	2	3	10	0	10	0	0	0	2	0	2	15
06:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	1	1	0	0	0	0	0	0	1
06:45 PM	0	0	0	1	0	1	0	1	1	0	0	0	2
Total	0	0	0	2	1	3	0	1	1	1	0	1	5
Grand Total	18	5	23	13	3	16	5	4	9	6	4	10	58
Apprch %	78.3	21.7		81.2	18.8		55.6	44.4		60	40		
Total %	31	8.6	39.7	22.4	5.2	27.6	8.6	6.9	15.5	10.3	6.9	17.2	

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
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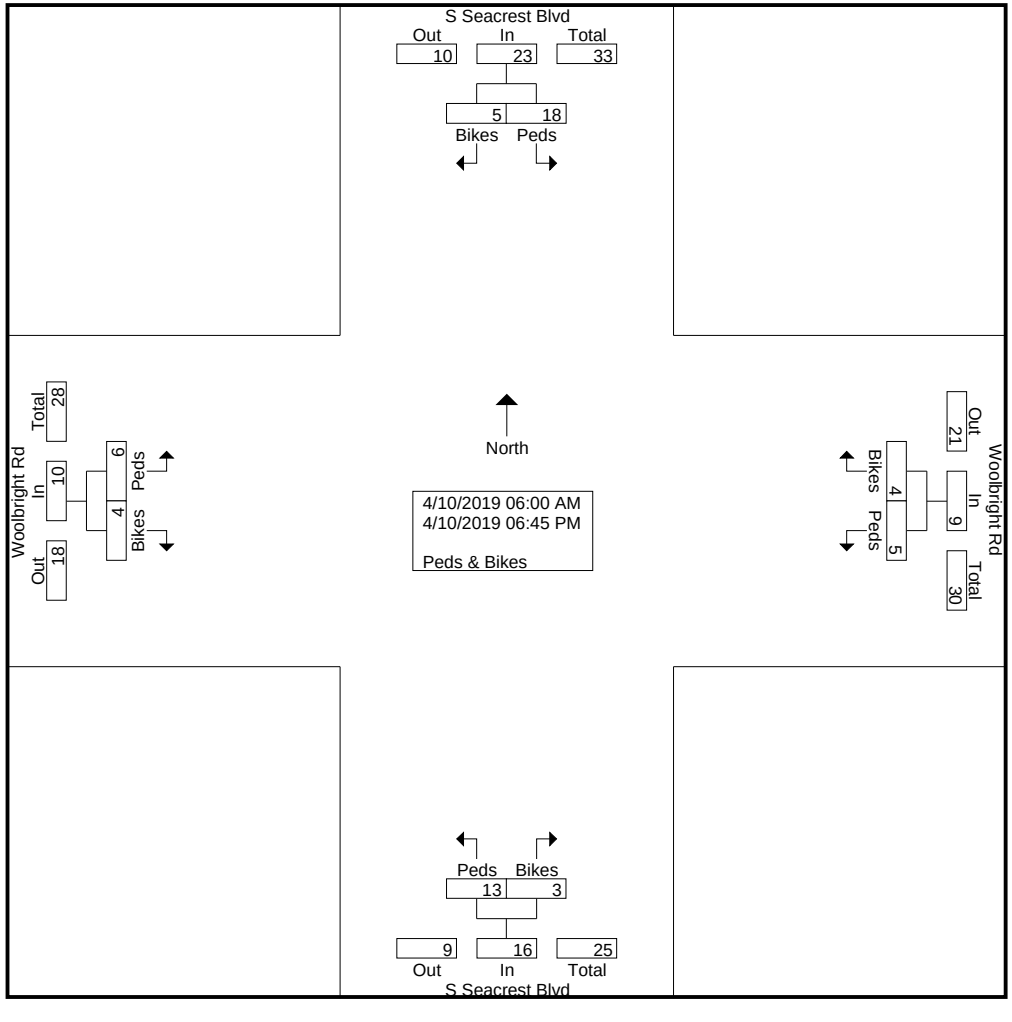

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 3

	S Seacrest Blvd Southbound			S Seacrest Blvd Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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 06:45 AM													
06:45 AM	1	**1**	2	0	0	0	0	**1**	1	0	**1**	1	4
07:00 AM	1	0	1	0	**1**	**1**	**2**	0	**2**	0	0	0	4
07:15 AM	1	0	1	0	0	0	1	0	1	**1**	1	**2**	4
07:30 AM	**6**	0	**6**	0	1	1	0	0	0	0	0	0	**7**
Total Volume	9	1	10	0	2	2	3	1	4	1	2	3	19
% App. Total	90	10		0	100		75	25		33.3	66.7		
PHF	.375	.250	.417	.000	.500	.500	.375	.250	.500	.250	.500	.375	.679

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
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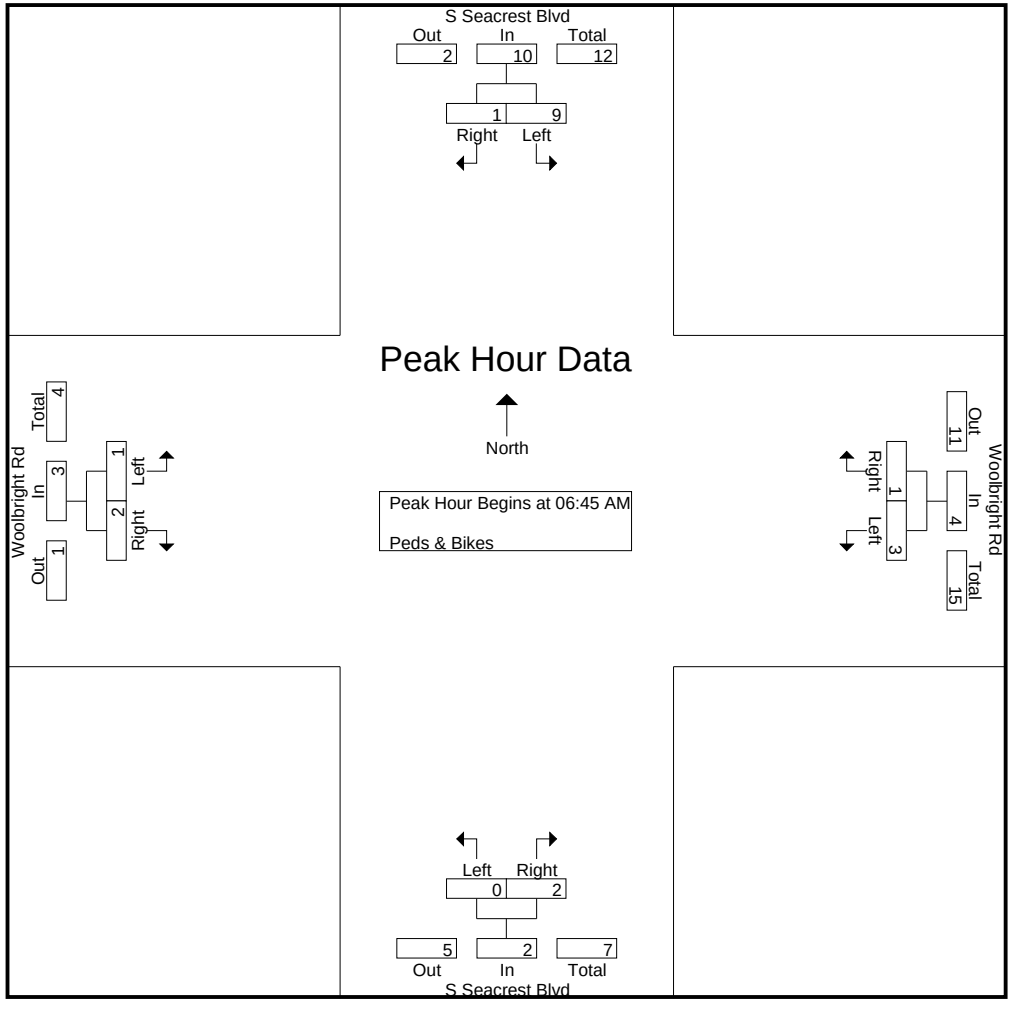

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	S Seacrest Blvd Southbound			S Seacrest Blvd Northbound			Woolbright Rd Westbound			Woolbright Rd Eastbound			
Start Time	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	App. Total	Peds	Bikes	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	0	0	0	**2**	0	**2**	2
05:15 PM	0	**1**	**1**	**8**	0	**8**	0	0	0	0	0	0	**9**
05:30 PM	**1**	0	1	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	1	2	0	2	0	0	0	0	0	0	3
Total Volume	1	2	3	10	0	10	0	0	0	2	0	2	15
% App. Total	33.3	66.7		100	0		0	0		100	0		
PHF	.250	.500	.750	.313	.000	.313	.000	.000	.000	.250	.000	.250	.417

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
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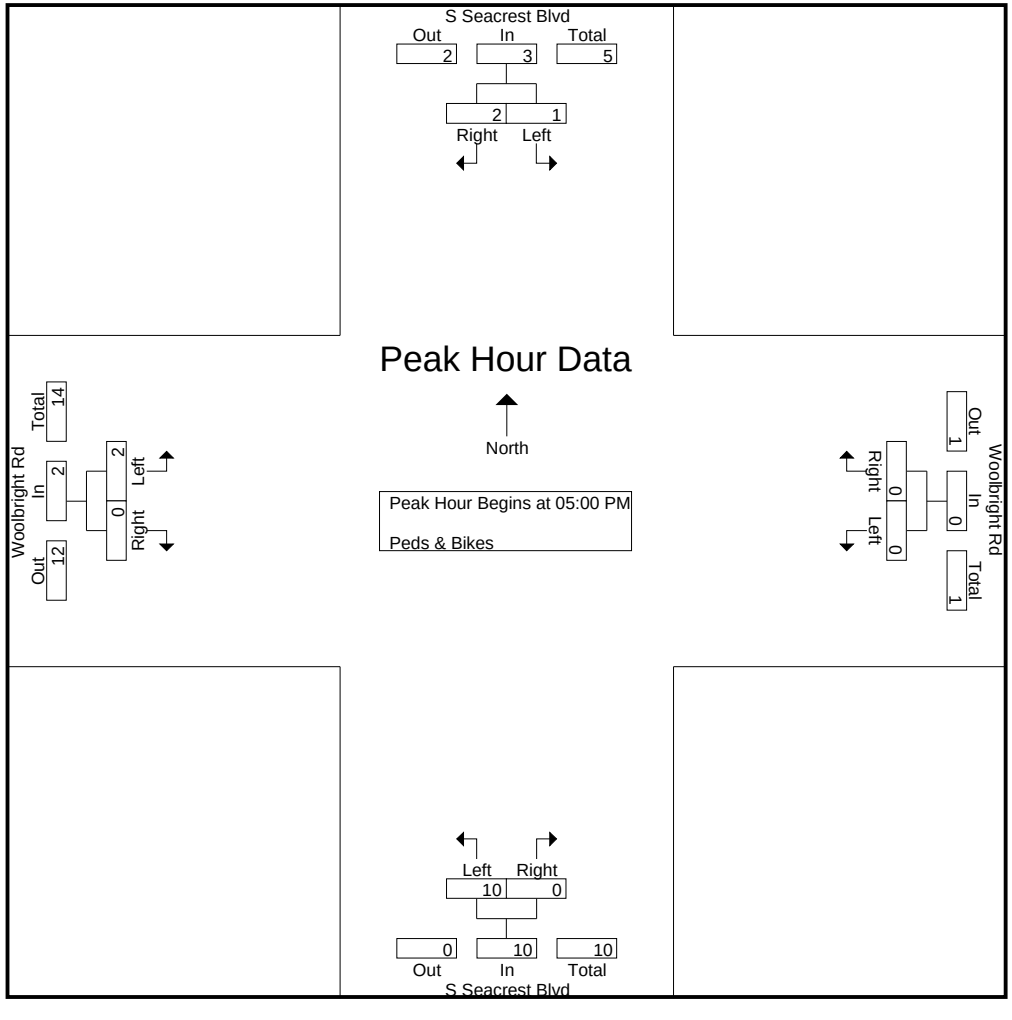

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 1

Groups Printed- Trucks

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	1	3	0	0	2	0	2	0	0	2	0	2	0	1	2	0	3	10
06:15 AM	0	0	3	0	3	0	0	2	0	2	0	0	1	0	1	0	0	6	1	7	13
06:30 AM	0	1	3	2	6	0	3	2	0	5	0	0	3	1	4	0	0	2	0	2	17
06:45 AM	0	0	2	2	4	0	1	0	0	1	0	0	3	0	3	0	0	5	5	10	18
Total	0	1	10	5	16	0	4	6	0	10	0	0	9	1	10	0	1	15	6	22	58
07:00 AM	0	1	3	0	4	0	0	2	0	2	0	0	2	0	2	0	0	1	3	4	12
07:15 AM	0	0	3	2	5	0	3	3	1	7	0	0	2	0	2	0	2	2	5	9	23
07:30 AM	0	0	5	2	7	0	4	3	0	7	0	6	2	0	8	0	1	5	7	13	35
07:45 AM	0	0	5	2	7	0	3	5	1	9	0	0	8	0	8	0	1	7	5	13	37
Total	0	1	16	6	23	0	10	13	2	25	0	6	14	0	20	0	4	15	20	39	107
08:00 AM	0	0	7	2	9	0	3	6	1	10	0	1	3	0	4	0	0	7	7	14	37
08:15 AM	0	0	6	3	9	0	3	3	2	8	0	2	3	0	5	0	0	8	7	15	37
08:30 AM	0	1	3	0	4	0	3	1	0	4	0	1	4	1	6	0	3	7	6	16	30
08:45 AM	0	0	7	3	10	0	1	1	0	2	0	0	6	1	7	0	4	7	2	13	32
Total	0	1	23	8	32	0	10	11	3	24	0	4	16	2	22	0	7	29	22	58	136
*** BREAK ***																					
04:00 PM	0	0	4	1	5	0	8	9	1	18	0	0	3	1	4	0	2	2	3	7	34
04:15 PM	0	0	3	1	4	0	2	7	0	9	0	0	12	1	13	0	1	1	3	5	31
04:30 PM	0	0	3	0	3	0	5	3	0	8	0	0	6	0	6	0	1	3	3	7	24
04:45 PM	0	0	4	1	5	0	5	2	0	7	0	0	3	0	3	0	1	2	2	5	20
Total	0	0	14	3	17	0	20	21	1	42	0	0	24	2	26	0	5	8	11	24	109
05:00 PM	0	0	0	0	0	0	4	2	0	6	0	0	7	0	7	0	0	1	1	2	15
05:15 PM	0	0	3	1	4	0	2	1	0	3	0	0	3	0	3	0	2	1	1	4	14
05:30 PM	0	0	1	1	2	0	1	2	0	3	0	0	3	0	3	0	1	4	2	7	15
05:45 PM	0	0	1	0	1	0	2	4	0	6	0	0	2	0	2	0	0	2	2	4	13
Total	0	0	5	2	7	0	9	9	0	18	0	0	15	0	15	0	3	8	6	17	57
06:00 PM	0	0	2	0	2	0	1	2	0	3	0	0	2	0	2	0	2	2	0	4	11
06:15 PM	0	0	2	1	3	0	0	2	0	2	0	0	1	0	1	0	0	1	0	1	7
06:30 PM	0	0	0	0	0	0	2	2	0	4	0	0	0	1	1	0	0	1	0	1	6
06:45 PM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	1	2	5
Total	0	0	6	1	7	0	4	6	0	10	0	0	3	1	4	0	3	4	1	8	29
Grand Total	0	3	74	25	102	0	57	66	6	129	0	10	81	6	97	0	23	79	66	168	496
Apprch %	0	2.9	72.5	24.5		0	44.2	51.2	4.7		0	10.3	83.5	6.2		0	13.7	47	39.3		
Total %	0	0.6	14.9	5	20.6	0	11.5	13.3	1.2	26	0	2	16.3	1.2	19.6	0	4.6	15.9	13.3	33.9	

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
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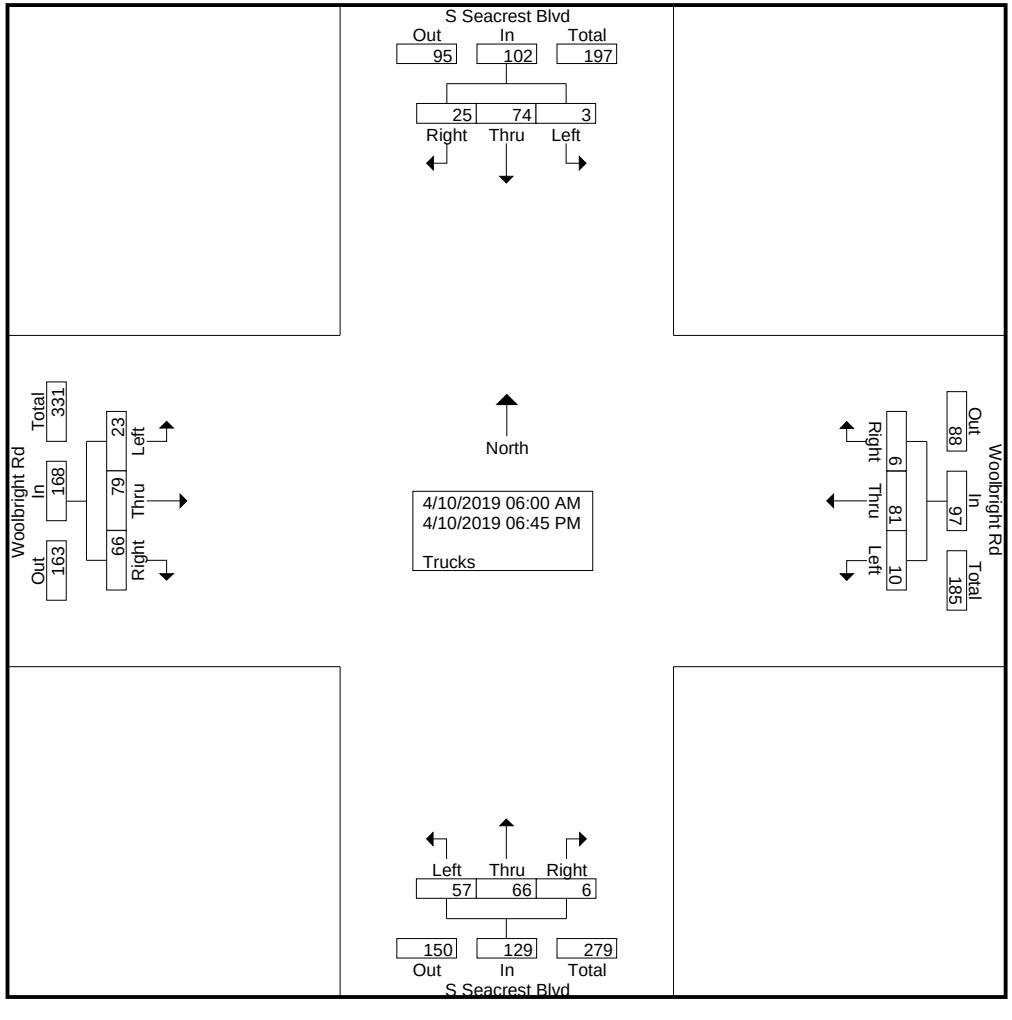

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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 07:30 AM																					
07:30 AM	0	0	5	2	7	0	**4**	3	0	7	0	**6**	2	0	**8**	0	**1**	5	**7**	13	35
07:45 AM	0	0	5	2	7	0	3	5	1	9	0	0	**8**	0	8	0	1	7	5	13	**37**
08:00 AM	0	0	**7**	2	**9**	0	3	**6**	1	**10**	0	1	3	0	4	0	0	7	7	14	37
08:15 AM	0	0	6	**3**	9	0	3	3	**2**	8	0	2	3	0	5	0	0	**8**	7	**15**	37
Total Volume	0	0	23	9	32	0	13	17	4	34	0	9	16	0	25	0	2	27	26	55	146
% App. Total	0	0	71.9	28.1		0	38.2	50	11.8		0	36	64	0		0	3.6	49.1	47.3		
PHF	.000	.000	.821	.750	.889	.000	.813	.708	.500	.850	.000	.375	.500	.000	.781	.000	.500	.844	.929	.917	.986

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
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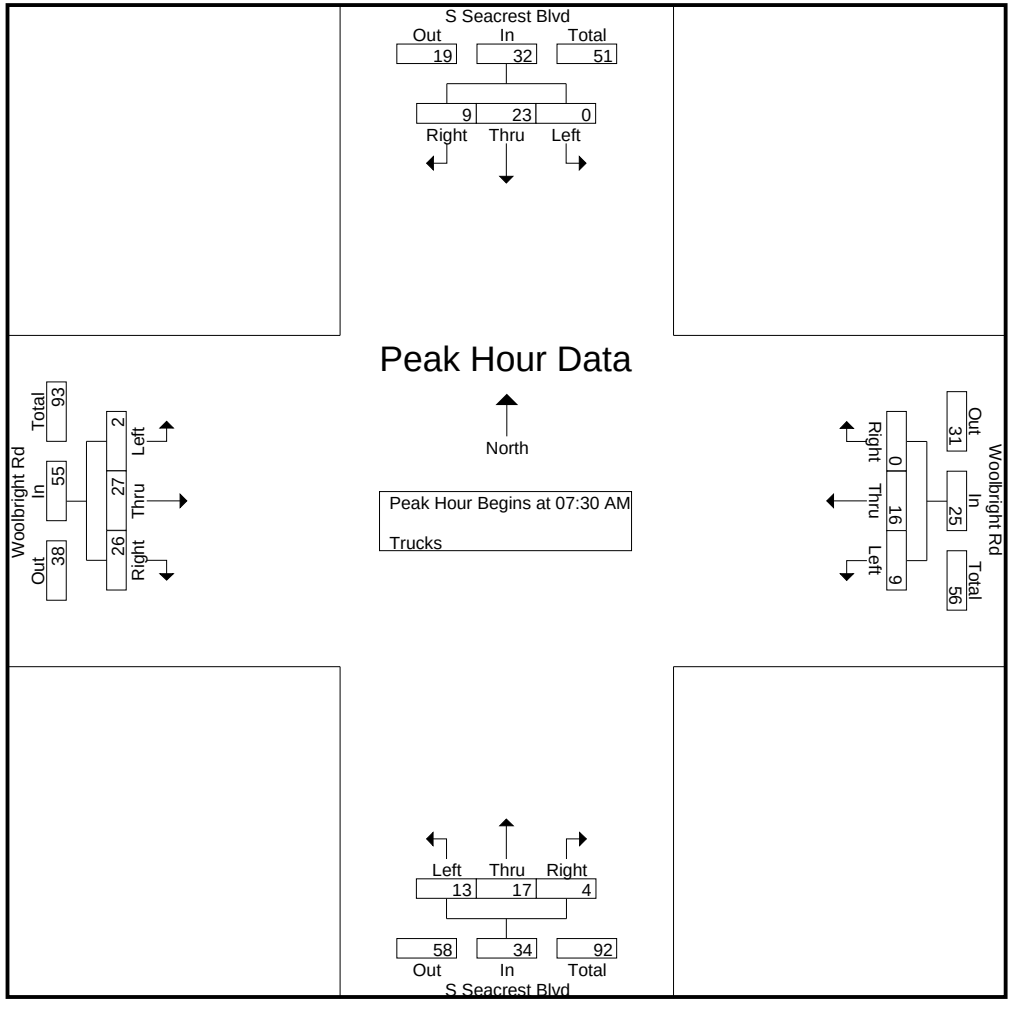

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
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	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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 04:00 PM																					
04:00 PM	0	0	**4**	**1**	**5**	0	**8**	**9**	**1**	**18**	0	0	3	**1**	4	0	**2**	2	**3**	**7**	**34**
04:15 PM	0	0	3	1	4	0	2	7	0	9	0	0	**12**	1	**13**	0	1	1	3	5	31
04:30 PM	0	0	3	0	3	0	5	3	0	8	0	0	6	0	6	0	1	**3**	3	7	24
04:45 PM	0	0	4	1	5	0	5	2	0	7	0	0	3	0	3	0	1	2	2	5	20
Total Volume	0	0	14	3	17	0	20	21	1	42	0	0	24	2	26	0	5	8	11	24	109
% App. Total	0	0	82.4	17.6		0	47.6	50	2.4		0	0	92.3	7.7		0	20.8	33.3	45.8		
PHF	.000	.000	.875	.750	.850	.000	.625	.583	.250	.583	.000	.000	.500	.500	.500	.000	.625	.667	.917	.857	.801

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
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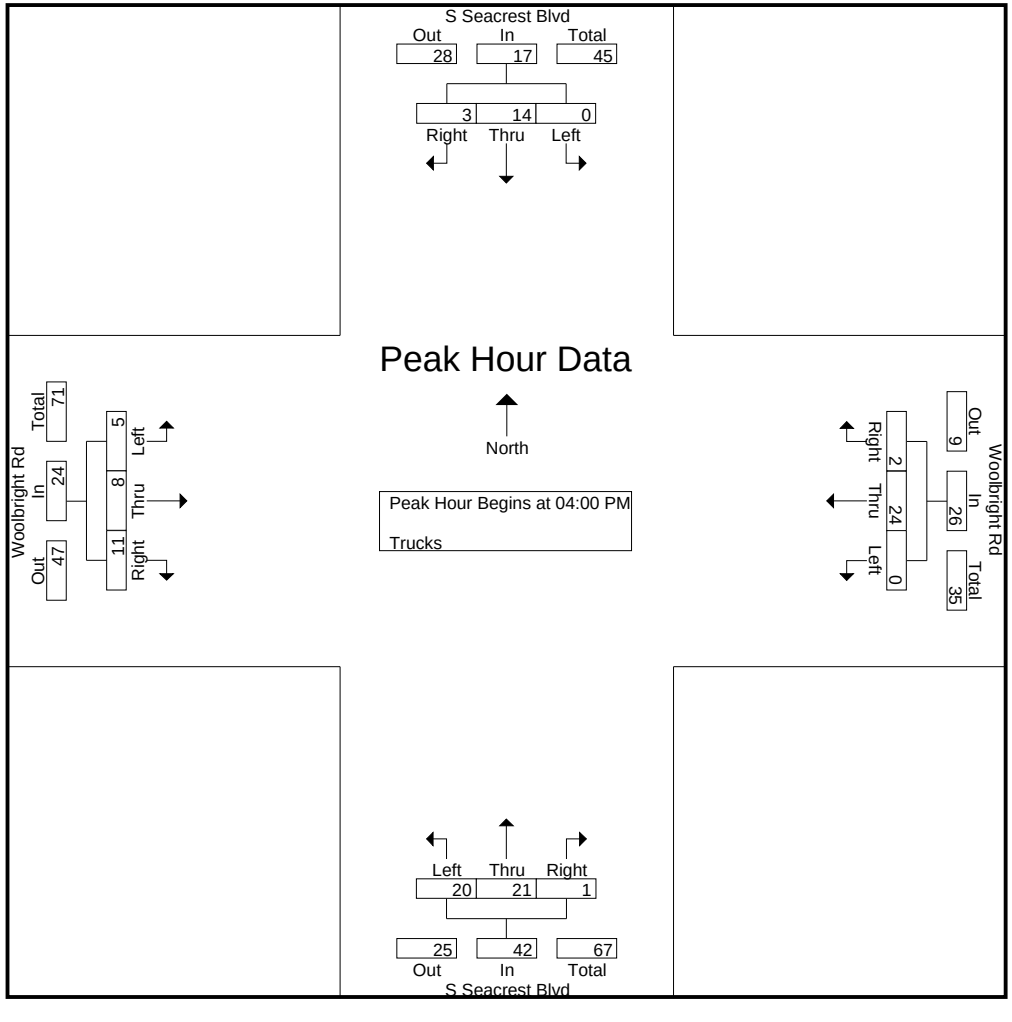

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
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Groups Printed- Vehicle - Trucks

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	15	21	39	0	42	18	5	65	0	1	59	2	62	0	6	41	13	60	226
06:15 AM	0	9	23	21	53	0	38	22	6	66	0	5	85	2	92	0	8	67	71	146	357
06:30 AM	0	10	38	34	82	0	73	22	4	99	0	10	125	3	138	0	16	61	83	160	479
06:45 AM	0	12	48	22	82	0	64	20	7	91	0	15	134	3	152	0	11	101	147	259	584
Total	0	34	124	98	256	0	217	82	22	321	0	31	403	10	444	0	41	270	314	625	1646
07:00 AM	0	5	43	26	74	0	112	46	9	167	0	9	156	3	168	0	10	104	80	194	603
07:15 AM	0	5	60	34	99	0	103	36	18	157	0	10	186	3	199	0	16	169	98	283	738
07:30 AM	0	22	92	32	146	0	132	44	11	187	0	27	201	3	231	0	14	155	124	293	857
07:45 AM	0	20	107	38	165	0	128	93	23	244	0	17	173	14	204	0	12	164	153	329	942
Total	0	52	302	130	484	0	475	219	61	755	0	63	716	23	802	0	52	592	455	1099	3140
08:00 AM	0	21	106	37	164	0	138	71	23	232	0	31	223	7	261	0	11	179	121	311	968
08:15 AM	0	18	98	28	144	0	131	54	20	205	0	24	166	5	195	0	16	145	135	296	840
08:30 AM	0	21	85	29	135	0	104	47	20	171	0	15	210	8	233	0	21	160	126	307	846
08:45 AM	0	20	92	37	149	0	114	45	13	172	0	20	173	14	207	0	30	179	128	337	865
Total	0	80	381	131	592	0	487	217	76	780	0	90	772	34	896	0	78	663	510	1251	3519
*** BREAK ***																					
04:00 PM	0	20	69	18	107	0	155	90	28	273	0	26	215	31	272	1	17	187	114	319	971
04:15 PM	0	17	59	21	97	0	112	109	28	249	0	19	216	16	251	0	29	206	115	350	947
04:30 PM	0	25	65	20	110	0	142	86	22	250	0	12	177	15	204	0	31	206	114	351	915
04:45 PM	0	13	68	16	97	0	139	104	26	269	0	12	281	16	309	0	30	232	135	397	1072
Total	0	75	261	75	411	0	548	389	104	1041	0	69	889	78	1036	1	107	831	478	1417	3905
05:00 PM	1	22	70	19	112	0	152	93	25	270	0	18	219	12	249	0	37	236	117	390	1021
05:15 PM	0	13	53	29	95	0	151	85	71	307	0	15	234	14	263	0	43	220	121	384	1049
05:30 PM	0	32	66	32	130	0	147	124	31	302	0	14	218	17	249	0	52	211	102	365	1046
05:45 PM	0	18	69	28	115	0	108	106	24	238	0	29	228	18	275	0	40	225	117	382	1010
Total	1	85	258	108	452	0	558	408	151	1117	0	76	899	61	1036	0	172	892	457	1521	4126
06:00 PM	0	23	53	12	88	0	97	81	24	202	0	27	235	17	279	0	27	221	105	353	922
06:15 PM	0	10	61	22	93	0	112	76	22	210	0	14	207	12	233	0	29	204	106	339	875
06:30 PM	0	10	51	14	75	0	100	77	20	197	0	16	171	15	202	0	31	190	126	347	821
06:45 PM	0	14	36	17	67	0	86	62	29	177	0	21	178	25	224	0	21	198	119	338	806
Total	0	57	201	65	323	0	395	296	95	786	0	78	791	69	938	0	108	813	456	1377	3424
Grand Total	1	383	1527	607	2518	0	2680	1611	509	4800	0	407	4470	275	5152	1	558	4061	2670	7290	19760
Apprch %	0	15.2	60.6	24.1		0	55.8	33.6	10.6		0	7.9	86.8	5.3		0	7.7	55.7	36.6		
Total %	0	1.9	7.7	3.1	12.7	0	13.6	8.2	2.6	24.3	0	2.1	22.6	1.4	26.1	0	2.8	20.6	13.5	36.9	
Vehicle	1	380	1453	582	2416	0	2623	1545	503	4671	0	397	4389	269	5055	1	535	3982	2604	7122	19264
% Vehicle	100	99.2	95.2	95.9	95.9	0	97.9	95.9	98.8	97.3	0	97.5	98.2	97.8	98.1	100	95.9	98.1	97.5	97.7	97.5
Trucks	0	3	74	25	102	0	57	66	6	129	0	10	81	6	97	0	23	79	66	168	496
% Trucks	0	0.8	4.8	4.1	4.1	0	2.1	4.1	1.2	2.7	0	2.5	1.8	2.2	1.9	0	4.1	1.9	2.5	2.3	2.5

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
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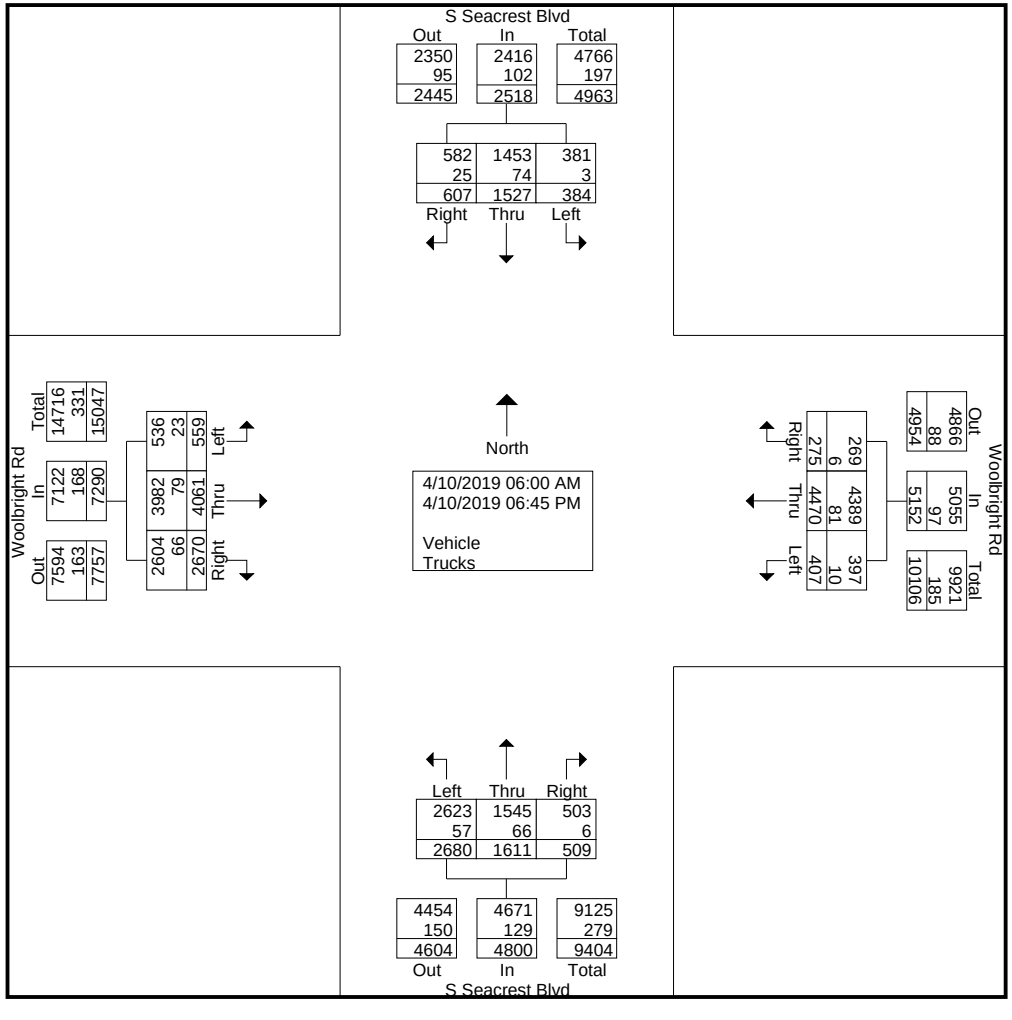

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 3

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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 07:30 AM																					
07:30 AM	0	**22**	92	32	146	0	132	44	11	187	0	27	201	3	231	0	14	155	124	293	857
07:45 AM	0	20	**107**	**38**	**165**	0	128	**93**	**23**	**244**	0	17	173	**14**	204	0	12	164	**153**	**329**	942
08:00 AM	0	21	106	37	164	0	**138**	71	23	232	0	**31**	**223**	7	**261**	0	11	**179**	121	311	**968**
08:15 AM	0	18	98	28	144	0	131	54	20	205	0	24	166	5	195	0	**16**	145	135	296	840
Total Volume	0	81	403	135	619	0	529	262	77	868	0	99	763	29	891	0	53	643	533	1229	3607
% App. Total	0	13.1	65.1	21.8		0	60.9	30.2	8.9		0	11.1	85.6	3.3		0	4.3	52.3	43.4		
PHF	.000	.920	.942	.888	.938	.000	.958	.704	.837	.889	.000	.798	.855	.518	.853	.000	.828	.898	.871	.934	.932

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
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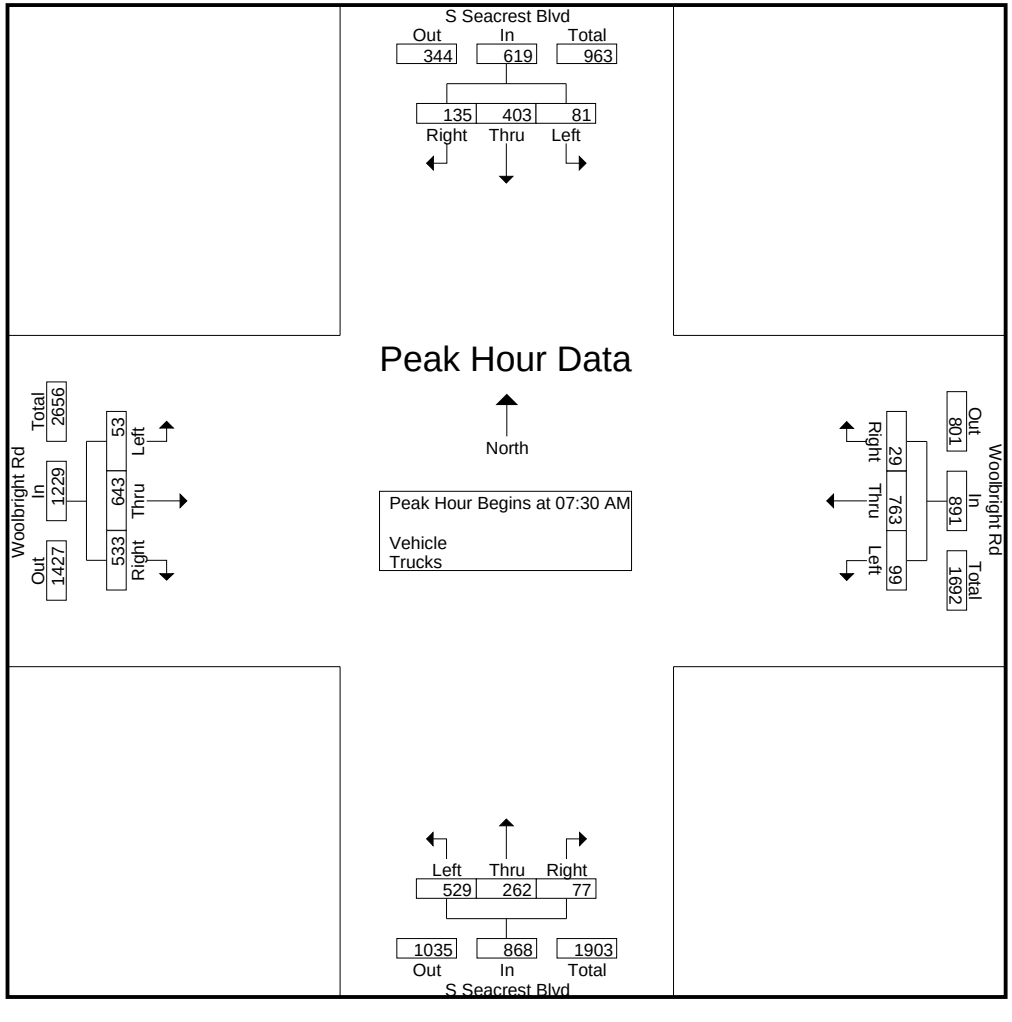

Woolbright Rd & S Seacrest Blvd
Wednesday

File Name : Woolbright Rd & S Seacrest Blvd (Wed)
Site Code : 00000000
Start Date : 4/10/2019
Page No : 5

	S Seacrest Blvd Southbound					S Seacrest Blvd Northbound					Woolbright Rd Westbound					Woolbright Rd Eastbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	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	13	68	16	97	0	139	104	26	269	0	12	**281**	16	**309**	0	30	232	**135**	**397**	**1072**
05:00 PM	**1**	22	**70**	19	112	0	**152**	93	25	270	0	**18**	219	12	249	0	37	**236**	117	390	1021
05:15 PM	0	13	53	29	95	0	151	85	**71**	**307**	0	15	234	14	263	0	43	220	121	384	1049
05:30 PM	0	**32**	66	**32**	**130**	0	147	**124**	31	302	0	14	218	**17**	249	0	**52**	211	102	365	1046
Total Volume	1	80	257	96	434	0	589	406	153	1148	0	59	952	59	1070	0	162	899	475	1536	4188
% App. Total	0.2	18.4	59.2	22.1		0	51.3	35.4	13.3		0	5.5	89	5.5		0	10.5	58.5	30.9		
PHF	.250	.625	.918	.750	.835	.000	.969	.819	.539	.935	.000	.819	.847	.868	.866	.000	.779	.952	.880	.967	.977

Woolbright Rd & S Seacrest Blvd
Wednesday

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Start Date : 4/10/2019
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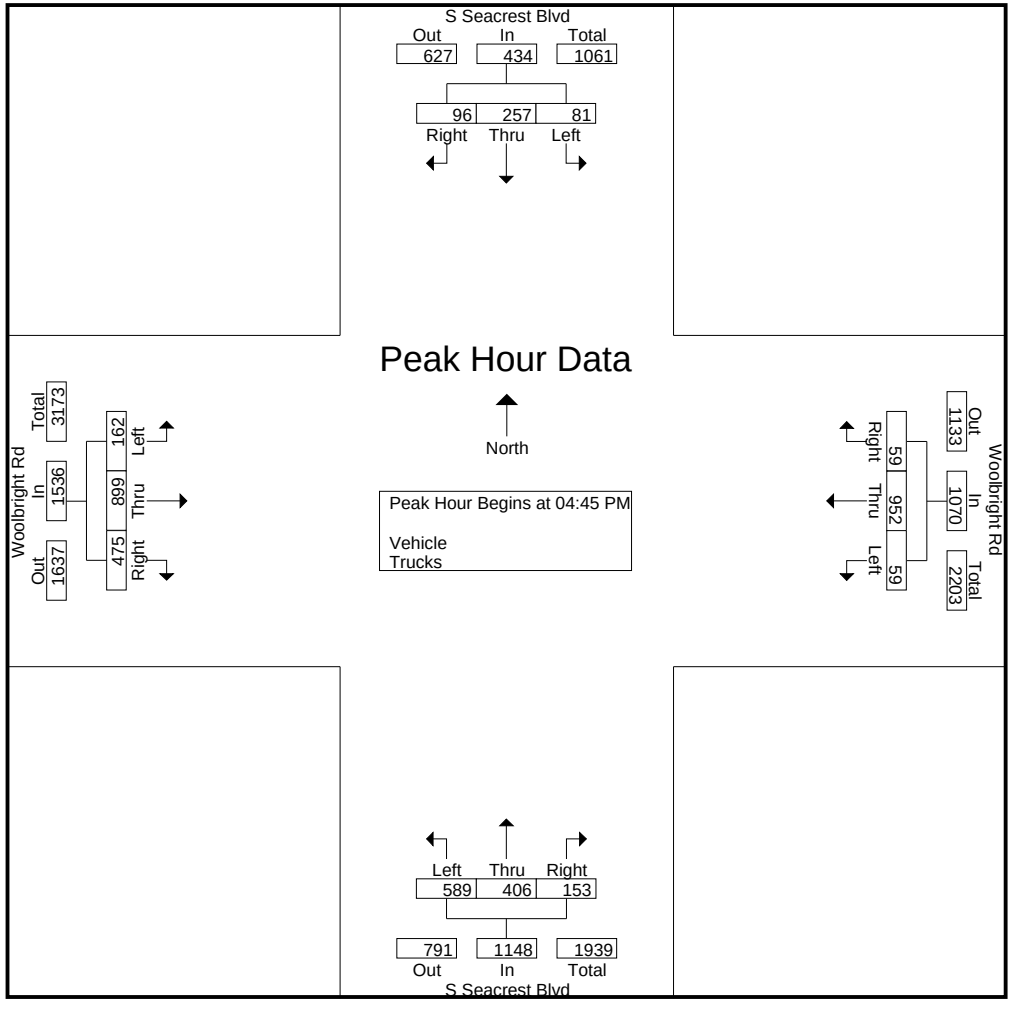

Signal Timing Sheets

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR	CONTROLLER TYPE:	NAZTEC
SIGNAL #	47530	SYSTEM #	4175

PHASE NUMBER	BOUND	TIMING INTERVAL													
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	EBLT	4.0	2.0	25.0		4.5	2.0	0.0	0.0	0			1	0	L1=NORMAL
2	WB	20.0	4.0	45.0		4.5	2.0	7.0	27.0	1			1	1	ADV NORMAL
3	SBLT	4.0	2.0	30.0		4.0	3.0	0.0	0.0	0			1	0	L3=NORMAL
4	NB	6.0	2.0	30.0		4.0	3.5	7.0	34.0	0			1	0	L4=D/N(5)
5	WBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0			1	0	L5=NORMAL
6	EB	20.0	4.0	45.0		4.5	2.0	7.0	23.0	1			1	1	ADV NORMAL
7	NBLT	4.0	2.0	20.0		4.0	3.0	0.0	0.0	0			1	0	L7=NORMAL
8	SB	6.0	2.0	30.0		4.0	3.5	7.0	29.0	0			1	0	L8=D/N(5)

PRE-EMPTION TIMING								
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ
R/R								
BRIDGE								
FIRE STN								
BUS								

SPECIAL FUNCTIONS						
	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
	2,6	2,4,6,8	1,5,7	2,6	4,8	

Notes:
1. *REFER TO SYSTEM TIMING AND ALT TIMING PLANS*
2. *UPDATED PED+Y+R CLEARANCE TIMES*
3. *PROGRAMMED FOR FP USING ALT TIME TABLES*
4.

TIMING DESIGNED BY:	SCOTT ORNITZ, P.E.	DATE:		APPROVED BY: LEE GAO, P.E PTOE	DATE: 7/20/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR			CONTROLLER TYPE:	NAZTEC
SYSTEM:	WOOLBRIGHT RD	SIGNAL #	47530	SYSTEM #	4175

TOD SCHEDULER

WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	1	0:00	100	7:00	1
10:00	1	14:30	3	22:00	100			22:00	100		
18:30	1	22:00	100								

TIMING PLANS

PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		130		140		150							
OFFSET (SEC)		2		1		1							
COORDINATED PHASE		2		2		2							
SEQUENCE		1		1		1							
ALT TIMING PLAN		1		2		3							
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	EBLT	22	NON	22	NON	31	NON		NON		NON		NON
FORCE-OFF 2 (SEC)	WB	40	MAX	37	MAX	41	MAX		MAX		MAX		MAX
FORCE-OFF 3 (SEC)	SBLT	24	NON	32	NON	30	NON		NON		NON		NON
FORCE-OFF 4 (SEC)	NB	44	NON	49	NON	48	NON		NON		NON		NON
FORCE-OFF 5 (SEC)	WBLT	20	NON	22	NON	20	NON		NON		NON		NON
FORCE-OFF 6 (SEC)	EB	42	MAX	37	MAX	52	MAX		MAX		MAX		MAX
FORCE-OFF 7 (SEC)	NBLT	20	NON	24	NON	22	NON		NON		NON		NON
FORCE-OFF 8 (SEC)	SB	48	NON	57	NON	56	NON		NON		NON		NON

Special Features:

1)

2)

3)

TIMING DESIGNED BY:	SCOTT ORNITZ, P.E.	DATE:	
APPROVED BY:	LEE GAO, P.E PTOE	DATE:	7/20/2018

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION:	WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR	SIGNAL #	47530	SYSTEM #	4175

ALT TIMING PLAN 1

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1	4.0	2.0	25.0	13.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	7.0	27.0	2	
3	4.0	2.0	30.0	17.0	4.0	3.0	0.0	0.0	3	
4	6.0	2.0	30.0	25.0	4.0	3.5	7.0	34.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	7.0	23.0	6	
7	4.0	2.0	20.0	11.0	4.0	3.0	0.0	0.0	7	
8	6.0	2.0	30.0	31.0	4.0	3.5	7.0	29.0	8	

ALT TIMING PLAN 2

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1	4.0	2.0	25.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	7.0	27.0	2	
3	4.0	2.0	30.0	23.0	4.0	3.0	0.0	0.0	3	
4	6.0	2.0	30.0	15.0	4.0	3.5	7.0	34.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	7.0	23.0	6	
7	4.0	2.0	20.0	8.0	4.0	3.0	0.0	0.0	7	
8	6.0	2.0	30.0	33.0	4.0	3.5	7.0	29.0	8	

ALT TIMING PLAN 3

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1	4.0	2.0	25.0	14.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	7.0	27.0	2	
3	4.0	2.0	30.0	22.0	4.0	3.0	0.0	0.0	3	
4	6.0	2.0	30.0	26.0	4.0	3.5	7.0	34.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	7.0	23.0	6	
7	4.0	2.0	20.0	16.0	4.0	3.0	0.0	0.0	7	
8	6.0	2.0	30.0	31.0	4.0	3.5	7.0	29.0	8	

ALT TIMING PLAN 4

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1										
2										
3										
4										
5										
6										
7										
8										

ALT TIMING PLAN 5

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1										
2										
3										
4										
5										
6										
7										
8										

ALT TIMING PLAN ASSIGNMENTS

ALT TIMING PLAN 1	PATTERN 1
ALT TIMING PLAN 2	PATTERN 2
ALT TIMING PLAN 3	PATTERN 3
ALT TIMING PLAN 4	
ALT TIMING PLAN 5	

NOTES;	

TIMING DESIGNED BY:	SCOTT ORNITZ, P.E.	DATE	
APPROVED BY:	LEE GAO, P.E PTOE	DATE	7/20/2018

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT ROAD AND SEACREST BLVD	CONTROLLER TYPE:	NAZTEC
SIGNAL #	47575	SYSTEM #	4190

PHASE NUMBER	BOUND	TIMING INTERVAL													
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	EBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0					
2	WB	20.0	4.0	60.0		4.5	2.0	10.0	21.0	1					
3	SBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0					
4	NB	6.0	2.0	35.0		4.5	2.0	7.0	21.0	0					
5	WBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0					
6	EB	20.0	4.0	40.0		4.5	2.0	7.0	26.0	1					
7	NBLT	4.0	2.0	35.0		4.5	2.0	0.0	0.0	0					
8	SB	6.0	2.0	35.0		4.5	2.0	10.0	21.0	0					

PRE-EMPTION TIMING								
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ
R/R								
BRIDGE								
FIRE STN								
BUS								

SPECIAL FUNCTIONS						
	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
	2,6	2,4,6,8	1,5	2,6	4,8	

Notes:
1. *REFER TO SYSTEM TIMING AND ALT TIMING PLANS*
2. *UPDATED PED+Y+R CLEARANCE TIMES*
3. *PROGRAMMED FOR FP USING ALT TIME TABLES*
4.

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.	DATE:		APPROVED BY: LEE GAO, P.E PTOE	DATE: 7/19/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT ROAD AND SEACREST BLVD			CONTROLLER TYPE:	NAZTEC
SYSTEM:	WOOLBRIGHT RD	SIGNAL #	47575	SYSTEM #	4190

TOD SCHEDULER

WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	1	0:00	100	7:00	1
10:00	1	14:30	3	22:00	100			22:00	100		
18:30	1	22:00	100								

TIMING PLANS

PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		130		140		150							
OFFSET (SEC)		99		5		92							
COORDINATED PHASE		2		2		2							
SEQUENCE		1		1		5							
ALT TIMING PLAN		1		2		3							
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	EBLT	22	NON	22	NON	20	NON		NON		NON		NON
FORCE-OFF 2 (SEC)	WB	41	MAX	46	MAX	50	MAX		MAX		MAX		MAX
FORCE-OFF 3 (SEC)	SBLT	22	NON	24	NON	23	NON		NON		NON		NON
FORCE-OFF 4 (SEC)	NB	45	NON	48	NON	57	NON		NON		NON		NON
FORCE-OFF 5 (SEC)	WBLT	22	NON	22	NON	20	NON		NON		NON		NON
FORCE-OFF 6 (SEC)	EB	41	MAX	46	MAX	50	MAX		MAX		MAX		MAX
FORCE-OFF 7 (SEC)	NBLT	28	NON	32	NON	40	NON		NON		NON		NON
FORCE-OFF 8 (SEC)	SB	39	NON	40	NON	40	NON		NON		NON		NON

Special Features:

1)

2)

3)

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.		
APPROVED BY:	LEE GAO, P.E PTOE	DATE:	
		DATE:	7/19/2018

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION:	WOOLBRIGHT ROAD AND SEACREST BLVD	SIGNAL #	47575	SYSTEM #	4190

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 1									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	60.0	60.0	4.5	2.0	10.0	21.0	2	
3	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	3	
4	6.0	2.0	35.0	35.0	4.5	2.0	7.0	21.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	40.0	40.0	4.5	2.0	7.0	26.0	6	
7	4.0	2.0	35.0	18.0	4.5	2.0	0.0	0.0	7	
8	6.0	2.0	35.0	25.0	4.5	2.0	10.0	21.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 2									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	60.0	60.0	4.5	2.0	10.0	21.0	2	
3	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	3	
4	6.0	2.0	35.0	35.0	4.5	2.0	7.0	21.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	40.0	40.0	4.5	2.0	7.0	26.0	6	
7	4.0	2.0	35.0	21.0	4.5	2.0	0.0	0.0	7	
8	6.0	2.0	35.0	28.0	4.5	2.0	10.0	21.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 3									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	60.0	60.0	4.5	2.0	10.0	21.0	2	
3	4.0	2.0	20.0	9.0	4.5	2.0	0.0	0.0	3	
4	6.0	2.0	35.0	35.0	4.5	2.0	7.0	21.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	40.0	40.0	4.5	2.0	7.0	26.0	6	
7	4.0	2.0	35.0	28.0	4.5	2.0	0.0	0.0	7	
8	6.0	2.0	35.0	29.0	4.5	2.0	10.0	21.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 4									
1										
2										
3										
4										
5										
6										
7										
8										

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 5									
1										
2										
3										
4										
5										
6										
7										
8										

	ALT TIMING PLAN ASSIGNMENTS
ALT TIMING PLAN 1	PATTERN 1 & PREEMPT
ALT TIMING PLAN 2	PATTERN 2 & PREEMPT
ALT TIMING PLAN 3	PATTERN 3 & PREEMPT
ALT TIMING PLAN 4	
ALT TIMING PLAN 5	

NOTES;	

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.	DATE	
APPROVED BY:	LEE GAO, P.E PTOE	DATE	7/19/2018

Palm Beach County **Signal Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Phase [1.1.1]

	1	2 (WT)	3 (NR)	4	5 (ET)	6 (SR)	7	8	9	10	11	12	13	14	15	16
Walk		5			5											
Ped Clearance		10			10											
Min Green	6	10	6	6	10	6										
Passage		4	2		4	2										
Max1	6	40	20	6	45	30										
Max2																
Yellow	4	4.5	4.5	4	4.5	4.5	4.5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2								

Phase Option [1.1.2]

	1	2 (WT)	3 (NR)	4	5 (ET)	6 (SR)	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON										
Auto Entry						ON										
Auto Exit					ON											
Non Act1																
Non Act2																
Lock Call					ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall					ON											
Max Recall	ON	ON	ON	ON	ON	ON										
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (WBT1)	2 (WBT2)	3 (NBR1)	4 (EBT1)	5 (EBT2)	6 (SBR1)	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase																
Switch Phase																
Delay Time																

Approved By: lgao **Date:** _____

Palm Beach County **System Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	14	18	22										
Minute		30		30	30											
Action	100	2	1	3	1	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	22													
Minute																
Action	100	1	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	22													
Minute																
Action	100	1	100													

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	130	140	150													
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	26	22	12	36	22										
Mode	NON	MXP	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph					ON											

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	34	15	12	43	24										
Mode	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph					ON											

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	36	21	12	46	23										
Mode	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph					ON											

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Approved By: lgao **Date:** _____

Palm Beach County **Preempt & Overlap Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash		ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	2	3															NORMAL		3.5	1.5
Overlap 2	2	3	4	5													NORMAL		3.5	1.5
Overlap 3	1	6															NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5	4	5															NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7	2																NORMAL		3.5	1.5
Overlap 8	5																NORMAL		3.5	1.5
Overlap 9	5	6															NORMAL		3.5	1.5
Overlap 10	1	2	5	6													NORMAL		3.5	1.5
Overlap 11	3	4															NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13	1	2															NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15	5																NORMAL		3.5	1.5
Overlap 16	2																NORMAL		3.5	1.5

Approved By: lgao **Date:** _____

Palm Beach County **Alternate Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: lgao **Date:** _____

Palm Beach County **Special System Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Approved By: lgao **Date:** _____

Appendix C
Existing Year 2019 HCS Outputs, Synchro 10 Outputs and Existing Raw Signal Timings

HCS
AM Peak Period

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5641	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1530
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	4987	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1362
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.57
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.4
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8335	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2261
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	40.5
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7186	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1569
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	64.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	5641	654
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	6122	704
Capacity (c), pc/h	9600	4000
Volume-to-Capacity Ratio (v/c)	0.64	0.18

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.426
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1837
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	58.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	73.5
Flow in Lanes 1 and 2 (v12), pc/h	2449	Ramp Junction Speed (S), mi/h	66.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	23.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	11.8

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	7186	1255
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.40
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.977
Flow Rate (vi),pc/h	7847	1352
Capacity (c), pc/h	9600	2000
Volume-to-Capacity Ratio (v/c)	0.96	0.68

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.549
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2354
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.049	Outer Lanes Freeway Speed (SO), mi/h	63.1
Flow in Lanes 1 and 2 (v12), pc/h	3139	Ramp Junction Speed (S), mi/h	58.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	4491	Average Density (D), pc/mi/ln	39.2
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.6

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5188	1309	103	407
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	5630	1409	111	439
Weaving Flow Rate (v_w), pc/h	1848	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	5741	Density-Based Capacity (c_{IWL}), pc/h/ln		2249
Total Flow Rate (v), pc/h	7589	Demand Flow-Based Capacity (c_{IW}), pc/h		14344
Volume Ratio (VR)	0.244	Weaving Segment Capacity (c_W), veh/h		10930
Minimum Lane Change Rate (LC_{MIN}), lc/h	1848	Adjusted Weaving Area Capacity, pc/h		11245
Maximum Weaving Length (L_{MAX}), ft	3425	Volume-to-Capacity Ratio (v/c)		0.67

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	832	Average Weaving Speed (S_W),mi/h	53.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1006	Average Non-Weaving Speed (S_{NW}), mi/h	49.4
Weaving Lane Change Rate (LC_W), lc/h	2424	Average Speed (S), mi/h	50.2
Weaving Lane Change Rate (LC_{All}), lc/h	3430	Density (D), pc/mi/ln	30.2
Weaving Intensity Factor (W)	0.446	Level of Service (LOS)	D

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing AM
Project Description	I-95 SB Weave Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7095	947	143	1139
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	7747	1020	154	1226
Weaving Flow Rate (v_w), pc/h	2246	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	7901	Density-Based Capacity (c_{IWL}), pc/h/ln		2197
Total Flow Rate (v), pc/h	10147	Demand Flow-Based Capacity (c_{IW}), pc/h		10860
Volume Ratio (VR)	0.221	Weaving Segment Capacity (c_W), veh/h		10504
Minimum Lane Change Rate (LC_{MIN}), lc/h	2246	Adjusted Weaving Area Capacity, pc/h		10860
Maximum Weaving Length (L_{MAX}), ft	4752	Volume-to-Capacity Ratio (v/c)		0.93

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	2771	Average Weaving Speed (S_W),mi/h	49.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3451	Average Non-Weaving Speed (S_{NW}), mi/h	45.7
Weaving Lane Change Rate (LC_W), lc/h	3553	Average Speed (S), mi/h	46.5
Weaving Lane Change Rate (LC_{All}), lc/h	7004	Density (D), pc/mi/ln	36.4
Weaving Intensity Factor (W)	0.585	Level of Service (LOS)	E

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HCS
PM Peak Period

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8744	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2372
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.00
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	53.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	44.8
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 Basic Segment Between NB Off-Ramp to NB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7707	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2104
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.89
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	58.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	35.7
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5878	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1595
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.67
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.5
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	24.0
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 Basic Segment SB Off-Ramp and SB On-Ramp_Existing PM		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5143	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1404
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information

Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity

Demand Volume (Vi)	8744	1037
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	9489	1116
Capacity (c), pc/h	9600	4000
Volume-to-Capacity Ratio (v/c)	0.99	0.28

Speed and Density

Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.463
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	57.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	70.2
Flow in Lanes 1 and 2 (v12), pc/h	4089	Ramp Junction Speed (S), mi/h	63.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	37.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.9

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/29/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	5143	719
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	5616	774
Capacity (c), pc/h	9600	2000
Volume-to-Capacity Ratio (v/c)	0.67	0.39

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.281
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1685
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	62.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.121	Outer Lanes Freeway Speed (SO), mi/h	65.7
Flow in Lanes 1 and 2 (v12), pc/h	2246	Ramp Junction Speed (S), mi/h	63.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	3020	Average Density (D), pc/mi/ln	25.0
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.3

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6820	1466	163	887
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	7401	1578	176	956
Weaving Flow Rate (v_w), pc/h	2534	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	7577	Density-Based Capacity (c_{IWL}), pc/h/ln		2243
Total Flow Rate (v), pc/h	10111	Demand Flow-Based Capacity (c_{IW}), pc/h		13944
Volume Ratio (VR)	0.251	Weaving Segment Capacity (c_W), veh/h		10901
Minimum Lane Change Rate (LC_{MIN}), lc/h	2534	Adjusted Weaving Area Capacity, pc/h		11215
Maximum Weaving Length (L_{MAX}), ft	3498	Volume-to-Capacity Ratio (v/c)		0.90

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2019
Jurisdiction	District 4	Time Period Analyzed	Existing PM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4620	523	117	1194
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	5045	563	126	1285
Weaving Flow Rate (v_w), pc/h	1848	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	5171	Density-Based Capacity (c_{IWL}), pc/h/ln		2164
Total Flow Rate (v), pc/h	7019	Demand Flow-Based Capacity (c_{IW}), pc/h		9125
Volume Ratio (VR)	0.263	Weaving Segment Capacity (c_W), veh/h		8832
Minimum Lane Change Rate (LC_{MIN}), lc/h	1848	Adjusted Weaving Area Capacity, pc/h		9125
Maximum Weaving Length (L_{MAX}), ft	5190	Volume-to-Capacity Ratio (v/c)		0.77

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1813	Average Weaving Speed (S_W),mi/h	57.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-368	Average Non-Weaving Speed (S_{NW}), mi/h	51.1
Weaving Lane Change Rate (LC_W), lc/h	3155	Average Speed (S), mi/h	52.7
Weaving Lane Change Rate (LC_{All}), lc/h	2787	Density (D), pc/mi/ln	22.2
Weaving Intensity Factor (W)	0.283	Level of Service (LOS)	C

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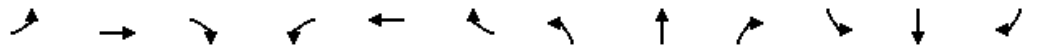
AM Peak Period

HCM 6th Edition Methodology



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1392	98	236	998	275	39	25	85	453	92	153
Future Volume (vph)	154	1392	98	236	998	275	39	25	85	453	92	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1647		3433	1688	
Flt Permitted	0.22	1.00	1.00	0.07	1.00	1.00	0.60	1.00		0.95	1.00	
Satd. Flow (perm)	411	5085	1583	132	5085	1583	1109	1647		3433	1688	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	1513	107	257	1085	299	42	27	92	492	100	166
RTOR Reduction (vph)	0	0	62	0	0	109	0	85	0	0	53	0
Lane Group Flow (vph)	167	1513	45	257	1085	190	42	34	0	492	213	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Actuated Green, G (s)	71.9	58.6	58.6	85.8	66.0	89.1	16.0	10.1		23.1	27.3	
Effective Green, g (s)	71.9	58.6	58.6	85.8	66.0	89.1	16.0	10.1		23.1	27.3	
Actuated g/C Ratio	0.51	0.42	0.42	0.61	0.47	0.64	0.11	0.07		0.17	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	340	2128	662	323	2397	1007	154	118		566	329	
v/s Ratio Prot	0.05	0.30		c0.12	0.21	0.03	0.01	0.02		c0.14	c0.13	
v/s Ratio Perm	0.21		0.03	c0.37		0.09	0.02					
v/c Ratio	0.49	0.71	0.07	0.80	0.45	0.19	0.27	0.29		0.87	0.65	
Uniform Delay, d1	18.6	33.7	24.4	38.9	24.9	10.5	56.2	61.5		57.0	51.9	
Progression Factor	1.00	1.00	1.00	1.17	1.11	0.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	2.0	0.2	10.5	0.5	0.0	0.4	0.5		13.0	3.3	
Delay (s)	19.0	35.7	24.6	55.8	28.0	0.0	56.6	62.0		69.9	55.2	
Level of Service	B	D	C	E	C	A	E	E		E	E	
Approach Delay (s)		33.5			27.3			60.6			64.8	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1090	840	415	764	0	0	0	0	537	0	745
Future Volume (vph)	0	1090	840	415	764	0	0	0	0	537	0	745
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0					6.5		4.0
Lane Util. Factor		0.86	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		6408	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		6408	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1147	884	437	804	0	0	0	0	565	0	784
RTOR Reduction (vph)	0	0	365	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1147	519	437	804	0	0	0	0	565	0	784
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Actuated Green, G (s)		48.5	48.5	39.5	54.5					17.5		140.0
Effective Green, g (s)		48.5	48.5	39.5	48.0					17.5		140.0
Actuated g/C Ratio		0.35	0.35	0.28	0.34					0.12		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		2219	548	968	1213					429		1583
v/s Ratio Prot		0.18		0.13	c0.23					c0.16		
v/s Ratio Perm			c0.33									c0.50
v/c Ratio		0.52	0.95	0.45	0.66					1.32		0.50
Uniform Delay, d1		36.4	44.5	41.3	39.1					61.2		0.0
Progression Factor		0.84	2.17	0.64	0.78					1.00		1.00
Incremental Delay, d2		0.1	20.1	0.2	0.6					158.4		1.1
Delay (s)		30.7	116.9	26.6	31.1					219.6		1.1
Level of Service		C	F	C	C					F		A
Approach Delay (s)		68.2			29.5			0.0			92.6	
Approach LOS		E			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	65.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	681	946	0	0	824	731	355	0	299	0	0	0
Future Volume (vph)	681	946	0	0	824	731	355	0	299	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.5		4.0			
Lane Util. Factor	0.97	0.95			0.86	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			6346	1568	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			6346	1568	3433		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	717	996	0	0	867	769	374	0	315	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	329	0	0	0	0	0	0
Lane Group Flow (vph)	717	996	0	0	867	440	374	0	315	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Actuated Green, G (s)	48.5	72.5			39.5	39.5	8.5		140.0			
Effective Green, g (s)	48.5	66.0			39.5	39.5	8.5		140.0			
Actuated g/C Ratio	0.35	0.47			0.28	0.28	0.06		1.00			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	1189	1668			1790	442	208		1583			
v/s Ratio Prot	c0.21	c0.28			0.14		c0.11					
v/s Ratio Perm						c0.28			0.20			
v/c Ratio	0.60	0.60			0.48	1.00	1.80		0.20			
Uniform Delay, d1	37.8	27.2			41.8	50.2	65.8		0.0			
Progression Factor	0.63	0.61			1.28	1.95	1.00		1.00			
Incremental Delay, d2	0.5	0.4			0.1	34.8	377.7		0.3			
Delay (s)	24.4	16.9			53.7	132.7	443.4		0.3			
Level of Service	C	B			D	F	F		A			
Approach Delay (s)		20.0			90.8			240.8			0.0	
Approach LOS		C			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	86.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	643	533	99	763	29	529	262	77	81	403	135
Future Volume (vph)	53	643	533	99	763	29	529	262	77	81	403	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	0.93		1.00	0.99		1.00	0.97		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3267		1752	3485		3433	3418		1770	3406	
Flt Permitted	0.21	1.00		0.07	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	391	3267		133	3485		3433	3418		1770	3406	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	58	699	579	108	829	32	575	285	84	88	438	147
RTOR Reduction (vph)	0	93	0	0	2	0	0	20	0	0	25	0
Lane Group Flow (vph)	58	1185	0	108	859	0	575	349	0	88	560	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2								
Actuated Green, G (s)	58.4	52.3		65.0	55.6		25.0	41.0		11.3	27.3	
Effective Green, g (s)	58.4	52.3		65.0	55.6		25.0	41.0		11.3	27.3	
Actuated g/C Ratio	0.42	0.37		0.46	0.40		0.18	0.29		0.08	0.20	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	222	1220		170	1384		613	1000		142	664	
v/s Ratio Prot	0.01	c0.36		c0.04	0.25		c0.17	0.10		0.05	c0.16	
v/s Ratio Perm	0.10			c0.25								
v/c Ratio	0.26	0.97		0.64	0.62		0.94	0.35		0.62	0.84	
Uniform Delay, d1	26.0	43.1		30.9	33.8		56.7	39.0		62.3	54.3	
Progression Factor	0.64	0.96		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.2	18.6		5.6	2.1		21.8	0.1		5.6	9.2	
Delay (s)	16.9	59.9		36.5	35.9		78.5	39.1		67.8	63.5	
Level of Service	B	E		D	D		E	D		E	E	
Approach Delay (s)		58.0			35.9			63.1			64.1	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

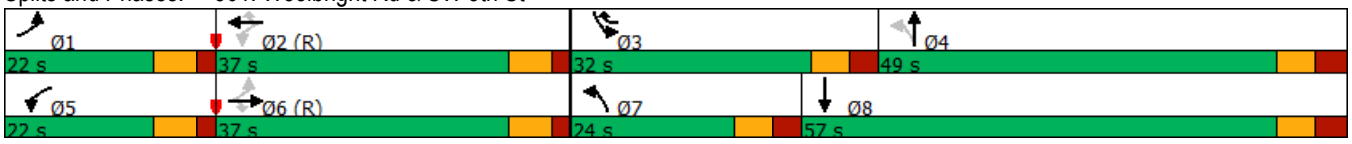
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	1392	98	236	998	275	39	25	85	453	92	153
Future Volume (vph)	154	1392	98	236	998	275	39	25	85	453	92	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.884			0.906	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1647	0	3433	1688	0
Flt Permitted	0.221			0.071			0.595			0.950		
Satd. Flow (perm)	412	5085	1583	132	5085	1583	1108	1647	0	3433	1688	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			195			299		92			66	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	167	1513	107	257	1085	299	42	27	92	492	100	166
Shared Lane Traffic (%)												
Lane Group Flow (vph)	167	1513	107	257	1085	299	42	119	0	492	266	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	25.0	11.0	48.5		25.0	43.5	
Total Split (s)	22.0	37.0	37.0	22.0	37.0	32.0	24.0	49.0		32.0	57.0	
Total Split (%)	15.7%	26.4%	26.4%	15.7%	26.4%	22.9%	17.1%	35.0%		22.9%	40.7%	
Maximum Green (s)	15.5	30.5	30.5	15.5	30.5	25.0	17.0	41.5		25.0	49.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	73.3	60.0	60.0	86.3	67.4	97.0	16.0	8.7		23.1	27.3	
Actuated g/C Ratio	0.52	0.43	0.43	0.62	0.48	0.69	0.11	0.06		0.16	0.20	
v/c Ratio	0.49	0.69	0.14	0.80	0.44	0.25	0.26	0.63		0.87	0.70	
Control Delay	18.0	35.7	0.4	57.2	28.8	0.4	41.1	33.8		73.3	49.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	18.0	35.7	0.4	57.2	28.8	0.4	41.1	33.8		73.3	49.8	
LOS	B	D	A	E	C	A	D	C		E	D	
Approach Delay		31.9			28.1			35.7			65.0	
Approach LOS		C			C			D			E	
Queue Length 50th (ft)	59	393	0	178	195	0	28	24		225	177	
Queue Length 95th (ft)	110	534	0	284	267	0	54	86		288	266	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	384	2180	790	322	2448	1205	287	552		613	639	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.43	0.69	0.14	0.80	0.44	0.25	0.15	0.22		0.80	0.42	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 36.4 Intersection LOS: D
Intersection Capacity Utilization 82.4% ICU Level of Service E
Analysis Period (min) 15

Splits and Phases: 301: Woolbright Rd & SW 8th St



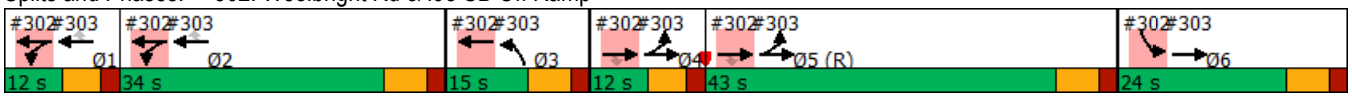
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1090	840	415	764	0	0	0	0	537	0	745
Future Volume (vph)	0	1090	840	415	764	0	0	0	0	537	0	745
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	0		0	0		400
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			559									671
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			437			828	
Travel Time (s)		23.6			11.3			8.5			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1147	884	437	804	0	0	0	0	565	0	784
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1147	884	437	804	0	0	0	0	565	0	784
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Detector Phase		4 5	4 5	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										12.5		
Total Split (s)										24.0		
Total Split (%)										17.1%		
Maximum Green (s)										17.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										2.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	24.5
Total Split (s)	12.0	34.0	15.0	12.0	43.0
Total Split (%)	9%	24%	11%	9%	31%
Maximum Green (s)	6.0	27.5	8.5	6.0	36.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										3.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		49.0	49.0	40.0	55.0					17.5		140.0
Actuated g/C Ratio		0.35	0.35	0.29	0.39					0.12		1.00
v/c Ratio		0.51	0.96	0.45	0.58					1.32		0.50
Control Delay		30.9	50.3	27.0	27.1					204.6		1.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		30.9	50.3	27.0	27.1					204.6		1.1
LOS		C	D	C	C					F		A
Approach Delay		39.4			27.1						86.3	
Approach LOS		D			C						F	
Queue Length 50th (ft)		242	635	67	124					~341		0
Queue Length 95th (ft)		284	#924	m69	m122					#460		0
Internal Link Dist (ft)		1302			580			357			748	
Turn Bay Length (ft)												400
Base Capacity (vph)		2242	917	980	1390					429		1583
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		0.51	0.96	0.45	0.58					1.32		0.50

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 61 (44%), Referenced to phase 5:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.80			
Intersection Signal Delay: 49.8		Intersection LOS: D	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Max
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

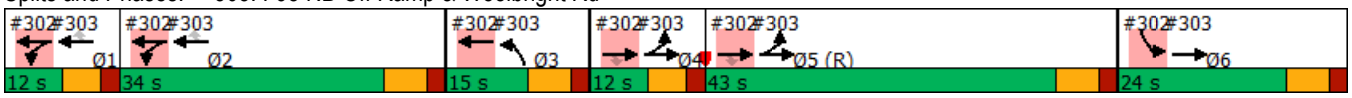
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	681	946	0	0	824	731	355	0	299	0	0	0
Future Volume (vph)	681	946	0	0	824	731	355	0	299	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		675	0		400	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						458			315			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			547	
Travel Time (s)		11.3			14.9			17.9			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	717	996	0	0	867	769	374	0	315	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	717	996	0	0	867	769	374	0	315	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Detector Phase	4 5	4 5 6			1 2	1 2	3					
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							15.0					
Total Split (%)							10.7%					
Maximum Green (s)							8.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	24.5	12.5
Total Split (s)	12.0	34.0	12.0	43.0	24.0
Total Split (%)	9%	24%	9%	31%	17%
Maximum Green (s)	6.0	27.5	6.0	36.5	17.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	4.0	2.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	49.0	73.0			40.0	40.0	8.5		140.0			
Actuated g/C Ratio	0.35	0.52			0.29	0.29	0.06		1.00			
v/c Ratio	0.60	0.54			0.48	0.99	1.80		0.20			
Control Delay	25.2	14.4			53.9	61.3	412.8		0.3			
Queue Delay	0.0	0.2			0.0	0.0	0.0		0.0			
Total Delay	25.2	14.6			53.9	61.3	412.8		0.3			
LOS	C	B			D	E	F		A			
Approach Delay		19.0			57.3			224.2				
Approach LOS		B			E			F				
Queue Length 50th (ft)	121	103			237	476	~262		0			
Queue Length 95th (ft)	m126	m105			m266	m#755	#368		0			
Internal Link Dist (ft)		580			792			839			467	
Turn Bay Length (ft)						675			400			
Base Capacity (vph)	1201	1845			1813	775	208		1583			
Starvation Cap Reductn	0	227			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	0.60	0.62			0.48	0.99	1.80		0.20			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 61 (44%), Referenced to phase 5:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.80			
Intersection Signal Delay: 69.5		Intersection LOS: E	
Intersection Capacity Utilization 94.6%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

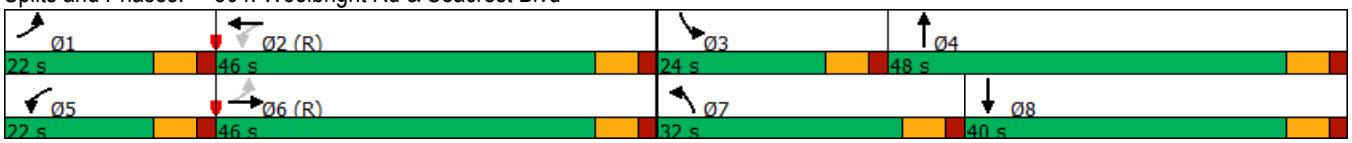
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	643	533	99	763	29	529	262	77	81	403	135
Future Volume (vph)	53	643	533	99	763	29	529	262	77	81	403	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	300		0	475		0	180		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.932			0.994			0.966			0.962	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3267	0	1752	3484	0	3433	3419	0	1770	3405	0
Flt Permitted	0.212			0.072			0.950			0.950		
Satd. Flow (perm)	391	3267	0	133	3484	0	3433	3419	0	1770	3405	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		149			3			28			31	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	58	699	579	108	829	32	575	285	84	88	438	147
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	1278	0	108	861	0	575	369	0	88	585	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5		10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	22.0	46.0		22.0	46.0		32.0	48.0		24.0	40.0	
Total Split (%)	15.7%	32.9%		15.7%	32.9%		22.9%	34.3%		17.1%	28.6%	
Maximum Green (s)	15.5	39.5		15.5	39.5		25.5	41.5		17.5	33.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0		2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Walk Time (s)		7.0			10.0			7.0			10.0	
Flash Dont Walk (s)		26.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	59.3	52.3		65.2	56.9		25.0	41.0		11.3	27.3	
Actuated g/C Ratio	0.42	0.37		0.47	0.41		0.18	0.29		0.08	0.20	
v/c Ratio	0.25	0.97		0.64	0.61		0.94	0.36		0.62	0.85	
Control Delay	16.1	55.0		42.8	36.9		80.5	36.9		79.7	63.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.1	55.0		42.8	36.9		80.5	36.9		79.7	63.5	
LOS	B	E		D	D		F	D		E	E	
Approach Delay		53.3			37.6			63.5			65.6	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	29	596		53	332		268	128		79	260	
Queue Length 95th (ft)	m66	#842		117	450		#375	172		133	313	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300			300			475			180		
Base Capacity (vph)	337	1313		244	1418		625	1043		221	838	
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	0.97		0.44	0.61		0.92	0.35		0.40	0.70	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 5 (4%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 54.0		Intersection LOS: D	
Intersection Capacity Utilization 92.6%		ICU Level of Service F	
Analysis Period (min) 15			
# 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.			

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



PM Peak Period

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1187	64	79	1395	498	197	62	291	335	37	123
Future Volume (vph)	192	1187	64	79	1395	498	197	62	291	335	37	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1632		3433	1648	
Flt Permitted	0.06	1.00	1.00	0.15	1.00	1.00	0.65	1.00		0.95	1.00	
Satd. Flow (perm)	116	5085	1583	284	5085	1583	1206	1632		3433	1648	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	209	1290	70	86	1516	541	214	67	316	364	40	134
RTOR Reduction (vph)	0	0	39	0	0	261	0	126	0	0	93	0
Lane Group Flow (vph)	209	1290	31	86	1516	280	214	257	0	364	81	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Actuated Green, G (s)	81.5	66.6	66.6	66.0	57.6	77.5	42.2	27.6		19.9	32.9	
Effective Green, g (s)	81.5	66.6	66.6	66.0	57.6	77.5	42.2	27.6		19.9	32.9	
Actuated g/C Ratio	0.54	0.44	0.44	0.44	0.38	0.52	0.28	0.18		0.13	0.22	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	254	2257	702	208	1952	817	394	300		455	361	
v/s Ratio Prot	c0.10	0.25		0.02	0.30	0.05	0.05	c0.16		c0.11	c0.05	
v/s Ratio Perm	c0.35		0.02	0.16		0.13	0.10					
v/c Ratio	0.82	0.57	0.04	0.41	0.78	0.34	0.54	0.86		0.80	0.22	
Uniform Delay, d1	43.8	31.1	23.7	25.6	40.6	21.3	44.1	59.3		63.1	48.1	
Progression Factor	1.00	1.00	1.00	1.39	1.16	0.24	1.00	1.00		1.00	1.00	
Incremental Delay, d2	18.1	1.1	0.1	0.3	2.1	0.1	0.8	19.8		9.2	0.1	
Delay (s)	61.9	32.1	23.8	36.0	49.0	5.1	44.9	79.1		72.3	48.2	
Level of Service	E	C	C	D	D	A	D	E		E	D	
Approach Delay (s)		35.7			37.4			66.8			64.5	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	43.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1407	406	313	1268	0	0	0	0	607	0	704
Future Volume (vph)	0	1407	406	313	1268	0	0	0	0	607	0	704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0					6.5		4.0
Lane Util. Factor		0.86	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		6408	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		6408	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1481	427	329	1335	0	0	0	0	639	0	741
RTOR Reduction (vph)	0	0	263	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1481	164	329	1335	0	0	0	0	639	0	741
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Actuated Green, G (s)		51.5	51.5	41.5	62.5					16.5		150.0
Effective Green, g (s)		51.5	51.5	41.5	56.0					16.5		150.0
Actuated g/C Ratio		0.34	0.34	0.28	0.37					0.11		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										4.0		
Lane Grp Cap (vph)		2200	543	949	1321					377		1583
v/s Ratio Prot		c0.23		0.10	c0.38					c0.19		
v/s Ratio Perm			0.10									0.47
v/c Ratio		0.67	0.30	0.35	1.01					1.69		0.47
Uniform Delay, d1		42.1	36.1	43.4	47.0					66.8		0.0
Progression Factor		1.03	3.55	0.83	0.83					1.00		1.00
Incremental Delay, d2		0.7	0.3	0.0	10.2					324.0		1.0
Delay (s)		43.8	128.4	36.0	49.3					390.7		1.0
Level of Service		D	F	D	D					F		A
Approach Delay (s)		62.7			46.6			0.0			181.5	
Approach LOS		E			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	90.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	835	1179	0	0	1003	794	578	0	459	0	0	0
Future Volume (vph)	835	1179	0	0	1003	794	578	0	459	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.5		4.0			
Lane Util. Factor	0.97	0.95			0.86	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			6346	1568	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			6346	1568	3433		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	879	1241	0	0	1056	836	608	0	483	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	335	0	0	0	0	0	0
Lane Group Flow (vph)	879	1241	0	0	1056	501	608	0	483	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Actuated Green, G (s)	51.5	74.5			41.5	41.5	14.5		150.0			
Effective Green, g (s)	51.5	68.0			41.5	41.5	14.5		150.0			
Actuated g/C Ratio	0.34	0.45			0.28	0.28	0.10		1.00			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	1178	1604			1755	433	331		1583			
v/s Ratio Prot	0.26	c0.35			0.17		c0.18					
v/s Ratio Perm						c0.32			0.31			
v/c Ratio	0.75	0.77			0.60	1.16	1.84		0.31			
Uniform Delay, d1	43.5	34.5			47.1	54.2	67.8		0.0			
Progression Factor	0.62	0.55			0.97	1.04	1.00		1.00			
Incremental Delay, d2	0.7	0.7			0.4	85.9	388.2		0.5			
Delay (s)	27.7	19.6			46.1	142.1	455.9		0.5			
Level of Service	C	B			D	F	F		A			
Approach Delay (s)		23.0			88.5			254.3			0.0	
Approach LOS		C			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	96.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	104.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	899	475	59	952	59	589	406	153	81	257	96
Future Volume (vph)	162	899	475	59	952	59	589	406	153	81	257	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	0.95		1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3323		1752	3474		3433	3394		1770	3395	
Flt Permitted	0.07	1.00		0.07	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	128	3323		134	3474		3433	3394		1770	3395	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	176	977	516	64	1035	64	640	441	166	88	279	104
RTOR Reduction (vph)	0	37	0	0	3	0	0	29	0	0	28	0
Lane Group Flow (vph)	176	1456	0	64	1096	0	640	578	0	88	355	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2								
Actuated Green, G (s)	78.1	64.5		62.0	54.9		31.5	39.8		12.6	20.9	
Effective Green, g (s)	78.1	64.5		62.0	54.9		31.5	39.8		12.6	20.9	
Actuated g/C Ratio	0.52	0.43		0.41	0.37		0.21	0.27		0.08	0.14	
Clearance Time (s)	6.5	6.5		6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	247	1428		131	1271		720	900		148	473	
v/s Ratio Prot	c0.08	c0.44		0.02	0.32		c0.19	0.17		0.05	c0.10	
v/s Ratio Perm	0.29			0.18								
v/c Ratio	0.71	1.02		0.49	0.86		0.89	0.64		0.59	0.75	
Uniform Delay, d1	38.4	42.8		35.5	44.1		57.6	48.8		66.2	62.0	
Progression Factor	1.75	0.68		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.7	26.5		2.9	7.9		12.9	1.6		6.3	6.4	
Delay (s)	74.7	55.7		38.4	51.9		70.4	50.4		72.5	68.5	
Level of Service	E	E		D	D		E	D		E	E	
Approach Delay (s)		57.7			51.2			60.7			69.2	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	58.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

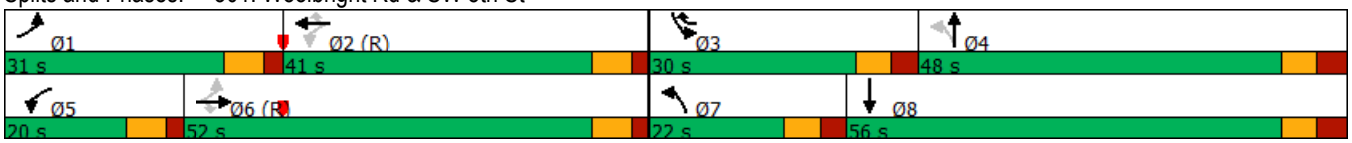
Synchro Methodology

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	1187	64	79	1395	498	197	62	291	335	37	123
Future Volume (vph)	192	1187	64	79	1395	498	197	62	291	335	37	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.876			0.884	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1632	0	3433	1647	0
Flt Permitted	0.062			0.153			0.647			0.950		
Satd. Flow (perm)	115	5085	1583	285	5085	1583	1205	1632	0	3433	1647	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			541		155			119	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	209	1290	70	86	1516	541	214	67	316	364	40	134
Shared Lane Traffic (%)												
Lane Group Flow (vph)	209	1290	70	86	1516	541	214	383	0	364	174	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	31.0	52.0	52.0	20.0	41.0	30.0	22.0	48.0		30.0	56.0	
Total Split (%)	20.7%	34.7%	34.7%	13.3%	27.3%	20.0%	14.7%	32.0%		20.0%	37.3%	
Maximum Green (s)	24.5	45.5	45.5	13.5	34.5	23.0	15.0	40.5		23.0	48.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	81.1	66.7	66.7	66.1	57.7	84.1	42.6	27.6		19.9	32.9	
Actuated g/C Ratio	0.54	0.44	0.44	0.44	0.38	0.56	0.28	0.18		0.13	0.22	
v/c Ratio	0.83	0.57	0.09	0.41	0.78	0.48	0.54	0.90		0.80	0.38	
Control Delay	64.5	34.7	0.2	33.7	50.0	1.5	38.7	58.8		76.7	17.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	64.5	34.7	0.2	33.7	50.0	1.5	38.7	58.8		76.7	17.1	
LOS	E	C	A	C	D	A	D	E		E	B	
Approach Delay		37.1			37.1			51.6			57.4	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	151	340	0	48	376	0	150	232		180	44	
Queue Length 95th (ft)	251	484	0	m72	#777	m25	185	334		233	99	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	334	2261	805	268	1956	1146	402	553		526	613	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.57	0.09	0.32	0.78	0.47	0.53	0.69		0.69	0.28	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 41.1		Intersection LOS: D	
Intersection Capacity Utilization 91.3%		ICU Level of Service F	
Analysis Period (min) 15			
# 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.			

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1407	406	313	1268	0	0	0	0	607	0	704
Future Volume (vph)	0	1407	406	313	1268	0	0	0	0	607	0	704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	0		0	0		400
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			400									610
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			437			828	
Travel Time (s)		23.6			11.3			8.5			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1481	427	329	1335	0	0	0	0	639	0	741
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1481	427	329	1335	0	0	0	0	639	0	741
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Detector Phase		4 5	4 5	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										12.5		
Total Split (s)										23.0		
Total Split (%)										15.3%		
Maximum Green (s)										16.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										4.0		

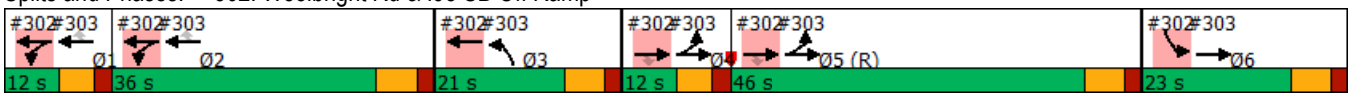
Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	24.5
Total Split (s)	12.0	36.0	21.0	12.0	46.0
Total Split (%)	8%	24%	14%	8%	31%
Maximum Green (s)	6.0	29.5	14.5	6.0	39.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										4.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		52.0	52.0	42.0	63.0					16.5		150.0
Actuated g/C Ratio		0.35	0.35	0.28	0.42					0.11		1.00
v/c Ratio		0.67	0.53	0.34	0.90					1.69		0.47
Control Delay		44.1	17.6	36.0	35.0					361.7		1.0
Queue Delay		0.0	0.0	0.0	12.6					0.0		0.0
Total Delay		44.2	17.6	36.0	47.6					361.7		1.0
LOS		D	B	D	D					F		A
Approach Delay		38.2			45.3						168.0	
Approach LOS		D			D						F	
Queue Length 50th (ft)		411	163	68	678					~470		0
Queue Length 95th (ft)		463	315	m77	m192					#596		0
Internal Link Dist (ft)		1302			580			357			748	
Turn Bay Length (ft)												400
Base Capacity (vph)		2221	810	961	1486					377		1583
Starvation Cap Reductn		0	0	0	162					0		0
Spillback Cap Reductn		28	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.68	0.53	0.34	1.01					1.69		0.47

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 69 (46%), Referenced to phase 5:EBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.84
Intersection Signal Delay: 76.8 Intersection LOS: E
Intersection Capacity Utilization 104.9% ICU Level of Service G
Analysis Period (min) 15
~ 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.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	4.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	None	C-Max
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

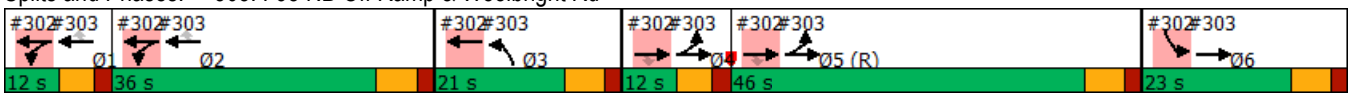
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	835	1179	0	0	1003	794	578	0	459	0	0	0
Future Volume (vph)	835	1179	0	0	1003	794	578	0	459	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		675	0		400	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						463			483			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			547	
Travel Time (s)		11.3			14.9			17.9			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	879	1241	0	0	1056	836	608	0	483	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	879	1241	0	0	1056	836	608	0	483	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Detector Phase	4 5	4 5 6			1 2	1 2	3					
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							21.0					
Total Split (%)							14.0%					
Maximum Green (s)							14.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	24.5	12.5
Total Split (s)	12.0	36.0	12.0	46.0	23.0
Total Split (%)	8%	24%	8%	31%	15%
Maximum Green (s)	6.0	29.5	6.0	39.5	16.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	52.0	75.0			42.0	42.0	14.5		150.0			
Actuated g/C Ratio	0.35	0.50			0.28	0.28	0.10		1.00			
v/c Ratio	0.74	0.70			0.59	1.08	1.84		0.31			
Control Delay	28.1	16.7			46.4	73.8	423.1		0.5			
Queue Delay	0.1	0.6			0.5	0.0	0.0		0.0			
Total Delay	28.2	17.3			46.9	73.8	423.1		0.5			
LOS	C	B			D	E	F		A			
Approach Delay		21.8			58.8			236.0				
Approach LOS		C			E			F				
Queue Length 50th (ft)	159	134			242	~591	~462		0			
Queue Length 95th (ft)	m152	m127			242	#848	#585		0			
Internal Link Dist (ft)		580			792			839			467	
Turn Bay Length (ft)						675			400			
Base Capacity (vph)	1190	1769			1776	772	331		1583			
Starvation Cap Reductn	18	201			0	0	0		0			
Spillback Cap Reductn	0	0			315	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.75	0.79			0.72	1.08	1.84		0.31			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 69 (46%), Referenced to phase 5:EBT, Start of Green			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.84			
Intersection Signal Delay: 81.3		Intersection LOS: F	
Intersection Capacity Utilization 104.9%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	4.0	3.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None	None	C-Max	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

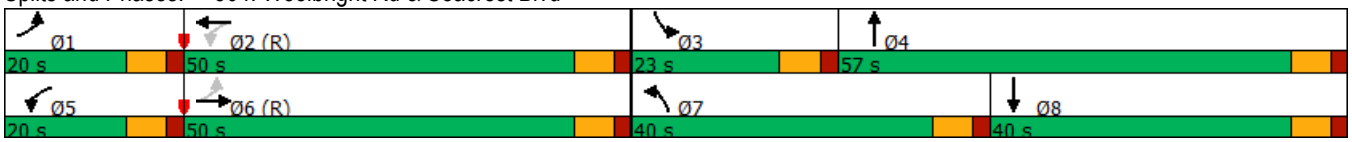
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	162	899	475	59	952	59	589	406	153	81	257	96
Future Volume (vph)	162	899	475	59	952	59	589	406	153	81	257	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	300		0	475		0	180		0
Storage Lanes	1		0	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt		0.948			0.991			0.959			0.959	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3323	0	1752	3473	0	3433	3394	0	1770	3394	0
Flt Permitted	0.069			0.073			0.950			0.950		
Satd. Flow (perm)	127	3323	0	135	3473	0	3433	3394	0	1770	3394	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		65			4			39			33	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	176	977	516	64	1035	64	640	441	166	88	279	104
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	1493	0	64	1099	0	640	607	0	88	383	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2								
Detector Phase	1	6		5	2		7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5		10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	20.0	50.0		20.0	50.0		40.0	57.0		23.0	40.0	
Total Split (%)	13.3%	33.3%		13.3%	33.3%		26.7%	38.0%		15.3%	26.7%	
Maximum Green (s)	13.5	43.5		13.5	43.5		33.5	50.5		16.5	33.5	
Yellow Time (s)	4.5	4.5		4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0		2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	
Walk Time (s)		7.0			10.0			7.0			10.0	
Flash Dont Walk (s)		26.0			21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	78.1	65.8		63.2	54.9		31.5	39.8		12.6	20.9	
Actuated g/C Ratio	0.52	0.44		0.42	0.37		0.21	0.27		0.08	0.14	
v/c Ratio	0.71	1.00		0.44	0.86		0.89	0.65		0.59	0.76	
Control Delay	72.3	50.5		33.5	52.8		72.7	49.0		82.1	66.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	72.3	50.5		33.5	52.8		72.7	49.0		82.1	66.9	
LOS	E	D		C	D		E	D		F	E	
Approach Delay		52.8			51.7			61.2			69.7	
Approach LOS		D			D			E			E	
Queue Length 50th (ft)	138	~795		31	536		311	258		84	176	
Queue Length 95th (ft)	m219	#1041		69	#774		386	320		143	227	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300			300			475			180		
Base Capacity (vph)	253	1493		206	1273		766	1168		194	783	
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	0.70	1.00		0.31	0.86		0.84	0.52		0.45	0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 92 (61%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 56.6		Intersection LOS: E	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Existing Signal Timings

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR	CONTROLLER TYPE:	NAZTEC
SIGNAL #	47530	SYSTEM #	4175

PHASE NUMBER	BOUND	TIMING INTERVAL													
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	EBLT	4.0	2.0	25.0		4.5	2.0	0.0	0.0	0			1	0	L1=NORMAL
2	WB	20.0	4.0	45.0		4.5	2.0	7.0	27.0	1			1	1	ADV NORMAL
3	SBLT	4.0	2.0	30.0		4.0	3.0	0.0	0.0	0			1	0	L3=NORMAL
4	NB	6.0	2.0	30.0		4.0	3.5	7.0	34.0	0			1	0	L4=D/N(5)
5	WBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0			1	0	L5=NORMAL
6	EB	20.0	4.0	45.0		4.5	2.0	7.0	23.0	1			1	1	ADV NORMAL
7	NBLT	4.0	2.0	20.0		4.0	3.0	0.0	0.0	0			1	0	L7=NORMAL
8	SB	6.0	2.0	30.0		4.0	3.5	7.0	29.0	0			1	0	L8=D/N(5)

PRE-EMPTION TIMING								
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ
R/R								
BRIDGE								
FIRE STN								
BUS								

SPECIAL FUNCTIONS						
	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
	2,6	2,4,6,8	1,5,7	2,6	4,8	

Notes:
1. *REFER TO SYSTEM TIMING AND ALT TIMING PLANS*
2. *UPDATED PED+Y+R CLEARANCE TIMES*
3. *PROGRAMMED FOR FP USING ALT TIME TABLES*
4.

TIMING DESIGNED BY:	SCOTT ORNITZ, P.E.	DATE:		APPROVED BY: LEE GAO, P.E PTOE	DATE: 7/20/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR			CONTROLLER TYPE:	NAZTEC
SYSTEM:	WOOLBRIGHT RD	SIGNAL #	47530	SYSTEM #	4175

TOD SCHEDULER

WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	1	0:00	100	7:00	1
10:00	1	14:30	3	22:00	100			22:00	100		
18:30	1	22:00	100								

TIMING PLANS

PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		130		140		150							
OFFSET (SEC)		2		1		1							
COORDINATED PHASE		2		2		2							
SEQUENCE		1		1		1							
ALT TIMING PLAN		1		2		3							
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	EBLT	22	NON	22	NON	31	NON		NON		NON		NON
FORCE-OFF 2 (SEC)	WB	40	MAX	37	MAX	41	MAX		MAX		MAX		MAX
FORCE-OFF 3 (SEC)	SBLT	24	NON	32	NON	30	NON		NON		NON		NON
FORCE-OFF 4 (SEC)	NB	44	NON	49	NON	48	NON		NON		NON		NON
FORCE-OFF 5 (SEC)	WBLT	20	NON	22	NON	20	NON		NON		NON		NON
FORCE-OFF 6 (SEC)	EB	42	MAX	37	MAX	52	MAX		MAX		MAX		MAX
FORCE-OFF 7 (SEC)	NBLT	20	NON	24	NON	22	NON		NON		NON		NON
FORCE-OFF 8 (SEC)	SB	48	NON	57	NON	56	NON		NON		NON		NON

Special Features:

1)

2)

3)

TIMING DESIGNED BY:	SCOTT ORNITZ, P.E.	DATE:	
APPROVED BY:	LEE GAO, P.E PTOE	DATE:	7/20/2018

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION:	WOOLBRIGHT RD AND SW 8TH ST/CORPORATE DR	SIGNAL #	47530	SYSTEM #	4175

ALT TIMING PLAN 1

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1	4.0	2.0	25.0	13.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	7.0	27.0	2	
3	4.0	2.0	30.0	17.0	4.0	3.0	0.0	0.0	3	
4	6.0	2.0	30.0	25.0	4.0	3.5	7.0	34.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	7.0	23.0	6	
7	4.0	2.0	20.0	11.0	4.0	3.0	0.0	0.0	7	
8	6.0	2.0	30.0	31.0	4.0	3.5	7.0	29.0	8	

ALT TIMING PLAN 2

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1	4.0	2.0	25.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	7.0	27.0	2	
3	4.0	2.0	30.0	23.0	4.0	3.0	0.0	0.0	3	
4	6.0	2.0	30.0	15.0	4.0	3.5	7.0	34.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	7.0	23.0	6	
7	4.0	2.0	20.0	8.0	4.0	3.0	0.0	0.0	7	
8	6.0	2.0	30.0	33.0	4.0	3.5	7.0	29.0	8	

ALT TIMING PLAN 3

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1	4.0	2.0	25.0	14.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	45.0	45.0	4.5	2.0	7.0	27.0	2	
3	4.0	2.0	30.0	22.0	4.0	3.0	0.0	0.0	3	
4	6.0	2.0	30.0	26.0	4.0	3.5	7.0	34.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	45.0	45.0	4.5	2.0	7.0	23.0	6	
7	4.0	2.0	20.0	16.0	4.0	3.0	0.0	0.0	7	
8	6.0	2.0	30.0	31.0	4.0	3.5	7.0	29.0	8	

ALT TIMING PLAN 4

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1										
2										
3										
4										
5										
6										
7										
8										

ALT TIMING PLAN 5

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
1										
2										
3										
4										
5										
6										
7										
8										

ALT TIMING PLAN ASSIGNMENTS

ALT TIMING PLAN 1	PATTERN 1
ALT TIMING PLAN 2	PATTERN 2
ALT TIMING PLAN 3	PATTERN 3
ALT TIMING PLAN 4	
ALT TIMING PLAN 5	

NOTES;	

TIMING DESIGNED BY:	SCOTT ORNITZ, P.E.	DATE	
APPROVED BY:	LEE GAO, P.E PTOE	DATE	7/20/2018

Palm Beach County **Signal Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Phase [1.1.1]

	1	2 (WT)	3 (NR)	4	5 (ET)	6 (SR)	7	8	9	10	11	12	13	14	15	16
Walk		5			5											
Ped Clearance		10			10											
Min Green	6	10	6	6	10	6										
Passage		4	2		4	2										
Max1	6	40	20	6	45	30										
Max2																
Yellow	4	4.5	4.5	4	4.5	4.5	4.5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2	2	2	2	2	2	2	2								

Phase Option [1.1.2]

	1	2 (WT)	3 (NR)	4	5 (ET)	6 (SR)	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON										
Auto Entry						ON										
Auto Exit					ON											
Non Act1																
Non Act2																
Lock Call					ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall					ON											
Max Recall	ON	ON	ON	ON	ON	ON										
Ped Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Rest In Walk																

Detector, Vehicle Parameters 1-16 [5.1]

	1 (WBT1)	2 (WBT2)	3 (NBR1)	4 (EBT1)	5 (EBT2)	6 (SBR1)	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8								
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 33-48 [5.1]

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Call Phase																
Switch Phase																
Delay Time																

Detector, Vehicle Parameters 49-64 [5.1]

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Call Phase																
Switch Phase																
Delay Time																

Approved By: lgao **Date:** _____

Palm Beach County **System Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	10	14	18	22										
Minute		30		30	30											
Action	100	2	1	3	1	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	22													
Minute																
Action	100	1	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	22													
Minute																
Action	100	1	100													

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	130	140	150													
Offset Time																
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Ph Opt Alt																
Ph Time Alt																

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	26	22	12	36	22										
Mode	NON	MXP	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph					ON											

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	34	15	12	43	24										
Mode	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph					ON											

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	12	36	21	12	46	23										
Mode	NON	NON	NON	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph					ON											

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Approved By: lgao **Date:** _____

Palm Beach County **Preempt & Overlap Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash		ON	ON	ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1	2	3															NORMAL		3.5	1.5
Overlap 2	2	3	4	5													NORMAL		3.5	1.5
Overlap 3	1	6															NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5	4	5															NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7	2																NORMAL		3.5	1.5
Overlap 8	5																NORMAL		3.5	1.5
Overlap 9	5	6															NORMAL		3.5	1.5
Overlap 10	1	2	5	6													NORMAL		3.5	1.5
Overlap 11	3	4															NORMAL		3.5	1.5
Overlap 12																	NORMAL		3.5	1.5
Overlap 13	1	2															NORMAL		3.5	1.5
Overlap 14																	NORMAL		3.5	1.5
Overlap 15	5																NORMAL		3.5	1.5
Overlap 16	2																NORMAL		3.5	1.5

Approved By: lgao **Date:** _____

Palm Beach County **Alternate Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 4, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 5, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

TB Coor, Day Plan [4.4]

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Approved By: lgao **Date:** _____

Palm Beach County **Special System Timing Sheet** **5/8/2019**

47550 : 4180 - Woolbright Rd and I-95 (Standard File)

Coordination, Splits [2.7.1]

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord-Ph		ON														

Approved By: lgao **Date:** _____

CONTROLLER TIME SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT ROAD AND SEACREST BLVD	CONTROLLER TYPE:	NAZTEC
SIGNAL #	47575	SYSTEM #	4190

PHASE NUMBER	BOUND	TIMING INTERVAL													
		MIN GREEN	GAP EXT	MAX 1	MAX 2	YEL CLR	RED CLR	WALK	PED CLR	MIN RCL	MAX RCL	PED RCL	PHASE ENABLE	LOCKED CALLS	DETECTOR SETTINGS
1	EBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0					
2	WB	20.0	4.0	60.0		4.5	2.0	10.0	21.0	1					
3	SBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0					
4	NB	6.0	2.0	35.0		4.5	2.0	7.0	21.0	0					
5	WBLT	4.0	2.0	20.0		4.5	2.0	0.0	0.0	0					
6	EB	20.0	4.0	40.0		4.5	2.0	7.0	26.0	1					
7	NBLT	4.0	2.0	35.0		4.5	2.0	0.0	0.0	0					
8	SB	6.0	2.0	35.0		4.5	2.0	10.0	21.0	0					

PRE-EMPTION TIMING								
	DELAY BEFORE	GREEN BEFORE	PRE-EMPT 1 LOCK MEMORY	TRACK CLR Φ	TRACK CLR GREEN	DWELL Φ	MIN DWELL	EXIT Φ
R/R								
BRIDGE								
FIRE STN								
BUS								

SPECIAL FUNCTIONS						
	START Φ	DUAL ENTRY	DET SWITCH	OUT OF FLASH	INTO FLASH	
	2,6	2,4,6,8	1,5	2,6	4,8	

Notes:
1. *REFER TO SYSTEM TIMING AND ALT TIMING PLANS*
2. *UPDATED PED+Y+R CLEARANCE TIMES*
3. *PROGRAMMED FOR FP USING ALT TIME TABLES*
4.

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.	DATE:		APPROVED BY: LEE GAO, P.E PTOE	DATE: 7/19/18

SYSTEM TIMING SHEET

DATE TIMING INSTALLED: _____

INTERSECTION:	WOOLBRIGHT ROAD AND SEACREST BLVD			CONTROLLER TYPE:	NAZTEC
SYSTEM:	WOOLBRIGHT RD	SIGNAL #	47575	SYSTEM #	4190

TOD SCHEDULER

WEEKDAY				WEEKEND							
				SATURDAY				SUNDAY			
TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN	TIME	PATTERN
0:00	100	6:30	2	0:00	100	7:00	1	0:00	100	7:00	1
10:00	1	14:30	3	22:00	100			22:00	100		
18:30	1	22:00	100								

TIMING PLANS

PATTERN		1		2		3		4		5		6	
CYCLE LENGTH (SEC)		130		140		150							
OFFSET (SEC)		99		5		92							
COORDINATED PHASE		2		2		2							
SEQUENCE		1		1		5							
ALT TIMING PLAN		1		2		3							
		SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE	SPLIT	MODE
FORCE-OFF 1 (SEC)	EBLT	22	NON	22	NON	20	NON		NON		NON		NON
FORCE-OFF 2 (SEC)	WB	41	MAX	46	MAX	50	MAX		MAX		MAX		MAX
FORCE-OFF 3 (SEC)	SBLT	22	NON	24	NON	23	NON		NON		NON		NON
FORCE-OFF 4 (SEC)	NB	45	NON	48	NON	57	NON		NON		NON		NON
FORCE-OFF 5 (SEC)	WBLT	22	NON	22	NON	20	NON		NON		NON		NON
FORCE-OFF 6 (SEC)	EB	41	MAX	46	MAX	50	MAX		MAX		MAX		MAX
FORCE-OFF 7 (SEC)	NBLT	28	NON	32	NON	40	NON		NON		NON		NON
FORCE-OFF 8 (SEC)	SB	39	NON	40	NON	40	NON		NON		NON		NON

Special Features:

1)

2)

3)

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.		
APPROVED BY:	LEE GAO, P.E PTOE	DATE:	
		DATE:	7/19/2018

[1.1.6.1] ALTERNATE TIMING SHEET

INTERSECTION:	WOOLBRIGHT ROAD AND SEACREST BLVD	SIGNAL #	47575	SYSTEM #	4190

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 1									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	60.0	60.0	4.5	2.0	10.0	21.0	2	
3	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	3	
4	6.0	2.0	35.0	35.0	4.5	2.0	7.0	21.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	40.0	40.0	4.5	2.0	7.0	26.0	6	
7	4.0	2.0	35.0	18.0	4.5	2.0	0.0	0.0	7	
8	6.0	2.0	35.0	25.0	4.5	2.0	10.0	21.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 2									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	60.0	60.0	4.5	2.0	10.0	21.0	2	
3	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	3	
4	6.0	2.0	35.0	35.0	4.5	2.0	7.0	21.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	40.0	40.0	4.5	2.0	7.0	26.0	6	
7	4.0	2.0	35.0	21.0	4.5	2.0	0.0	0.0	7	
8	6.0	2.0	35.0	28.0	4.5	2.0	10.0	21.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 3									
1	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	1	
2	20.0	4.0	60.0	60.0	4.5	2.0	10.0	21.0	2	
3	4.0	2.0	20.0	9.0	4.5	2.0	0.0	0.0	3	
4	6.0	2.0	35.0	35.0	4.5	2.0	7.0	21.0	4	
5	4.0	2.0	20.0	8.0	4.5	2.0	0.0	0.0	5	
6	20.0	4.0	40.0	40.0	4.5	2.0	7.0	26.0	6	
7	4.0	2.0	35.0	28.0	4.5	2.0	0.0	0.0	7	
8	6.0	2.0	35.0	29.0	4.5	2.0	10.0	21.0	8	

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 4									
1										
2										
3										
4										
5										
6										
7										
8										

	MIN GREEN	GAP TIME	MAX 1	MAX 2	YELLOW	RED CLEAR	WALK	PED CLEAR	ASSIGNED PHASE	BIKE CLEAR
	ALT TIMING PLAN 5									
1										
2										
3										
4										
5										
6										
7										
8										

	ALT TIMING PLAN ASSIGNMENTS
ALT TIMING PLAN 1	PATTERN 1 & PREEMPT
ALT TIMING PLAN 2	PATTERN 2 & PREEMPT
ALT TIMING PLAN 3	PATTERN 3 & PREEMPT
ALT TIMING PLAN 4	
ALT TIMING PLAN 5	

NOTES;	

TIMING DESIGNED BY:	SCOTT E. ORNITZ, P.E.	DATE	
APPROVED BY:	LEE GAO, P.E PTOE	DATE	7/19/2018

Appendix D
Raw Crash Data

FID	OBJECTID	CALENDAR_Y	CRASH_NUMB	CASE_NUMBE	INVSTGT_AG	AGENCY_TYP	DOT_GEOG_D	DOT_CNTY_C	CRASH_DATE	CRASH_TIME	WEEKDAY_TX	DHSMV_CTY_	DHSCNTYCTY	IN_TOWN_FL
921	3265279	2013	832602010	FHPL13OFF002019	1	FLORIDA HIGHWAY PATROL	04	93	01/10/2013	1810	THURSDAY	9340	0640	Y
922	3266020	2013	832601790	FHPL13OFF017906	1	FLORIDA HIGHWAY PATROL	04	93	03/25/2013	0054	MONDAY	9340	0640	N
926	3270219	2013	833067390	FHPL13OFF031707	1	FLORIDA HIGHWAY PATROL	04	93	05/26/2013	0542	SUNDAY	9340	0640	Y
928	3276775	2013	832875780	FHPL13OFF031717	1	FLORIDA HIGHWAY PATROL	04	93	05/26/2013	0635	SUNDAY	9334	0634	Y
932	3294700	2013	833361220	FHPL13OFF064991	1	FLORIDA HIGHWAY PATROL	04	93	10/24/2013	0630	THURSDAY	9334	0634	Y
934	3323242	2013	832709730	FHPL13OFF038891	1	FLORIDA HIGHWAY PATROL	04	93	06/27/2013	1307	THURSDAY	9340	0640	N
938	3367034	2013	836427900	FHPL13OFF053414	1	FLORIDA HIGHWAY PATROL	04	93	09/01/2013	0955	SUNDAY	9334	0634	Y
940	3381304	2013	831858240	FHPL13OFF059450	1	FLORIDA HIGHWAY PATROL	04	93	09/28/2013	0743	SATURDAY	9334	0634	Y
941	3390465	2013	836890510	FHPL13OFF062520	1	FLORIDA HIGHWAY PATROL	04	93	10/12/2013	1500	SATURDAY	9334	0634	N
942	3406119	2013	819681940	FHPL13OFF009785	1	FLORIDA HIGHWAY PATROL	04	93	02/16/2013	0220	SATURDAY	9300	0600	N
943	3407388	2013	820122330	FHPL13OFF017413	1	FLORIDA HIGHWAY PATROL	04	93	03/23/2013	0405	SATURDAY	9300	0600	N
946	3418325	2013	832709790	FHPL13OFF016272	1	FLORIDA HIGHWAY PATROL	04	93	03/18/2013	0701	MONDAY	9334	0634	N
951	3426686	2013	832743690	FHPL13OFF066546	1	FLORIDA HIGHWAY PATROL	04	93	11/01/2013	0515	FRIDAY	9334	0634	Y
952	3430633	2013	833313820	FHPL13OFF031707	1	FLORIDA HIGHWAY PATROL	04	93	05/26/2013	0530	SUNDAY	9334	0634	N
958	3444207	2013	836519180	FHPL13OFF064072	1	FLORIDA HIGHWAY PATROL	04	93	10/20/2013	0149	SUNDAY	9340	0640	Y
960	3459022	2013	836427720	FHPL13OFF044528	1	FLORIDA HIGHWAY PATROL	04	93	07/22/2013	1245	MONDAY	9334	0634	Y
968	3518172	2013	833249880	FHPL13OFF059442	1	FLORIDA HIGHWAY PATROL	04	93	09/28/2013	0625	SATURDAY	9334	0634	Y
972	3535297	2014	837570210	FHPL14OFF020839	1	FLORIDA HIGHWAY PATROL	04	93	04/04/2014	2218	FRIDAY	9334	0634	Y
975	3544228	2014	837965730	FHPL14OFF053106	1	FLORIDA HIGHWAY PATROL	04	93	08/28/2014	1705	THURSDAY	9334	0634	N
978	3547518	2014	837335780	FHPL14OFF032051	1	FLORIDA HIGHWAY PATROL	04	93	05/27/2014	0520	TUESDAY	9334	0634	Y
979	3551654	2014	838180080	FHPL14OFF049218	1	FLORIDA HIGHWAY PATROL	04	93	08/12/2014	1235	TUESDAY	9334	0634	N
983	3557626	2014	838109610	FHPL14OFF079659	1	FLORIDA HIGHWAY PATROL	04	93	12/22/2014	0425	MONDAY	9334	0634	N
991	3605337	2014	845325390	FHPL14OFF079626	1	FLORIDA HIGHWAY PATROL	04	93	12/21/2014	2210	SUNDAY	9340	0640	N
992	3625789	2014	838179970	FHPL14OFF046151	1	FLORIDA HIGHWAY PATROL	04	93	07/30/2014	0930	WEDNESDAY	9334	0634	N
998	3691705	2014	820114150	FHPL14OFF027091	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2014	2300	SATURDAY	9334	0634	Y
1003	3720589	2014	837570520	FHPL14OFF034544	1	FLORIDA HIGHWAY PATROL	04	93	06/08/2014	0640	SUNDAY	9334	0634	Y
1007	3728606	2014	837359690	FHPL14OFF009783	1	FLORIDA HIGHWAY PATROL	04	93	02/13/2014	0745	THURSDAY	9334	0634	Y
1010	3730684	2014	837887580	FHPL14OFF042789	1	FLORIDA HIGHWAY PATROL	04	93	07/15/2014	2127	TUESDAY	9340	0640	N
1016	3785263	2014	845323950	FHPL14OFF076621	1	FLORIDA HIGHWAY PATROL	04	93	12/08/2014	1351	MONDAY	9334	0634	N
1017	3809642	2014	844929710	FHPL14OFF064107	1	FLORIDA HIGHWAY PATROL	04	93	10/15/2014	0241	WEDNESDAY	9334	0634	Y
1022	3854123	2015	845596180	FHPL15OFF042204	1	FLORIDA HIGHWAY PATROL	04	93	07/04/2015	1820	SATURDAY	9334	0634	N
1023	3860081	2015	845590480	FHPL15OFF012072	1	FLORIDA HIGHWAY PATROL	04	93	02/25/2015	1700	WEDNESDAY	9334	0634	Y
1024	3869303	2015	845324970	FHPL15OFF007317	1	FLORIDA HIGHWAY PATROL	04	93	02/04/2015	2043	WEDNESDAY	9334	0634	N
1026	3891986	2015	848840710	FHPL15OFF036855	1	FLORIDA HIGHWAY PATROL	04	93	06/11/2015	1553	THURSDAY	9334	0634	Y
1028	3899976	2015	851455810	FHPL15OFF056190	1	FLORIDA HIGHWAY PATROL	04	93	09/05/2015	1529	SATURDAY	9334	0634	Y
1029	3925816	2015	852168070	FHPL15OFF071244	1	FLORIDA HIGHWAY PATROL	04	93	11/08/2015	0202	SUNDAY	9340	0640	N
1032	3980347	2015	845577800	FHPL15OFF001262	1	FLORIDA HIGHWAY PATROL	04	93	01/07/2015	0351	WEDNESDAY	9334	0634	N
1037	4009826	2015	851455870	FHPL15OFF056240	1	FLORIDA HIGHWAY PATROL	04	93	09/05/2015	2057	SATURDAY	9334	0634	N
1038	4026177	2015	844985340	FHPL15OFF061693	1	FLORIDA HIGHWAY PATROL	04	93	09/29/2015	0648	TUESDAY	9334	0634	N
1041	4045061	2015	852388920	FHPL15OFF078742	1	FLORIDA HIGHWAY PATROL	04	93	12/08/2015	1300	TUESDAY	9334	0634	Y
1045	4084156	2015	845620650	FHPL15OFF000028	1	FLORIDA HIGHWAY PATROL	04	93	01/01/2015	0310	THURSDAY	9334	0634	Y
1047	4093488	2015	848826410	FHPL15OFF036853	1	FLORIDA HIGHWAY PATROL	04	93	06/11/2015	1550	THURSDAY	9334	0634	N
1051	4212644	2015	848687640	FHPL15OFF014308	1	FLORIDA HIGHWAY PATROL	04	93	03/07/2015	0142	SATURDAY	9334	0634	N
1060	4268171	2015	851959860	FHPL15OFF069740	1	FLORIDA HIGHWAY PATROL	04	93	11/01/2015	0050	SUNDAY	9362	0662	N
1062	4304981	2013	819754900	FHPL13OFF047410	1	FLORIDA HIGHWAY PATROL	04	93	08/04/2013	1500	SUNDAY	9300	0600	N
1066	4503799	2014	837967170	FHPL14OFF039214	1	FLORIDA HIGHWAY PATROL	04	93	06/29/2014	2232	SUNDAY	9340	0640	Y
1069	4604165	2015	848581540	FHPL15OFF040249	1	FLORIDA HIGHWAY PATROL	04	93	06/26/2015	0700	FRIDAY	9334	0634	N
1073	10273908	2016	852526060	FHPL16OFF001988	1	FLORIDA HIGHWAY PATROL	04	93	01/10/2016	0058	SUNDAY	9334	0634	Y
1081	10385325	2016	853766970	FHPL16OFF081535	1	FLORIDA HIGHWAY PATROL	04	93	11/06/2016	1900	SUNDAY	9334	0634	Y
1082	10385488	2016	854290130	FHPL16OFF093785	1	FLORIDA HIGHWAY PATROL	04	93	12/20/2016	1620	TUESDAY	9334	0634	Y
1083	10392042	2016	852792450	FHPL16OFF048146	1	FLORIDA HIGHWAY PATROL	04	93	07/08/2016	1315	FRIDAY	9334	0634	Y
1088	10407800	2016	853467760	FHPL16OFF042067	1	FLORIDA HIGHWAY PATROL	04	93	06/15/2016	0640	WEDNESDAY	9334	0634	N
1089	10408394	2016	853766900	FHPL16OFF080390	1	FLORIDA HIGHWAY PATROL	04	93	11/02/2016	1635	WEDNESDAY	9340	0640	Y
1092	10466844	2016	853067820	FHPL16OFF057340	1	FLORIDA HIGHWAY PATROL	04	93	08/12/2016	2103	FRIDAY	9334	0634	N
1093	10467160	2016	853467780	FHPL16OFF042616	1	FLORIDA HIGHWAY PATROL	04	93	06/17/2016	0645	FRIDAY	9334	0634	N
1095	10476647	2016	852251690	FHPL16OFF015598	1	FLORIDA HIGHWAY PATROL	04	93	03/05/2016	1625	SATURDAY	9334	0634	N
1096	10532496	2016	851415210	FHPL16OFF094705	1	FLORIDA HIGHWAY PATROL	04	93	12/23/2016	2134	FRIDAY	9334	0634	Y

ON_ROADWAY	INT_ROADWA	ROADWAYID	LOCMP	NEAREST_NO	STATE_ROAD	US_ROAD_NU	ACCSIDRD	ACCLANE	TRAVDIR	CRRATECD	DHSRDSYS	JCT_CD	FRST_HARM_	INTCT_TYP_	TYPESHLD	SKID_NUMBE
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT	93220000	12	02190	SR 9	I 95	R	S	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	32
I 95	WOOLBRGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	18	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	U	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	S	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	23RD AVE	93220000	12	02190	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	M	M	N	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	S	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	S	N	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	S	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	S	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02235	SR 9	I 95	R	S	N	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	S	N	01	01	01	02	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
I 95	GOLF RD	93220000	13	02235	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	S	N	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	5	N	01	03	01	01	01	01	36
I 95	GOLF RD	93220000	13	02235	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	2	0	01	01	01	01	01	01	36

FUNCLASS	RCI_SHOULD	RCI_SHOU_1	RCI_SHOU_2	RCI_SHOU_3	RCI_SHOU_4	RCI_SHOU_5	RCI_AVG_PE	AVERAGE_DA	AADT_SOURC	SPEED_LIMI	INJSEVER	ALCINVCD	SITELOCA	LGHT_COND_	EVNT_WTHR_	RD_SRFC_CO
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	2	0	01	04	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	2	0	01	04	02	02
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	04	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	03	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	2	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	2	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	5	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	01	02	02
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	4	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	04	03	02
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	2	1	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	1	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	5	3	01	03	01	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	3	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	03	02	02
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	2	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	04	02	02
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	3	1	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	4	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	3	0	01	04	02	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	01	02	02
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	01	03	02
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	1	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	2	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	3	1	01	04	02	02
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	3	0	01	04	02	02
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	3	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	2	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	4	0	01	04	03	02
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	0	0	01	04	02	02
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	3	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	4	0	01	05	02	01
11	PAVED	WARN	10	LAWN	12		0	6	181062	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	186390	RCI	65	2	0	01	04	02	01
11	PAVED	WARN	10	LAWN	12		0	6	195661	RCI	65	1	3	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	04	03	02
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	3	0	01	01	02	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	WARN	10	LAWN	12		0	6	203082	RCI	65	1	0	01	04	02	01

TRAF_WAY_C	V1TRAFCTL_	V2TRAFCTL_	ROADCOND1_	ROADCOND2_	ROADCOND3_	ENVIRNMT1_	ENVIRNMT2_	ENVIRNMT3_	MOST_HARM_	IMPCT_TYP_
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	OTHER (SEE NARRATIVE)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	15	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	ALL OTHER (SEE NARRTIVE)	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	88
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	05	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	88
04	NO CONTROLS	NO CONTROLS	OTHER (SEE NARRATIVE)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	15	3
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

D1_FRST_DR	D2_FRST_DR	LOC_WTHN_Z	WRK_ZONE_T	WRK_PRSNT_	LAW_ENFRC_	SCHL_BUS_R	Non Fatal Injuries	Fatalities	Serious Injuries	Count of Pedestrians	TOTAL_DRIV
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	3	0	0	0	1
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	1	1	0	2
FAILED TO YIELD RIGHT-OF-WAY	DISREGARDED OTHER TRAFFIC SIGN	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	4
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
EXCEEDED POSTED SPEED	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	1	0	0	2
EXCEEDED POSTED SPEED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
NOT CODED	OVER-CORRECTING/OVERSTEERING	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	1	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
NOT CODED	SWERVED OR AVOIDED: DUE TO WI	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	5	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	2	0	2	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	1	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	3	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NOT CODED	00	00	00	00	01	1	0	0	0	1
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1

Count of Bicyclists	Count of Vehicles	TOTAL_PERS	WRONGWAY_I	SPEEDING_I	WORKZONE_I	COMMERCIAL	INTERSECTI	LANE_DEPAR	MOTORCYCLE	AGGRESSIVE	IMPAIRED_D	IMPAIRED_P	DISTRACTED	IMPAIRED_B	NO_BELT_IN
0	2	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	4	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	1	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2	4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	5	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	4	4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2	1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2	4	N	Y	N	N	N	Y	N	N	N	N	Y	N	N
0	2	2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	N	N	Y	N	Y	N	N	Y	N	N	N	Y
0	2	3	N	Y	N	N	N	Y	N	Y	N	N	N	N	N
0	3	4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3	2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2	4	N	Y	N	Y	N	Y	N	Y	N	N	N	N	N
0	2	2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2	2	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	2	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3	2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3	4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4	4	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	5	N	N	N	N	N	Y	N	N	N	N	N	N	Y
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	Y	N	Y	N	Y	N	N	N	N	Y	N	N
0	1	0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2	2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2	2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3	6	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	2	3	N	Y	N	N	N	N	N	N	N	N	Y	N	N
0	2	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1	2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	1	1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2	2	N	N	N	N	N	N	N	N	N	N	N	N	N

LATITUDE	LONGITUDE	EXTRACT_DA	SHAPE_1	Location
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.503939	-80.0769932	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.5005	-80.0783495	03/04/2018		1
26.504596	-80.0766489	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.503404	-80.0772477	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.503512	-80.0772004	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.504596	-80.0766489	03/04/2018		1
26.500763	-80.0782536	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.500514	-80.0783445	03/04/2018		1
26.504892	-80.0764751	03/04/2018		1
26.504828	-80.0765142	06/10/2018		1
26.500515	-80.0783443	06/10/2018		1
26.500515	-80.0783443	06/10/2018		1
26.500515	-80.0783443	06/10/2018		1
26.500763	-80.0782535	06/10/2018		1
26.500515	-80.0783443	06/10/2018		1
26.500515	-80.0783443	06/10/2018		1
26.504892	-80.0764751	06/10/2018		1
26.500763	-80.0782535	06/10/2018		1
26.500515	-80.0783443	06/10/2018		1

1100	10540782	2016	852910820	FHPL16OFF055103	1	FLORIDA HIGHWAY PATROL	04	93	08/04/2016	1050	THURSDAY	9340	0640	Y
1101	10547403	2016	853512630	FHPL16OFF088230	1	FLORIDA HIGHWAY PATROL	04	93	11/30/2016	2212	WEDNESDAY	9334	0634	Y
1104	10549456	2016	853708950	FHPL16OFF084051	1	FLORIDA HIGHWAY PATROL	04	93	11/16/2016	0000	WEDNESDAY	9334	0634	Y
1109	10556893	2016	854290050	FHPL16OFF091895	1	FLORIDA HIGHWAY PATROL	04	93	12/13/2016	2025	TUESDAY	9334	0634	Y
1110	10556991	2016	854293150	FHPL16OFF095821	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2016	1005	WEDNESDAY	9334	0634	N
1111	10558669	2016	854135610	FHPL16OFF091946	1	FLORIDA HIGHWAY PATROL	04	93	12/14/2016	0150	WEDNESDAY	9334	0634	N
1117	10584269	2016	852213620	FHPL16OFF018399	1	FLORIDA HIGHWAY PATROL	04	93	03/17/2016	0100	THURSDAY	9334	0634	N
1121	10595348	2016	853330770	FHPL16OFF07	1	FLORIDA HIGHWAY PATROL	04	93	07/08/2016	2222	FRIDAY	9334	0634	Y
1124	10596205	2016	853330760	FHPL16OFF048310	1	FLORIDA HIGHWAY PATROL	04	93	07/08/2016	2222	FRIDAY	9334	0634	Y
1131	10604333	2017	851362010	FHPL17OFF002079	1	FLORIDA HIGHWAY PATROL	04	93	01/09/2017	0250	MONDAY	9334	0634	Y
1132	10605520	2017	854528120	FHPL17OFF089157	1	FLORIDA HIGHWAY PATROL	04	93	10/28/2017	2005	SATURDAY	9340	0640	Y
1133	10605806	2017	854524840	FHPL17OFF007508	1	FLORIDA HIGHWAY PATROL	04	93	01/29/2017	1627	SUNDAY	9334	0634	N
1135	10606930	2017	854285220	FHPL17OFF007263	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2017	1445	SATURDAY	9334	0634	Y
1137	10609296	2017	855098150	FHPL17OFF026546	1	FLORIDA HIGHWAY PATROL	04	93	04/07/2017	0955	FRIDAY	9334	0634	N
1139	10609392	2017	854875920	FHPL17OFF017813	1	FLORIDA HIGHWAY PATROL	04	93	03/08/2017	0610	WEDNESDAY	9334	0634	Y
1141	10612784	2017	855535550	FHPL17OFF050950	1	FLORIDA HIGHWAY PATROL	04	93	06/27/2017	0628	TUESDAY	9376	0676	N
1143	10613069	2017	855765570	FHPL17OFF086706	1	FLORIDA HIGHWAY PATROL	04	93	10/21/2017	0730	SATURDAY	9334	0634	N
1144	10613208	2017	855776900	FHPL17OFF063215	1	FLORIDA HIGHWAY PATROL	04	93	08/07/2017	0257	MONDAY	9334	0634	Y
1145	10613215	2017	855777080	FHPL17OFF070450	1	FLORIDA HIGHWAY PATROL	04	93	08/30/2017	1700	WEDNESDAY	9334	0634	Y
1147	10614008	2017	855808300	FHPL17OFF083658	1	FLORIDA HIGHWAY PATROL	04	93	10/12/2017	1440	THURSDAY	9334	0634	N
1149	10636714	2017	871223560	FHPL17OFF103187	1	FLORIDA HIGHWAY PATROL	04	93	12/12/2017	1608	TUESDAY	9334	0634	N
1150	10638705	2017	871163980	FHPL17OFF104420	1	FLORIDA HIGHWAY PATROL	04	93	12/16/2017	1355	SATURDAY	9334	0634	Y
1151	10639338	2017	871100710	FHPL17OFF085818	1	FLORIDA HIGHWAY PATROL	04	93	10/18/2017	2338	WEDNESDAY	9334	0634	N
1156	10665562	2017	854654720	FHPL17OFF010181	1	FLORIDA HIGHWAY PATROL	04	93	02/08/2017	1638	WEDNESDAY	9334	0634	N
1158	10666446	2017	854487900	FHPL17OFF039371	1	FLORIDA HIGHWAY PATROL	04	93	05/20/2017	0240	SATURDAY	9334	0634	Y
1161	10667906	2017	854908250	FHPL17OFF027681	1	FLORIDA HIGHWAY PATROL	04	93	04/11/2017	0810	TUESDAY	9334	0634	Y
1164	10669842	2017	855110470	FHPL17OFF033820	1	FLORIDA HIGHWAY PATROL	04	93	05/01/2017	1115	MONDAY	9334	0634	Y
1166	10671193	2017	855159940	FHPL17OFF057847	1	FLORIDA HIGHWAY PATROL	04	93	07/20/2017	0750	THURSDAY	9334	0634	N
1168	10671598	2017	855816320	FHPL17OFF103868	1	FLORIDA HIGHWAY PATROL	04	93	12/14/2017	1843	THURSDAY	9334	0634	N
1171	10674254	2017	856086420	FHPL17OFF092717	1	FLORIDA HIGHWAY PATROL	04	93	11/09/2017	1100	THURSDAY	9334	0634	Y
1172	10674277	2017	855919970	FHPL17OFF095559	1	FLORIDA HIGHWAY PATROL	04	93	11/17/2017	1829	FRIDAY	9334	0634	N
1177	10711290	2017	854726210	FHPL17OFF007825	1	FLORIDA HIGHWAY PATROL	04	93	01/31/2017	0200	TUESDAY	9334	0634	Y
1178	10711291	2017	854726220	FHPL17OFF009255	1	FLORIDA HIGHWAY PATROL	04	93	02/05/2017	0110	SUNDAY	9334	0634	Y
1181	10717279	2017	855808070	FHPL17OFF072938	1	FLORIDA HIGHWAY PATROL	04	93	09/07/2017	1638	THURSDAY	9334	0634	N
12	3272393	2013	831591070	FHPL13OFF011312	1	FLORIDA HIGHWAY PATROL	04	93	02/23/2013	0037	SATURDAY	9300	0600	N
15	3280708	2013	833125840	FHPL13OFF051436	1	FLORIDA HIGHWAY PATROL	04	93	08/23/2013	1550	FRIDAY	9334	0634	Y
16	3280756	2013	833126140	FHPL13OFF066741	1	FLORIDA HIGHWAY PATROL	04	93	11/01/2013	2100	FRIDAY	9334	0634	Y
22	3316678	2013	831591060	FHPL13OFF009392	1	FLORIDA HIGHWAY PATROL	04	93	02/14/2013	2149	THURSDAY	9334	0634	Y
26	3339563	2013	836886490	FHPL13OFF069410	1	FLORIDA HIGHWAY PATROL	04	93	11/14/2013	1850	THURSDAY	9334	0634	Y
27	3339843	2013	836965780	FHPL13OFF066983	1	FLORIDA HIGHWAY PATROL	04	93	11/03/2013	0330	SUNDAY	9300	0600	N
31	3352461	2013	833249600	FHPL13OFF043813	1	FLORIDA HIGHWAY PATROL	04	93	07/19/2013	0845	FRIDAY	9334	0634	Y
34	3353132	2013	836537580	FHPL13OFF062414	1	FLORIDA HIGHWAY PATROL	04	93	10/12/2013	0038	SATURDAY	9334	0634	Y
42	3387337	2013	836965790	FHPL13OFF067138	1	FLORIDA HIGHWAY PATROL	04	93	11/04/2013	0215	MONDAY	9300	0600	N
45	3411763	2013	832716950	FHPL13OFF049569	1	FLORIDA HIGHWAY PATROL	04	93	08/15/2013	0530	THURSDAY	9300	0600	N
46	3419069	2013	832671500	FHPL13OFF019638	1	FLORIDA HIGHWAY PATROL	04	93	04/02/2013	0610	TUESDAY	9334	0634	Y
55	3432561	2013	832602940	FHPL13OFF020266	1	FLORIDA HIGHWAY PATROL	04	93	04/05/2013	0807	FRIDAY	9300	0600	N
61	3442508	2013	833212950	FHPL13OFF041486	1	FLORIDA HIGHWAY PATROL	04	93	07/09/2013	0237	TUESDAY	9334	0634	N
79	3590559	2014	845115830	FHPL14OFF065449	1	FLORIDA HIGHWAY PATROL	04	93	10/20/2014	2148	MONDAY	9334	0634	N
84	3646820	2014	837747300	FHPL14OFF045286	1	FLORIDA HIGHWAY PATROL	04	93	07/26/2014	0300	SATURDAY	9334	0634	N
87	3654106	2014	836922370	FHPL14OFF003201	1	FLORIDA HIGHWAY PATROL	04	93	01/15/2014	0726	WEDNESDAY	9300	0600	N
94	3690827	2014	838123800	FHPL14OFF057065	1	FLORIDA HIGHWAY PATROL	04	93	09/14/2014	1814	SUNDAY	9334	0634	N
110	3810059	2014	845009830	FHPL14OFF056365	1	FLORIDA HIGHWAY PATROL	04	93	09/12/2014	0024	FRIDAY	9334	0634	Y
131	3973973	2015	848826570	FHPL15OFF047189	1	FLORIDA HIGHWAY PATROL	04	93	07/27/2015	1353	MONDAY	9334	0634	N
157	4085612	2015	848877730	FHPL15OFF034258	1	FLORIDA HIGHWAY PATROL	04	93	05/31/2015	0449	SUNDAY	9334	0634	N
169	4201469	2015	848906150	FHPL15OFF072695	1	FLORIDA HIGHWAY PATROL	04	93	11/13/2015	2255	FRIDAY	9334	0634	N
171	4208154	2015	851367140	FHPL15OFF041861	1	FLORIDA HIGHWAY PATROL	04	93	07/03/2015	0750	FRIDAY	9334	0634	N
175	4215933	2015	848906180	FHPL15OFF072942	1	FLORIDA HIGHWAY PATROL	04	93	11/14/2015	2250	SATURDAY	9340	0640	N
184	4264448	2015	845620660	FHPL15OFF000033	1	FLORIDA HIGHWAY PATROL	04	93	01/01/2015	0425	THURSDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	S	N	01	01	01	01	01	02	36
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	U	N	01	03	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	5	N	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	4	N	01	01	18	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	12 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	M	M	S	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	S	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	S	01	01	18	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	M	M	S	01	01	01	04	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	S	S	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	S	N	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	S	N	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	2	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	5	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	1	N	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	R	S	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	U	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	N	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	03	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	5	N	01	03	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	03	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	5	0	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	N	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	5	N	01	01	01	01	01	01	36

11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	05	02	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	3	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	05	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	03	02
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	03	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	3	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	03	02
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	3	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	04	03	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	3	1	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	05	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	1	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	04	03	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	04	04	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	03	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	4	0	01	04	02	02
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	0	0	01	04	02	02
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	1	0	01	01	03	02
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	1	0	01	01	02	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	2	0	01	04	03	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	3	0	01	01	03	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	2	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	03	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	02	02

04	NO CONTROLS	NO CONTROLS	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	WARNING SIGN	WARNING SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	88
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	OBSTRUCTION IN ROADWAY	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	36	77
04	OTHER (SEE NARRATIVE)	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1

NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	02	01	02	01	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	02	01	02	02	01	1	0	0	0	3
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
FOLLOWED TOO CLOSELY	SWERVED OR AVOIDED: DUE TO WI	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	2	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1

0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	Y	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 6	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	Y	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	Y	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N

26.500515	-80.0783443	06/10/2018	1
26.500515	-80.0783443	06/10/2018	1
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26.500515	-80.0783443	06/10/2018	1
26.500515	-80.0783443	06/10/2018	1
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26.500515	-80.0783443	06/10/2018	1
26.503939	-80.0769933	06/10/2018	1
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26.500763	-80.0782535	06/10/2018	1
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26.500763	-80.0782535	06/10/2018	1
26.500763	-80.0782535	06/10/2018	1
26.500515	-80.0783443	06/10/2018	1
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26.500515	-80.0783443	06/10/2018	1
26.500763	-80.0782535	06/10/2018	1
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26.510224	-80.0729588	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.510902	-80.07267	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.50956	-80.0732849	03/04/2018	2
26.510902	-80.07267	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
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26.510224	-80.0729588	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2
26.50956	-80.0732849	03/04/2018	2
26.510469	-80.0728556	03/04/2018	2
26.509795	-80.0731573	03/04/2018	2
26.510469	-80.0728556	03/04/2018	2
26.510781	-80.0727222	03/04/2018	2
26.510469	-80.0728556	03/04/2018	2
26.510224	-80.0729588	03/04/2018	2

221	10295791	2016	854231780	FHPL16OFF093528	1	FLORIDA HIGHWAY PATROL	04	93	12/19/2016	1805	MONDAY	9334	0634	Y
245	10385324	2016	853766510	FHPL16OFF067105	1	FLORIDA HIGHWAY PATROL	04	93	09/15/2016	2240	THURSDAY	9334	0634	Y
249	10385644	2016	854231790	FHPL16OFF093545	1	FLORIDA HIGHWAY PATROL	04	93	12/19/2016	1810	MONDAY	9334	0634	Y
257	10392974	2016	853796520	FHPL16OFF087619	1	FLORIDA HIGHWAY PATROL	04	93	11/28/2016	1733	MONDAY	9334	0634	Y
263	10403232	2016	853766290	FHPL16OFF056799	1	FLORIDA HIGHWAY PATROL	04	93	08/10/2016	1740	WEDNESDAY	9334	0634	Y
303	10536056	2016	852539960	FHPL16OFF006591	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2016	1740	THURSDAY	9334	0634	Y
314	10559432	2016	854231700	FHPL16OFF091732	1	FLORIDA HIGHWAY PATROL	04	93	12/13/2016	1216	TUESDAY	9340	0640	Y
339	10587112	2016	852537380	FHPL16OFF034798	1	FLORIDA HIGHWAY PATROL	04	93	05/18/2016	1812	WEDNESDAY	9334	0634	Y
354	10599718	2016	853685430	FHPL16OFF057322	1	FLORIDA HIGHWAY PATROL	04	93	08/12/2016	1910	FRIDAY	9334	0634	N
852	10476325	2016	848745440	FHPL16OFF064820	1	FLORIDA HIGHWAY PATROL	04	93	09/07/2016	2153	WEDNESDAY	9300	0600	N
853	10477469	2016	853142320	FHPL16OFF043910	1	FLORIDA HIGHWAY PATROL	04	93	06/22/2016	0812	WEDNESDAY	9334	0634	Y
870	10595545	2016	853446720	FHPL16OFF066845	1	FLORIDA HIGHWAY PATROL	04	93	09/15/2016	0233	THURSDAY	9300	0600	N
878	10605859	2017	854525050	FHPL17OFF016738	1	FLORIDA HIGHWAY PATROL	04	93	03/04/2017	0415	SATURDAY	9334	0634	N
879	10606302	2017	854424490	FHPL17OFF026819	1	FLORIDA HIGHWAY PATROL	04	93	04/08/2017	0325	SATURDAY	9300	0600	N
881	10612380	2017	855627280	FHPL17OFF066472	1	FLORIDA HIGHWAY PATROL	04	93	08/17/2017	1319	THURSDAY	9334	0634	N
882	10612443	2017	855627310	FHPL17OFF068866	1	FLORIDA HIGHWAY PATROL	04	93	08/25/2017	1245	FRIDAY	9334	0634	N
883	10612556	2017	855703290	FHPL17OFF079318	1	FLORIDA HIGHWAY PATROL	04	93	09/29/2017	0924	FRIDAY	9334	0634	Y
886	10614101	2017	855815340	FHPL17OFF086632	1	FLORIDA HIGHWAY PATROL	04	93	10/21/2017	0010	SATURDAY	9334	0634	Y
897	10634542	2017	871114370	FHPL17OFF102657	1	FLORIDA HIGHWAY PATROL	04	93	12/10/2017	1505	SUNDAY	9334	0634	Y
904	10670045	2017	855028090	FHPL17OFF048433	1	FLORIDA HIGHWAY PATROL	04	93	06/18/2017	1647	SUNDAY	9334	0634	N
917	10714416	2017	855387170	FHPL17OFF042237	1	FLORIDA HIGHWAY PATROL	04	93	05/29/2017	1255	MONDAY	9334	0634	N
919	3254164	2013	831947460	FHPL13OFF004854	1	FLORIDA HIGHWAY PATROL	04	93	01/24/2013	1912	THURSDAY	9334	0634	N
920	3257654	2013	828813880	FHPL13OFF004855	1	FLORIDA HIGHWAY PATROL	04	93	01/24/2013	1907	THURSDAY	9334	0634	Y
925	3270104	2013	833066980	FHPL13OFF019551	1	FLORIDA HIGHWAY PATROL	04	93	04/01/2013	1710	MONDAY	9334	0634	Y
930	3278035	2013	833393780	FHPL13OFF036565	1	FLORIDA HIGHWAY PATROL	04	93	06/16/2013	1315	SUNDAY	9340	0640	Y
944	3411845	2013	832671440	FHPL13OFF014122	1	FLORIDA HIGHWAY PATROL	04	93	03/08/2013	0615	FRIDAY	9340	0640	Y
962	3460354	2013	836554390	FHPL13OFF051420	1	FLORIDA HIGHWAY PATROL	04	93	08/23/2013	1500	FRIDAY	9334	0634	Y
969	3520425	2013	836537690	FHPL13OFF077847	1	FLORIDA HIGHWAY PATROL	04	93	12/20/2013	2200	FRIDAY	9300	0600	N
974	3542450	2014	837736720	FHPL14OFF023955	1	FLORIDA HIGHWAY PATROL	04	93	04/19/2014	0445	SATURDAY	9340	0640	N
980	3553963	2014	838080280	FHPL14OFF038796	1	FLORIDA HIGHWAY PATROL	04	93	06/27/2014	2025	FRIDAY	9334	0634	N
981	3554013	2014	837737100	FHPL14OFF036246	1	FLORIDA HIGHWAY PATROL	04	93	06/16/2014	0610	MONDAY	9334	0634	N
987	3589608	2014	845017380	FHPL14OFF072359	1	FLORIDA HIGHWAY PATROL	04	93	11/19/2014	1855	WEDNESDAY	9334	0634	N
994	3647097	2014	837736620	FHPL14OFF020830	1	FLORIDA HIGHWAY PATROL	04	93	04/04/2014	2215	FRIDAY	9334	0634	N
995	3652138	2014	845115750	FHPL14OFF061876	1	FLORIDA HIGHWAY PATROL	04	93	10/05/2014	0947	SUNDAY	9334	0634	N
999	3692416	2014	844929750	FHPL14OFF066007	1	FLORIDA HIGHWAY PATROL	04	93	10/23/2014	0347	THURSDAY	9334	0634	Y
1002	3719954	2014	837096930	FHPL14OFF025070	1	FLORIDA HIGHWAY PATROL	04	93	04/24/2014	2240	THURSDAY	9334	0634	Y
1008	3729079	2014	837666620	FHPL14OFF039063	1	FLORIDA HIGHWAY PATROL	04	93	06/29/2014	0508	SUNDAY	9334	0634	N
1011	3732776	2014	837078640	FHPL14OFF002441	1	FLORIDA HIGHWAY PATROL	04	93	01/11/2014	1246	SATURDAY	9340	0640	N
1012	3735180	2014	838127950	FHPL14OFF043562	1	FLORIDA HIGHWAY PATROL	04	93	07/19/2014	0700	SATURDAY	9340	0640	N
1013	3749388	2014	837965670	FHPL14OFF051137	1	FLORIDA HIGHWAY PATROL	04	93	08/20/2014	1535	WEDNESDAY	9334	0634	N
1018	3809923	2014	845170030	FHPL14OFF075134	1	FLORIDA HIGHWAY PATROL	04	93	12/02/2014	0637	TUESDAY	9334	0634	Y
1020	3824861	2014	837440990	FHPL14OFF022291	1	FLORIDA HIGHWAY PATROL	04	93	04/11/2014	1915	FRIDAY	9340	0640	N
1025	3881760	2015	848638690	FHPL15OFF034237	1	FLORIDA HIGHWAY PATROL	04	93	05/31/2015	0108	SUNDAY	9334	0634	N
1033	3991783	2015	852166580	FHPL15OFF070177	1	FLORIDA HIGHWAY PATROL	04	93	11/03/2015	1955	TUESDAY	9334	0634	N
1034	3993148	2015	851976120	FHPL15OFF060306	1	FLORIDA HIGHWAY PATROL	04	93	09/22/2015	2215	TUESDAY	9334	0634	N
1036	4009505	2015	848810990	FHPL15OFF083607	1	FLORIDA HIGHWAY PATROL	04	93	12/29/2015	0325	TUESDAY	9340	0640	N
1039	4027683	2015	852166750	FHPL15OFF074434	1	FLORIDA HIGHWAY PATROL	04	93	11/21/2015	0240	SATURDAY	9334	0634	N
1043	4070478	2015	845590610	FHPL15OFF018611	1	FLORIDA HIGHWAY PATROL	04	93	03/24/2015	2220	TUESDAY	9334	0634	Y
1046	4090006	2015	848841180	FHPL15OFF081614	1	FLORIDA HIGHWAY PATROL	04	93	12/20/2015	1459	SUNDAY	9340	0640	Y
1048	4094320	2015	851240100	FHPL15OFF056282	1	FLORIDA HIGHWAY PATROL	04	93	09/06/2015	0135	SUNDAY	9334	0634	N
1049	4122100	2015	851655840	FHPL15OFF072637	1	FLORIDA HIGHWAY PATROL	04	93	11/13/2015	1900	FRIDAY	9334	0634	N
1059	4262862	2015	845540580	FHPL15OFF000710	1	FLORIDA HIGHWAY PATROL	04	93	01/04/2015	1359	SUNDAY	9334	0634	Y
1065	4503433	2014	837398190	FHPL14OFF020789	1	FLORIDA HIGHWAY PATROL	04	93	04/04/2014	1850	FRIDAY	9334	0634	N
1070	4662289	2015	852166760	FHPL15OFF075342	1	FLORIDA HIGHWAY PATROL	04	93	11/25/2015	0145	WEDNESDAY	9334	0634	N
1071	10272997	2016	852611890	FHPL16OFF014241	1	FLORIDA HIGHWAY PATROL	04	93	02/29/2016	0030	MONDAY	9340	0640	N
1074	10274969	2016	852536940	FHPL16OFF006940	1	FLORIDA HIGHWAY PATROL	04	93	01/30/2016	0016	SATURDAY	9334	0634	Y
1077	10293942	2016	854501040	FHPL16OFF094016	1	FLORIDA HIGHWAY PATROL	04	93	12/21/2016	1500	WEDNESDAY	9334	0634	Y
1086	10402913	2016	853685690	FHPL16OFF066840	1	FLORIDA HIGHWAY PATROL	04	93	09/15/2016	0200	THURSDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	1	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	1	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	S	N	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	6	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	02	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	0	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	S	N	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	S	N	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	6	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	S	N	01	01	01	02	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	N	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	6	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	1	N	01	01	18	01	01	01	36
I 95	WOOLBRGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	6	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	S	01	01	18	03	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	36

11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	02	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	02	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	03	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	01	02	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	02	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	03	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	01	02	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	04	03	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	02	02
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	1	01	04	02	01
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	03	02
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	03	02
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	03	02
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	02	02
11	PAVED	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	3	0	01	02	02	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	2	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	1	0	01	02	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	4	0	01	05	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	2	0	01	04	02	02
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	3	0	01	03	01	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	3	0	01	04	01	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	1	0	01	04	03	02
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	2	3	01	04	01	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	2	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	1	1	01	01	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	2	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	1	0	01	03	01	01
11	PAVED	10 LAWN	12	0	7	186390 RCI	65	2	0	01	02	02	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	3	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	02	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	1	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	1	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	1	01	01	02	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	4	1	01	04	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	02	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	186390 RCI	65	4	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	01	02	01
11	PAVED	10 LAWN	12	0	6	203082 RCI	65	2	0	01	04	01	01

04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	34	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	OBSTRUCTION IN ROADWAY	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	88
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	WARNING SIGN	FLASHING SIGNAL	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NOT CODED	00	00	00	00	01	0	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	04	04	02	01	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	2	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	03	01	02	02	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	4
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	2	0	2	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	04	01	02	01	01	2	0	0	0	2

0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 5	N	N	Y	Y	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	Y	N
0	1 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	Y	N	Y	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	Y	N	Y	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	3 3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	N	N	N	N	N	Y	N	Y
0	2 3	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	3 4	N	Y	Y	N	N	N	N	Y	Y	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	4 6	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	N	N	N	N	N	N	N	N

26.510224	-80.072959	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.510903	-80.0726698	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.509794	-80.0731577	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.509507	-80.0733135	06/10/2018	2
26.509559	-80.0732851	06/10/2018	2
26.510469	-80.0728559	06/10/2018	2
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26.510469	-80.0728559	06/10/2018	2
26.510224	-80.072959	06/10/2018	2
26.510903	-80.0726698	06/10/2018	2
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26.510009	-80.0730587	06/10/2018	2
26.507083	-80.074976	03/04/2018	2
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26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.508558	-80.0739117	03/04/2018	2
26.508301	-80.0740937	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.508558	-80.0739117	03/04/2018	2
26.508301	-80.0740937	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507411	-80.0747375	03/04/2018	2
26.507911	-80.0743759	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.508301	-80.0740937	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507692	-80.0745349	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.508521	-80.0739373	03/04/2018	2
26.507302	-80.0748171	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507083	-80.074976	03/04/2018	2
26.507302	-80.0748168	06/10/2018	2
26.508301	-80.0740933	06/10/2018	2
26.508301	-80.0740933	06/10/2018	2
26.507083	-80.074976	06/10/2018	2

1091	10466225	2016	852834830	FHPL16OFF022229	1	FLORIDA HIGHWAY PATROL	04	93	03/31/2016	0835	THURSDAY	9340	0640	Y
1094	10467472	2016	854086140	FHPL16OFF089366	1	FLORIDA HIGHWAY PATROL	04	93	12/04/2016	2235	SUNDAY	9334	0634	N
1097	10533309	2016	851376300	FHPL16OFF016752	1	FLORIDA HIGHWAY PATROL	04	93	03/10/2016	1522	THURSDAY	9334	0634	Y
1098	10536058	2016	852540050	FHPL16OFF011969	1	FLORIDA HIGHWAY PATROL	04	93	02/19/2016	1825	FRIDAY	9334	0634	Y
1099	10539997	2016	852910930	FHPL16OFF057660	1	FLORIDA HIGHWAY PATROL	04	93	08/13/2016	1940	SATURDAY	9334	0634	Y
1103	10548702	2016	853709070	FHPL16OFF088218	1	FLORIDA HIGHWAY PATROL	04	93	11/30/2016	2100	WEDNESDAY	9334	0634	Y
1105	10549788	2016	853512360	FHPL16OFF052774	1	FLORIDA HIGHWAY PATROL	04	93	07/26/2016	1554	TUESDAY	9334	0634	Y
1107	10555797	2016	854140620	FHPL16OFF093959	1	FLORIDA HIGHWAY PATROL	04	93	12/21/2016	1132	WEDNESDAY	9334	0634	N
1108	10556160	2016	854260730	FHPL16OFF088234	1	FLORIDA HIGHWAY PATROL	04	93	11/30/2016	2147	WEDNESDAY	9334	0634	Y
1112	10560101	2016	854086060	FHPL16OFF081106	1	FLORIDA HIGHWAY PATROL	04	93	11/05/2016	0550	SATURDAY	9334	0634	N
1113	10560740	2016	854057360	FHPL16OFF078548	1	FLORIDA HIGHWAY PATROL	04	93	10/26/2016	2130	WEDNESDAY	9334	0634	N
1114	10561535	2016	854086150	FHPL16OFF089624	1	FLORIDA HIGHWAY PATROL	04	93	12/05/2016	2229	MONDAY	9300	0600	N
1115	10579731	2016	845119190	FHPL16OFF026588	1	FLORIDA HIGHWAY PATROL	04	93	04/16/2016	2245	SATURDAY	9334	0634	N
1122	10596003	2016	853415790	FHPL16OFF057244	1	FLORIDA HIGHWAY PATROL	04	93	08/12/2016	1311	FRIDAY	9334	0634	N
1126	10599320	2016	853685700	FHPL16OFF066844	1	FLORIDA HIGHWAY PATROL	04	93	09/15/2016	0210	THURSDAY	9334	0634	N
1128	10599602	2016	853766770	FHPL16OFF076379	1	FLORIDA HIGHWAY PATROL	04	93	10/19/2016	1430	WEDNESDAY	9334	0634	Y
1138	10609312	2017	855019760	FHPL17OFF099098	1	FLORIDA HIGHWAY PATROL	04	93	11/28/2017	2330	TUESDAY	9334	0634	Y
1140	10609397	2017	854876130	FHPL17OFF032068	1	FLORIDA HIGHWAY PATROL	04	93	04/25/2017	1650	TUESDAY	9334	0634	N
1142	10613015	2017	855559450	FHPL17OFF097884	1	FLORIDA HIGHWAY PATROL	04	93	11/25/2017	0225	SATURDAY	9334	0634	Y
1146	10613632	2017	855486740	FHPL17OFF061677	1	FLORIDA HIGHWAY PATROL	04	93	08/02/2017	0430	WEDNESDAY	9334	0634	Y
1152	10640411	2017	871185390	FHPL17OFF099695	1	FLORIDA HIGHWAY PATROL	04	93	11/30/2017	1440	THURSDAY	9334	0634	N
1165	10670631	2017	855228100	FHPL17OFF058758	1	FLORIDA HIGHWAY PATROL	04	93	07/23/2017	0700	SUNDAY	9334	0634	N
1169	10673733	2017	855807960	FHPL17OFF067433	1	FLORIDA HIGHWAY PATROL	04	93	08/20/2017	1529	SUNDAY	9334	0634	N
1170	10673899	2017	855978360	FHPL17OFF105645	1	FLORIDA HIGHWAY PATROL	04	93	12/20/2017	1716	WEDNESDAY	9334	0634	Y
1175	10709749	2017	854396960	FHPL17OFF018676	1	FLORIDA HIGHWAY PATROL	04	93	03/11/2017	0048	SATURDAY	9334	0634	N
1179	10711444	2017	854822130	FHPL17OFF052227	1	FLORIDA HIGHWAY PATROL	04	93	07/01/2017	0655	SATURDAY	9334	0634	Y
35	3360331	2013	836886510	FHPL13OFF070521	1	FLORIDA HIGHWAY PATROL	04	93	11/19/2013	2050	TUESDAY	9334	0634	Y
192	4313178	2013	833213100	FHPL13OFF047929	1	FLORIDA HIGHWAY PATROL	04	93	08/07/2013	1021	WEDNESDAY	9334	0634	N
296	10467783	2016	853671440	FHPL16OFF088780	1	FLORIDA HIGHWAY PATROL	04	93	12/02/2016	1640	FRIDAY	9334	0634	N
332	10584804	2016	852045710	FHPL16OFF003702	1	FLORIDA HIGHWAY PATROL	04	93	01/17/2016	0059	SUNDAY	9334	0634	N
663	3721900	2014	837201710	FHPL14OFF006384	1	FLORIDA HIGHWAY PATROL	04	93	01/29/2014	2018	WEDNESDAY	9376	0676	N
703	3890711	2015	848829690	FHPL15OFF042618	1	FLORIDA HIGHWAY PATROL	04	93	07/06/2015	2100	MONDAY	9334	0634	Y
0	3226723	2013	837335250	FHPL13OFF079610	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2013	2333	SATURDAY	9340	0640	Y
1	3226724	2013	837335260	FHPL13OFF079629	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2013	2333	SATURDAY	9340	0640	Y
4	3265281	2013	832602030	FHPL13OFF002193	1	FLORIDA HIGHWAY PATROL	04	93	01/11/2013	1530	FRIDAY	9334	0634	Y
10	3268342	2013	832550300	FHPL13OFF028326	1	FLORIDA HIGHWAY PATROL	04	93	05/11/2013	0124	SATURDAY	9334	0634	Y
20	3310385	2013	836808910	FHPL13OFF054716	1	FLORIDA HIGHWAY PATROL	04	93	09/07/2013	1341	SATURDAY	9334	0634	N
21	3316677	2013	837041120	FHPL13OFF079623	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2013	2333	SATURDAY	9300	0600	N
23	3316966	2013	837041110	FHPL13OFF079615	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2013	2333	SATURDAY	9300	0600	N
41	3386618	2013	820540740	FHPL13OFF073402	1	FLORIDA HIGHWAY PATROL	04	93	12/02/2013	0040	MONDAY	9334	0634	N
60	3442087	2013	833213190	FHPL13OFF052056	1	FLORIDA HIGHWAY PATROL	04	93	08/26/2013	1148	MONDAY	9334	0634	N
70	3519857	2013	836485890	FHPL13OFF041397	1	FLORIDA HIGHWAY PATROL	04	93	07/08/2013	1627	MONDAY	9334	0634	Y
73	3533572	2014	836986770	FHPL14OFF013886	1	FLORIDA HIGHWAY PATROL	04	93	03/03/2014	2020	MONDAY	9334	0634	N
96	3709790	2014	820121270	FHPL14OFF001974	1	FLORIDA HIGHWAY PATROL	04	93	01/09/2014	1730	THURSDAY	9334	0634	Y
102	3735945	2014	838109360	FHPL14OFF067305	1	FLORIDA HIGHWAY PATROL	04	93	10/28/2014	1720	TUESDAY	9332	0632	N
140	4005499	2015	848826910	FHPL15OFF018544	1	FLORIDA HIGHWAY PATROL	04	93	03/24/2015	1722	TUESDAY	9334	0634	N
145	4037800	2015	848828340	FHPL15OFF080709	1	FLORIDA HIGHWAY PATROL	04	93	12/17/2015	0220	THURSDAY	9334	0634	Y
152	4069954	2015	845444960	FHPL15OFF019426	1	FLORIDA HIGHWAY PATROL	04	93	03/28/2015	0854	SATURDAY	9334	0634	N
153	4070479	2015	845590620	FHPL15OFF018838	1	FLORIDA HIGHWAY PATROL	04	93	03/25/2015	2205	WEDNESDAY	9334	0634	Y
163	4099603	2015	851367510	FHPL15OFF059671	1	FLORIDA HIGHWAY PATROL	04	93	09/20/2015	0754	SUNDAY	9334	0634	N
164	4101489	2015	851413580	FHPL15OFF059000	1	FLORIDA HIGHWAY PATROL	04	93	09/17/2015	1240	THURSDAY	9334	0634	N
166	4104905	2015	852525970	FHPL15OFF083744	1	FLORIDA HIGHWAY PATROL	04	93	12/29/2015	1620	TUESDAY	9334	0634	Y
174	4212614	2015	845327990	FHPL15OFF008191	1	FLORIDA HIGHWAY PATROL	04	93	02/08/2015	1612	SUNDAY	9334	0634	N
177	4231679	2015	851350310	FHPL15OFF070475	1	FLORIDA HIGHWAY PATROL	04	93	11/05/2015	0445	THURSDAY	9334	0634	Y
181	4258637	2014	837961420	FHPL14OFF057546	1	FLORIDA HIGHWAY PATROL	04	93	09/17/2014	1150	WEDNESDAY	9334	0634	Y
204	10270876	2016	852220490	FHPL16OFF011107	1	FLORIDA HIGHWAY PATROL	04	93	02/16/2016	0925	TUESDAY	9334	0634	N
206	10273299	2016	852470660	FHPL16OFF010631	1	FLORIDA HIGHWAY PATROL	04	93	02/14/2016	0619	SUNDAY	9334	0634	N
210	10278429	2016	852982070	FHPL16OFF026362	1	FLORIDA HIGHWAY PATROL	04	93	04/16/2016	0255	SATURDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT	93220000	13 02235	SR 9	I 95	R	3	N	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	6	S	01	01	18	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	S	N	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	3	N	01	01	18	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	M	M	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	S	N	01	01	01	03	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	R	2	0	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	2	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220026	0 02329	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 02329	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
SR 9	WOOLBRIGHT RD	93220026	0 02329	SR 9	I 95	R	X	N	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	02	03	01	0
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	N	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	5	N	01	01	01	01	01	03	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	1	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	1	N	01	01	01	01	01	01	32
I 95	BOYNTON BEACH BLVD	93220000	13 02236	SR 9	I 95	R	U	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	5	N	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	0	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	N	01	01	01	04	01	01	36

11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	02	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	1	01	05	02	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	1	01	04	02	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	06	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	06	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	4	0	01	01	01	02
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	02	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
	PAVED	5	LAWN	2	0	5	11500	RCI		1	0	08	04	02	02
	PAVED	5	LAWN	2	0	5	11500	RCI		3	0	08	01	01	01
	PAVED	5	LAWN	12	0	5	12000	RCI		4	0	08	01	01	01
	PAVED	5	LAWN	12	0	5	12000	RCI		3	0	08	04	01	01
	PAVED	5	LAWN	4	0	2	12000	RCI		1	0	08	02	01	01
	PAVED	5	LAWN	12	0	6	11500	RCI		1	0	08	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	1	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	2	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	01	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	01	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	3	01	05	03	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	186390	RCI	65	2	0	01	02	02	02
11	PAVED WARN	11	LAWN	12	0	7	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	3	3	01	04	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	1	01	04	02	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	0	01	01	02	02
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	3	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	187500	RCI	65	1	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	3	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	3	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	04	02	02

04	NO CONTROLS	FLASHING SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	WARNING SIGN	WARNING SIGN	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	FLASHING SIGNAL	FLASHING SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	PHYSICAL OBSTRUCTION(S)	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	OBSTRUCTION	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	25	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
03	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	77

FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	02	01	02	03	01	4	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	03	04	02	01	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	03	01	01	01	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	02	01	02	01	01	2	0	0	0	4
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	03	01	02	03	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	1	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	04	01	02	01	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NOT CODED	00	00	00	00	01	1	0	1	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	04	03	01	01	01	1	0	1	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	1	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	1	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	1	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	1	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	03	02	02	02	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	2	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 5	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	Y	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	Y	Y	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4 5	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 1	N	N	Y	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	Y	N	N	N	N	Y	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	Y	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	2 7	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	Y

26.507302	-80.0748168	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
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26.507083	-80.074976	06/10/2018	2
26.508301	-80.0740933	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507302	-80.0748168	06/10/2018	2
26.508559	-80.0739114	06/10/2018	2
26.508301	-80.0740933	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.507302	-80.0748168	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.508522	-80.0739369	06/10/2018	2
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26.507302	-80.0748168	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.508781	-80.0737581	06/10/2018	2
26.507083	-80.074976	06/10/2018	2
26.511611	-80.0721906	03/04/2018	3
26.511965	-80.0720418	03/04/2018	3
26.51213	-80.0719747	06/10/2018	3
26.512726	-80.0717122	06/10/2018	3
26.513404	-80.0713721	03/04/2018	3
26.513232	-80.07146	03/04/2018	3
26.511054	-80.0726144	03/04/2018	4
26.511054	-80.0726144	03/04/2018	4
26.513202	-80.0721223	03/04/2018	4
26.511572	-80.0724478	03/04/2018	4
26.511054	-80.0726144	03/04/2018	4
26.513477	-80.0720958	03/04/2018	4
26.513477	-80.0720958	03/04/2018	4
26.513724	-80.0720826	03/04/2018	4
26.511054	-80.0726144	03/04/2018	4
26.5116	-80.0724404	03/04/2018	4
26.511572	-80.0724478	03/04/2018	4
26.513651	-80.0720848	03/04/2018	4
26.513622	-80.0720856	03/04/2018	4
26.511054	-80.0726144	03/04/2018	4
26.515394	-80.0721172	03/04/2018	4
26.511319	-80.0725265	03/04/2018	4
26.513622	-80.0720856	03/04/2018	4
26.511572	-80.0724478	03/04/2018	4
26.513288	-80.0721139	03/04/2018	4
26.511151	-80.0725819	03/04/2018	4
26.511054	-80.0726144	03/04/2018	4
26.511967	-80.072345	03/04/2018	4
26.515394	-80.0721172	03/04/2018	4
26.516918	-80.0722156	06/10/2018	4
26.513028	-80.0721401	06/10/2018	4
26.513869	-80.0720783	06/10/2018	4

213	10280985	2016	853261920	FHPL16OFF053928	1	FLORIDA HIGHWAY PATROL	04	93	07/30/2016	2328	SATURDAY	9334	0634	N
234	10374884	2016	854290200	FHPL16OFF094698	1	FLORIDA HIGHWAY PATROL	04	93	12/23/2016	2050	FRIDAY	9334	0634	Y
246	10385326	2016	854012370	FHPL16OFF089617	1	FLORIDA HIGHWAY PATROL	04	93	12/05/2016	2201	MONDAY	9334	0634	Y
251	10390851	2016	852445860	FHPL16OFF027444	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2016	1417	WEDNESDAY	9334	0634	N
256	10391896	2016	852792670	FHPL16OFF088564	1	FLORIDA HIGHWAY PATROL	04	93	12/02/2016	0042	FRIDAY	9334	0634	Y
258	10393123	2016	852445790	FHPL16OFF024247	1	FLORIDA HIGHWAY PATROL	04	93	04/07/2016	1838	THURSDAY	9334	0634	N
261	10403072	2016	854048540	FHPL16OFF081161	1	FLORIDA HIGHWAY PATROL	04	93	11/05/2016	1106	SATURDAY	9334	0634	N
290	10465743	2016	852445580	FHPL16OFF010964	1	FLORIDA HIGHWAY PATROL	04	93	02/15/2016	1700	MONDAY	9334	0634	N
305	10537380	2016	852612330	FHPL16OFF030702	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2016	0925	TUESDAY	9334	0634	N
309	10542484	2016	853142270	FHPL16OFF034839	1	FLORIDA HIGHWAY PATROL	04	93	05/18/2016	2141	WEDNESDAY	9334	0634	N
311	10549472	2016	853614190	FHPL16OFF058027	1	FLORIDA HIGHWAY PATROL	04	93	08/15/2016	0545	MONDAY	9332	0632	N
312	10555704	2016	854135480	FHPL16OFF087340	1	FLORIDA HIGHWAY PATROL	04	93	11/27/2016	1930	SUNDAY	9334	0634	N
313	10557169	2016	854231350	FHPL16OFF085668	1	FLORIDA HIGHWAY PATROL	04	93	11/21/2016	1615	MONDAY	9334	0634	Y
315	10560898	2016	854063850	FHPL16OFF078271	1	FLORIDA HIGHWAY PATROL	04	93	10/25/2016	2217	TUESDAY	9334	0634	N
317	10561359	2016	853945560	FHPL16OFF076769	1	FLORIDA HIGHWAY PATROL	04	93	10/20/2016	1700	THURSDAY	9334	0634	N
327	10579316	2016	844985410	FHPL16OFF021919	1	FLORIDA HIGHWAY PATROL	04	93	03/30/2016	0900	WEDNESDAY	9300	0600	N
333	10585565	2016	852281390	FHPL16OFF000398	1	FLORIDA HIGHWAY PATROL	04	93	01/03/2016	0349	SUNDAY	9340	0640	Y
336	10586997	2016	852470420	FHPL16OFF003141	1	FLORIDA HIGHWAY PATROL	04	93	01/15/2016	0750	FRIDAY	9334	0634	N
337	10587054	2016	852481290	FHPL16OFF095718	1	FLORIDA HIGHWAY PATROL	04	93	12/27/2016	2022	TUESDAY	9334	0634	Y
353	10599703	2016	853766470	FHPL16OFF065955	1	FLORIDA HIGHWAY PATROL	04	93	09/11/2016	2345	SUNDAY	9334	0634	Y
362	10602932	2017	815318360	17-038024	2	COUNTY SHERIFF'S OFFICE	04	93	07/07/2017	0005	FRIDAY	9334	0634	Y
372	10603287	2017	815323730	17052453	2	COUNTY SHERIFF'S OFFICE	04	93	09/11/2017	1030	MONDAY	9334	0634	Y
373	10603327	2017	815316940	17034960	2	COUNTY SHERIFF'S OFFICE	04	93	06/23/2017	0851	FRIDAY	9334	0634	Y
386	10609310	2017	855019740	FHPL17OFF096928	1	FLORIDA HIGHWAY PATROL	04	93	11/22/2017	0110	WEDNESDAY	9334	0634	Y
387	10609477	2017	854876850	FHPL17OFF031186	1	FLORIDA HIGHWAY PATROL	04	93	04/23/2017	0215	SUNDAY	9334	0634	N
388	10609578	2017	854876900	FHPL17OFF035580	1	FLORIDA HIGHWAY PATROL	04	93	05/07/2017	0220	SUNDAY	9334	0634	N
390	10609671	2017	854876710	FHPK17OFF017833	1	FLORIDA HIGHWAY PATROL	04	93	03/19/2017	0530	SUNDAY	9334	0634	N
394	10611428	2017	855299290	FHPL17OFF046422	1	FLORIDA HIGHWAY PATROL	04	93	06/11/2017	2030	SUNDAY	9334	0634	Y
395	10611533	2017	855299460	FHPL17OFF062570	1	FLORIDA HIGHWAY PATROL	04	93	08/04/2017	2130	FRIDAY	9334	0634	Y
400	10613049	2017	855765130	FHPL17OFF069429	1	FLORIDA HIGHWAY PATROL	04	93	08/27/2017	0640	SUNDAY	9334	0634	N
425	10635634	2017	871282110	FHPL17OFF097393	1	FLORIDA HIGHWAY PATROL	04	93	11/23/2017	0850	THURSDAY	9334	0634	N
426	10639502	2017	871101090	FHPL17OFF101616	1	FLORIDA HIGHWAY PATROL	04	93	12/07/2017	0704	THURSDAY	9340	0640	N
434	10661458	2017	815326210	17-058227	2	COUNTY SHERIFF'S OFFICE	04	93	10/09/2017	1717	MONDAY	9334	0634	Y
436	10662192	2017	852481370	FHPL17OFF001285	1	FLORIDA HIGHWAY PATROL	04	93	01/05/2017	2048	THURSDAY	9334	0634	Y
443	10665484	2017	854140840	FHPL17OFF012322	1	FLORIDA HIGHWAY PATROL	04	93	02/16/2017	0754	THURSDAY	9334	0634	N
451	10670043	2017	855028060	FHPL17OFF047521	1	FLORIDA HIGHWAY PATROL	04	93	06/15/2017	1758	THURSDAY	9334	0634	N
457	10671895	2017	855536320	FHPL17OFF051522	1	FLORIDA HIGHWAY PATROL	04	93	06/29/2017	0725	THURSDAY	9334	0634	Y
463	10673968	2017	855815920	FHPL17OFF079578	1	FLORIDA HIGHWAY PATROL	04	93	09/29/2017	2005	FRIDAY	9340	0640	Y
471	10706353	2017	815320400	17044320	2	COUNTY SHERIFF'S OFFICE	04	93	08/02/2017	1712	WEDNESDAY	9334	0634	Y
474	10708895	2017	853760790	FHPL17OFF047512	1	FLORIDA HIGHWAY PATROL	04	93	06/15/2017	1750	THURSDAY	9334	0634	N
477	10709778	2017	854501280	FHPL17OFF008094	1	FLORIDA HIGHWAY PATROL	04	93	01/31/2017	2305	TUESDAY	9334	0634	Y
479	10710909	2017	854666870	FHPL17OFF028952	1	FLORIDA HIGHWAY PATROL	04	93	04/15/2017	1432	SATURDAY	9334	0634	Y
490	10719012	2017	855872090	FHPL17OFF093275	1	FLORIDA HIGHWAY PATROL	04	93	11/10/2017	2331	FRIDAY	9334	0634	N
511	3260468	2013	832578050	FHPL13OFF007948	1	FLORIDA HIGHWAY PATROL	04	93	02/08/2013	1651	FRIDAY	9376	0676	N
518	3274432	2013	831985840	FHPL13OFF018026	1	FLORIDA HIGHWAY PATROL	04	93	03/25/2013	1559	MONDAY	9334	0634	N
532	3344874	2013	833061370	FHPL13OFF022237	1	FLORIDA HIGHWAY PATROL	04	93	04/13/2013	2117	SATURDAY	9300	0600	N
538	3374199	2013	836716290	FHPL13OFF053406	1	FLORIDA HIGHWAY PATROL	04	93	09/01/2013	0901	SUNDAY	9334	0634	Y
539	3374351	2013	836459510	FHPL13OFF062527	1	FLORIDA HIGHWAY PATROL	04	93	10/12/2013	1510	SATURDAY	9300	0600	N
572	3428737	2013	833178120	FHPL13OFF028327	1	FLORIDA HIGHWAY PATROL	04	93	05/11/2013	0125	SATURDAY	9334	0634	Y
577	3436700	2013	833153050	FHPL13OFF039441	1	FLORIDA HIGHWAY PATROL	04	93	06/29/2013	1844	SATURDAY	9300	0600	N
581	3447727	2013	836554440	FHPL13OFF052611	1	FLORIDA HIGHWAY PATROL	04	93	08/28/2013	1814	WEDNESDAY	9334	0634	Y
583	3479817	2013	836768650	FHPL13OFF058205	1	FLORIDA HIGHWAY PATROL	04	93	09/23/2013	0720	MONDAY	9334	0634	Y
604	3537185	2014	837217680	FHPL14OFF008006	1	FLORIDA HIGHWAY PATROL	04	93	02/05/2014	1400	WEDNESDAY	9334	0634	Y
608	3546147	2014	837216460	FHPL14OFF026205	1	FLORIDA HIGHWAY PATROL	04	93	04/30/2014	0836	WEDNESDAY	9334	0634	Y
617	3585812	2014	845010030	FHPL14OFF060775	1	FLORIDA HIGHWAY PATROL	04	93	09/30/2014	2200	TUESDAY	9334	0634	Y
646	3650629	2014	838128140	FHPL14OFF052963	1	FLORIDA HIGHWAY PATROL	04	93	08/28/2014	0835	THURSDAY	9334	0634	N
665	3723028	2014	837041410	FHPL14OFF022644	1	FLORIDA HIGHWAY PATROL	04	93	04/13/2014	1355	SUNDAY	9334	0634	N
684	3824500	2014	837397760	FHPL14OFF003575	1	FLORIDA HIGHWAY PATROL	04	93	01/16/2014	1840	THURSDAY	9300	0600	N

I 95	WOOLBIRGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	01	01	01	02	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	01	01	02	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	01	01	02	01	02	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	M	M	S	01	01	01	04	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	02	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	M	M	S	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02326	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	4	N	01	01	01	01	01	02	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	4	S	01	01	01	01	01	01	36
SR 9	WOOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
SR 9	SR 804	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	02	36
SR 9	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	S	N	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
WOOLBRIGHT RD	SR 9	93220000	13 02192	SR 9	I 95	S	1	W	01	05	03	01	01	03	34
WOOLBRIGHT RD	SR 9	93220000	13 02192	SR 9	I 95	R	3	0	01	05	18	01	01	03	34
WOOLBRIGHT RD	SR 9	93220000	13 02192	SR 9	I 95	M	M	W	01	05	03	01	02	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	M	M	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	S	N	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	S	N	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	4	S	01	01	01	01	01	01	34
I 95	WOOBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	N	01	01	01	04	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	2	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02326	SR 9	I 95	R	X	E	01	05	02	01	02	03	34
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	S	N	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	S	N	01	01	01	02	01	01	34
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
WOOLBRIGHT RD	SR 9	93220000	13 02192	SR 9	I 95	R	R	0	01	05	03	01	01	03	34
I 95	WOOLBRGHT RD	93220000	13 02236	SR 9	I 95	R	5	N	01	01	01	01	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	M	M	S	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	R	1	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	18	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	M	M	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	M	M	S	01	01	18	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	3	N	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	M	M	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	R	5	N	01	01	01	01	01	01	32

11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	1	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	4	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	04	02	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	3	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	3	1	01	05	02	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	1	01	05	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	3	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	04	02	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	01	03	02
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	2	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	3	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	2	0	03	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	2	0	03	01	02	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	06	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	04	02	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	06	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	2	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	02	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	2	0	01	04	03	02
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	03	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	04	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	20	LAWN	12	0	7	201000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	20	LAWN	12	0	7	201000	RCI	65	1	0	01	02	01	01
11	PAVED WARN	20	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	02	01	02	01
11	PAVED WARN	11	LAWN	12	0	7	186390	RCI	65	3	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	04	02	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	4	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	186390	RCI	65	2	0	01	01	01	02
11	PAVED WARN	11	LAWN	12	0	7	187500	RCI	65	1	0	01	04	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	DEBRIS	NOT CODED	NOT CODED	ALL OTHER (SEE NARRTIVE)	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	06	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	88
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	FLASHING SIGNAL	FLASHING SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	04	01	02	02	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	2	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	01	01	02	01	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	OTHER CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	5
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	8	0	0	0	5
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	1	0	1
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	2 2	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	Y	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	3 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	5 6	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	5 14	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 6	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N

26.511055	-80.0726142	06/10/2018	4
26.515466	-80.0721219	06/10/2018	4
26.517644	-80.0722626	06/10/2018	4
26.511055	-80.0726142	06/10/2018	4
26.5116	-80.0724405	06/10/2018	4
26.511305	-80.0725309	06/10/2018	4
26.517644	-80.0722626	06/10/2018	4
26.513187	-80.0721237	06/10/2018	4
26.516918	-80.0722156	06/10/2018	4
26.51731	-80.0722409	06/10/2018	4
26.513607	-80.0720861	06/10/2018	4
26.517644	-80.0722626	06/10/2018	4
26.517644	-80.0722626	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.513883	-80.0720778	06/10/2018	4
26.516758	-80.0722053	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.513607	-80.0720861	06/10/2018	4
26.512927	-80.0721559	06/10/2018	4
26.512381	-80.0722512	06/10/2018	4
26.514014	-80.0720739	06/10/2018	4
26.514014	-80.0720739	06/10/2018	4
26.514014	-80.0720739	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.513869	-80.0720783	06/10/2018	4
26.51416	-80.0720696	06/10/2018	4
26.514014	-80.0720739	06/10/2018	4
26.514145	-80.07207	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.51416	-80.0720696	06/10/2018	4
26.513028	-80.0721401	06/10/2018	4
26.51837	-80.0723104	06/10/2018	4
26.517354	-80.0722437	06/10/2018	4
26.513462	-80.0720972	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.517644	-80.0722626	06/10/2018	4
26.518573	-80.0723219	06/10/2018	4
26.514014	-80.0720739	06/10/2018	4
26.513752	-80.0720817	06/10/2018	4
26.518573	-80.0723219	06/10/2018	4
26.515394	-80.0721173	06/10/2018	4
26.514566	-80.0720679	06/10/2018	4
26.512381	-80.0722513	03/04/2018	4
26.512309	-80.072267	03/04/2018	4
26.512309	-80.072267	03/04/2018	4
26.512381	-80.0722513	03/04/2018	4
26.516758	-80.0722053	03/04/2018	4
26.512309	-80.072267	03/04/2018	4
26.51429	-80.0720643	03/04/2018	4
26.51429	-80.0720643	03/04/2018	4
26.514101	-80.0720713	03/04/2018	4
26.513738	-80.0720822	03/04/2018	4
26.517644	-80.0722626	03/04/2018	4
26.51837	-80.0723105	03/04/2018	4
26.517644	-80.0722626	03/04/2018	4
26.512381	-80.0722513	03/04/2018	4
26.515394	-80.0721172	03/04/2018	4

692	3832689	2014	837914860	FHPL14OFF034314	1	FLORIDA HIGHWAY PATROL	04	93	06/06/2014	2220	FRIDAY	9334	0634	Y
693	3836173	2014	845594620	FHPL14OFF080817	1	FLORIDA HIGHWAY PATROL	04	93	12/27/2014	0950	SATURDAY	9334	0634	N
699	3869888	2015	845461060	FHPL15OFF002695	1	FLORIDA HIGHWAY PATROL	04	93	01/13/2015	0854	TUESDAY	9334	0634	N
735	3998507	2015	838109840	FHPL15OFF014664	1	FLORIDA HIGHWAY PATROL	04	93	03/08/2015	1610	SUNDAY	9334	0634	N
738	4025974	2015	845325140	FHPL15OFF013376	1	FLORIDA HIGHWAY PATROL	04	93	03/03/2015	0402	TUESDAY	9334	0634	N
741	4030806	2015	851361650	FHPL15OFF071800	1	FLORIDA HIGHWAY PATROL	04	93	11/10/2015	1205	TUESDAY	9334	0634	N
746	4044299	2015	845445040	FHPL15OFF021269	1	FLORIDA HIGHWAY PATROL	04	93	04/05/2015	0750	SUNDAY	9334	0634	N
750	4078938	2015	845713290	FHPL15OFF040242	1	FLORIDA HIGHWAY PATROL	04	93	06/26/2015	0553	FRIDAY	9334	0634	N
752	4088361	2015	848840820	FHPL15OFF047201	1	FLORIDA HIGHWAY PATROL	04	93	07/27/2015	1425	MONDAY	9334	0634	Y
764	4125445	2015	851994680	FHPL15OFF082540	1	FLORIDA HIGHWAY PATROL	04	93	12/24/2015	0212	THURSDAY	9334	0634	N
780	4229930	2015	851239610	FHPL15OFF034501	1	FLORIDA HIGHWAY PATROL	04	93	06/01/2015	0830	MONDAY	9334	0634	N
787	4256512	2014	837887340	FHPL14OFF034082	1	FLORIDA HIGHWAY PATROL	04	93	06/05/2014	2048	THURSDAY	9334	0634	N
802	4592372	2015	851783350	FHPL15OFF059315	1	FLORIDA HIGHWAY PATROL	04	93	09/18/2015	1613	FRIDAY	9334	0634	N
803	4595984	2015	845000020	FHPL15OFF011103	1	FLORIDA HIGHWAY PATROL	04	93	02/21/2015	1410	SATURDAY	9334	0634	N
806	4600669	2015	851107570	FHPL15OFF030711	1	FLORIDA HIGHWAY PATROL	04	93	05/16/2015	0634	SATURDAY	9334	0634	N
807	4601979	2015	852297480	FHPL15OFF080498	1	FLORIDA HIGHWAY PATROL	04	93	12/16/2015	0547	WEDNESDAY	9394	0694	N
850	10466217	2016	852354290	FHPL16OFF019742	1	FLORIDA HIGHWAY PATROL	04	93	03/21/2016	1815	MONDAY	9334	0634	N
863	10542051	2016	852945980	FHPL16OFF087172	1	FLORIDA HIGHWAY PATROL	04	93	11/27/2016	0740	SUNDAY	9334	0634	Y
869	10593533	2016	853142560	FHPL16OFF058570	1	FLORIDA HIGHWAY PATROL	04	93	08/17/2016	0540	WEDNESDAY	9334	0634	Y
902	10665581	2017	854655290	FHPL17OFF038102	1	FLORIDA HIGHWAY PATROL	04	93	05/15/2017	1814	MONDAY	9334	0634	N
1185	10713326	2017	855098330	FHPL17OFF034389	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2017	0725	WEDNESDAY	9334	0634	N
235	10375176	2016	851376340	FHPL16OFF020663	1	FLORIDA HIGHWAY PATROL	04	93	03/25/2016	1405	FRIDAY	9334	0634	Y
304	10536199	2016	852481160	FHPL16OFF093511	1	FLORIDA HIGHWAY PATROL	04	93	12/19/2016	1720	MONDAY	9334	0634	Y
441	10664869	2017	854200710	FHPL17OFF004707	1	FLORIDA HIGHWAY PATROL	04	93	01/19/2017	0938	THURSDAY	9334	0634	N
500	3247428	2013	821903860	13-55764	2	COUNTY SHERIFF'S OFFICE	04	93	11/08/2013	1952	FRIDAY	9334	0634	Y
512	3261023	2013	832294710	FHPL13OFF001744	1	FLORIDA HIGHWAY PATROL	04	93	01/09/2013	1530	WEDNESDAY	9334	0634	Y
582	3453521	2013	836744020	FHPL13OFF060078	1	FLORIDA HIGHWAY PATROL	04	93	10/01/2013	1029	TUESDAY	9334	0634	N
610	3548547	2014	837635220	FHPL14OFF028980	1	FLORIDA HIGHWAY PATROL	04	93	05/13/2014	0814	TUESDAY	9334	0634	N
642	3626228	2014	828862520	FHPL14OFF064964	1	FLORIDA HIGHWAY PATROL	04	93	10/18/2014	1515	SATURDAY	9334	0634	N
648	3652816	2014	845017530	FHPL14OFF080224	1	FLORIDA HIGHWAY PATROL	04	93	12/24/2014	1405	WEDNESDAY	9334	0634	N
662	3719845	2014	837562190	FHPL14OFF018443	1	FLORIDA HIGHWAY PATROL	04	93	03/24/2014	1835	MONDAY	9334	0634	Y
674	3781649	2014	845254380	FHPL14OFF066390	1	FLORIDA HIGHWAY PATROL	04	93	10/24/2014	1620	FRIDAY	9334	0634	N
6	3265858	2013	832574740	FHPL13OFF016235	1	FLORIDA HIGHWAY PATROL	04	93	03/17/2013	2225	SUNDAY	9334	0634	Y
18	3300673	2013	836459110	FHPL13OFF046841	1	FLORIDA HIGHWAY PATROL	04	93	08/01/2013	1904	THURSDAY	9300	0600	N
30	3352422	2013	836485960	FHPL13OFF043659	1	FLORIDA HIGHWAY PATROL	04	93	07/18/2013	1422	THURSDAY	9334	0634	Y
44	3401685	2013	820150250	FHPL13OFF030243	1	FLORIDA HIGHWAY PATROL	04	93	05/20/2013	0310	MONDAY	9334	0634	Y
57	3436720	2013	833145270	FHPL13OFF031525	1	FLORIDA HIGHWAY PATROL	04	93	05/25/2013	1045	SATURDAY	9334	0634	Y
64	3453852	2013	836427590	FHPL13OFF039041	1	FLORIDA HIGHWAY PATROL	04	93	06/28/2013	0150	FRIDAY	9334	0634	Y
71	3520424	2013	836744040	FHPL13OFF060449	1	FLORIDA HIGHWAY PATROL	04	93	10/03/2013	0732	THURSDAY	9300	0600	N
74	3541037	2014	837764580	FHPL14OFF044541	1	FLORIDA HIGHWAY PATROL	04	93	07/23/2014	1525	WEDNESDAY	9334	0634	N
77	3554252	2014	837680010	FHPL14OFF033588	1	FLORIDA HIGHWAY PATROL	04	93	06/03/2014	1430	TUESDAY	9334	0634	N
81	3604919	2014	845254560	FHPL14OFF076003	1	FLORIDA HIGHWAY PATROL	04	93	12/05/2014	1850	FRIDAY	9334	0634	N
89	3663578	2014	844999680	FHPL14OFF066337	1	FLORIDA HIGHWAY PATROL	04	93	10/24/2014	1205	FRIDAY	9334	0634	N
101	3733405	2014	838080300	FHPL14OFF039566	1	FLORIDA HIGHWAY PATROL	04	93	07/01/2014	1650	TUESDAY	9334	0634	N
103	3738423	2014	838146260	FHPL14OFF050422	1	FLORIDA HIGHWAY PATROL	04	93	08/17/2014	1510	SUNDAY	9334	0634	N
104	3739853	2014	838109670	FHPL14OFF081750	1	FLORIDA HIGHWAY PATROL	04	93	12/31/2014	1630	WEDNESDAY	9334	0634	N
106	3770302	2014	845324600	FHPL14OFF076881	1	FLORIDA HIGHWAY PATROL	04	93	12/09/2014	1640	TUESDAY	9334	0634	N
108	3806678	2014	837971740	FHPL14OFF049965	1	FLORIDA HIGHWAY PATROL	04	93	08/15/2014	1450	FRIDAY	9334	0634	N
112	3811008	2014	837149070	FHPL14OFF017989	1	FLORIDA HIGHWAY PATROL	04	93	03/22/2014	1645	SATURDAY	9334	0634	N
127	3955762	2015	845327960	FHPL15OFF007775	1	FLORIDA HIGHWAY PATROL	04	93	02/06/2015	1833	FRIDAY	9334	0634	N
129	3962541	2015	851367500	FHPL15OFF059453	1	FLORIDA HIGHWAY PATROL	04	93	09/19/2015	0658	SATURDAY	9334	0634	N
141	4009538	2015	851595850	FHPL15OFF060470	1	FLORIDA HIGHWAY PATROL	04	93	09/23/2015	1728	WEDNESDAY	9332	0632	N
149	4058341	2015	851783590	FHPL15OFF068217	1	FLORIDA HIGHWAY PATROL	04	93	10/26/2015	1839	MONDAY	9334	0634	N
167	4122392	2015	851366080	FHPL15OFF061868	1	FLORIDA HIGHWAY PATROL	04	93	09/29/2015	1750	TUESDAY	9334	0634	N
178	4232584	2015	845183440	FHPL15OFF006633	1	FLORIDA HIGHWAY PATROL	04	93	02/01/2015	1240	SUNDAY	9340	0640	N
180	4248525	2013	833115130	FHPL13OFF040332	1	FLORIDA HIGHWAY PATROL	04	93	07/03/2013	1932	WEDNESDAY	9378	0678	N
185	4264449	2015	845713020	FHPL15OFF024214	1	FLORIDA HIGHWAY PATROL	04	93	04/18/2015	0700	SATURDAY	9340	0640	N
200	4643410	2015	848831290	FHPL15OFF032219	1	FLORIDA HIGHWAY PATROL	04	93	05/22/2015	1150	FRIDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	R	S	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	M	M	S	01	01	01	04	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	N	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	M	M	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	N	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
I 95	WOOLBRGHT RD	93220000	13 02326	SR 9	I 95	M	M	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	M	M	N	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	M	M	S	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	5	N	01	01	01	01	01	01	36
I 95	WOOLBRGHT RD	93220000	13 02329	SR 9	I 95	R	1	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	S	N	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	R	4	N	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	14	01	04	02	0
SR 9	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	03	01	04	01	0
SR 9	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	03	14	01	01	01	0
I 95	WOOLBRIGHT	93220028	0 02326	SR 9	I 95	R	X	N	08	01	03	01	77	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	08	01	03	01	02	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	14	03	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	14	02	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 02326	SR 9	I 95	R	X	N	07	01	01	01	01	01	0
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	S	N	01	01	01	01	01	01	32
SR 9	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	4	0	01	01	01	01	01	01	32
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	M	M	N	01	01	01	04	01	01	32
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	M	M	S	01	01	01	04	01	01	32
I 95	SR 804	93220000	14 02326	SR 9	I 95	R	4	N	01	01	01	01	01	01	32
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
SR 9	SR 804	93220000	14 02237	SR 9	I 95	R	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	S	N	01	01	01	02	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	R	2	N	01	01	01	01	01	01	32
I 95	BOYNTON BEACH	93220000	14 02326	SR 9	I 95	M	M	S	01	01	01	01	01	01	32
SR 9	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	6	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	R	5	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	S	N	01	01	01	02	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	S	N	01	01	01	02	01	01	32
SR 9	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	R	1	N	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	SR 804	93220000	14 02237	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	2	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	M	M	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	M	M	S	01	01	01	03	01	01	36
I 95	SR 804	93220000	14 02326	SR 9	I 95	R	5	N	01	01	01	01	01	01	36

11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	187500	RCI	65	4	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	2	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	2	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	1	0	01	03	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	0	0	01	06	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	186390	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	2	0	01	01	01	02
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	2	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	0	0	01	03	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	0	01	03	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	0	0	01	03	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
	LAWN	10	LAWN	12	0	5	15500	RCI		1	0	07	01	02	02
	LAWN	10	LAWN	12	0	5	15500	RCI		3	0	07	04	02	02
	LAWN	10	LAWN	12	0	4	14500	RCI		3	0	07	01	01	01
	PAVED	1	LAWN	12	0	5	13500	RCI		2	0	07	04	03	02
	PAVED	1	LAWN	12	0	5	13500	RCI		2	0	07	01	02	01
	PAVED	1	LAWN	12	0	5	13500	RCI		1	0	07	01	01	01
	PAVED	1	LAWN	12	0	2	14000	RCI		1	0	07	01	02	02
	PAVED	1	LAWN	12	0	2	14000	RCI		1	0	07	01	02	01
	PAVED	1	LAWN	12	0	2	14000	RCI		1	0	07	02	03	02
	PAVED	1	LAWN	12	0	2	14000	RCI		1	0	07	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	3	0	01	02	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	187500	RCI	65	4	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	02	02	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	2	0	01	02	03	02
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	3	0	01	02	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	0	0	01	02	02	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	06	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	88
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	OBSTRUCTION IN ROADWAY	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	OTHER (SEE NARRATIVE)	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	34	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	YIELD SIGN	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	33	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	25	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	25	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	01	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	88
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77

NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	1	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER BACKING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	3	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	2
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	Y	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	Y	N	N
0	2 1	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	Y
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	Y
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	Y	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	Y	N	N	N	N	N	N	N	N	N

26.517644	-80.0722626	03/04/2018	4
26.516221	-80.0721706	03/04/2018	4
26.515466	-80.0721219	03/04/2018	4
26.512927	-80.0721559	03/04/2018	4
26.512309	-80.072267	03/04/2018	4
26.516221	-80.0721706	03/04/2018	4
26.512913	-80.0721581	03/04/2018	4
26.516482	-80.0721875	03/04/2018	4
26.517382	-80.0722455	03/04/2018	4
26.512639	-80.0722011	03/04/2018	4
26.513883	-80.0720778	03/04/2018	4
26.512309	-80.072267	03/04/2018	4
26.516758	-80.0722053	03/04/2018	4
26.51837	-80.0723105	03/04/2018	4
26.512567	-80.0722124	03/04/2018	4
26.512639	-80.0722011	03/04/2018	4
26.511305	-80.0725309	06/10/2018	4
26.511055	-80.0726142	06/10/2018	4
26.511055	-80.0726142	06/10/2018	4
26.511152	-80.0725817	06/10/2018	4
26.507297	-80.0751882	06/10/2018	4
26.517929	-80.0721063	06/10/2018	5
26.517987	-80.0721176	06/10/2018	5
26.516552	-80.07175	06/10/2018	5
26.515769	-80.0714596	03/04/2018	5
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26.517987	-80.0721176	03/04/2018	5
26.517092	-80.0719162	03/04/2018	5
26.517987	-80.0721176	03/04/2018	5
26.517987	-80.0721176	03/04/2018	5
26.51771	-80.0720637	03/04/2018	5
26.517092	-80.0719162	03/04/2018	5
26.520983	-80.072477	03/04/2018	6
26.519517	-80.0723752	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.519517	-80.0723752	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.522667	-80.0725797	03/04/2018	6
26.520881	-80.0724701	03/04/2018	6
26.521273	-80.0724953	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.520881	-80.0724701	03/04/2018	6
26.52091	-80.0724721	03/04/2018	6
26.521273	-80.0724953	03/04/2018	6
26.519822	-80.0723926	03/04/2018	6
26.520881	-80.0724701	03/04/2018	6
26.52184	-80.0725281	03/04/2018	6
26.521709	-80.0725206	03/04/2018	6
26.522594	-80.0725748	03/04/2018	6
26.522667	-80.0725797	03/04/2018	6
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26.520881	-80.0724701	03/04/2018	6
26.521273	-80.0724953	03/04/2018	6
26.520519	-80.0724453	03/04/2018	6
26.521142	-80.0724878	03/04/2018	6

212	10279518	2016	853124580	FHPL16OFF053257	1	FLORIDA HIGHWAY PATROL	04	93	07/28/2016	1209	THURSDAY	9334	0634	N
214	10282389	2016	853215330	FHPL16OFF076008	1	FLORIDA HIGHWAY PATROL	04	93	10/18/2016	1005	TUESDAY	9334	0634	N
316	10560900	2016	854063870	FHPL16OFF078542	1	FLORIDA HIGHWAY PATROL	04	93	10/26/2016	2200	WEDNESDAY	9334	0634	Y
330	10583395	2016	851386720	FHPL16OFF094076	1	FLORIDA HIGHWAY PATROL	04	93	12/21/2016	1815	WEDNESDAY	9334	0634	Y
352	10599006	2016	853760130	FHPL16OFF057343	1	FLORIDA HIGHWAY PATROL	04	93	08/12/2016	2108	FRIDAY	9334	0634	N
402	10614205	2017	855815580	FHPL17OFF094392	1	FLORIDA HIGHWAY PATROL	04	93	11/14/2017	1538	TUESDAY	9334	0634	Y
405	10614499	2017	855953930	FHPL17OFF095974	1	FLORIDA HIGHWAY PATROL	04	93	11/19/2017	0030	SUNDAY	9334	0634	N
439	10663579	2017	853414710	FHPL17OFF071419	1	FLORIDA HIGHWAY PATROL	04	93	09/02/2017	1632	SATURDAY	9334	0634	Y
444	10666315	2017	854421680	FHPL17OFF000453	1	FLORIDA HIGHWAY PATROL	04	93	01/02/2017	2248	MONDAY	9334	0634	N
445	10666417	2017	854487860	FHPL17OFF034762	1	FLORIDA HIGHWAY PATROL	04	93	05/04/2017	1330	THURSDAY	9334	0634	Y
462	10673967	2017	855815900	FHPL17OFF079330	1	FLORIDA HIGHWAY PATROL	04	93	09/29/2017	0947	FRIDAY	9340	0640	Y
475	10709601	2017	854496570	FHPL17OFF025983	1	FLORIDA HIGHWAY PATROL	04	93	04/05/2017	1647	WEDNESDAY	9334	0634	N
491	10719182	2017	856091670	FHPL17OFF100913	1	FLORIDA HIGHWAY PATROL	04	93	12/04/2017	1745	MONDAY	9334	0634	Y
595	3517324	2013	832707970	FHPL13OFF037438	1	FLORIDA HIGHWAY PATROL	04	93	06/20/2013	1712	THURSDAY	9300	0600	N
14	3274197	2013	832574700	FHPL13OFF013666	1	FLORIDA HIGHWAY PATROL	04	93	03/06/2013	0008	WEDNESDAY	9334	0634	Y
75	3543954	2014	837965700	FHPL14OFF052077	1	FLORIDA HIGHWAY PATROL	04	93	08/24/2014	1450	SUNDAY	9334	0634	N
86	3651856	2014	844972690	FHPL14OFF071819	1	FLORIDA HIGHWAY PATROL	04	93	11/17/2014	0910	MONDAY	9334	0634	Y
92	3676358	2014	837625570	FHPL14OFF043290	1	FLORIDA HIGHWAY PATROL	04	93	07/18/2014	0301	FRIDAY	9334	0634	N
114	3862139	2015	845324290	FHPL15OFF008414	1	FLORIDA HIGHWAY PATROL	04	93	02/09/2015	1631	MONDAY	9334	0634	N
119	3884774	2015	848841760	FHPL15OFF036092	1	FLORIDA HIGHWAY PATROL	04	93	06/08/2015	1500	MONDAY	9334	0634	Y
132	3974018	2015	851239700	FHPL15OFF036482	1	FLORIDA HIGHWAY PATROL	04	93	06/10/2015	0850	WEDNESDAY	9334	0634	N
137	3996216	2015	851680800	FHPL15OFF079164	1	FLORIDA HIGHWAY PATROL	04	93	12/10/2015	0900	THURSDAY	9334	0634	N
138	3996218	2015	851728730	FHPL15OFF071967	1	FLORIDA HIGHWAY PATROL	04	93	11/11/2015	0615	WEDNESDAY	9334	0634	N
139	3998637	2015	837376210	FHPL15OFF037268	1	FLORIDA HIGHWAY PATROL	04	93	06/13/2015	0500	SATURDAY	9334	0634	N
170	4208153	2015	851239540	FHPL15OFF030705	1	FLORIDA HIGHWAY PATROL	04	93	05/16/2015	0545	SATURDAY	9334	0634	N
176	4227164	2015	851365990	FHPL15OFF059317	1	FLORIDA HIGHWAY PATROL	04	93	09/18/2015	1617	FRIDAY	9332	0632	N
182	4260516	2014	844999640	FHPL14OFF063299	1	FLORIDA HIGHWAY PATROL	04	93	10/11/2014	1800	SATURDAY	9334	0634	N
262	10403228	2016	854048590	FHPL16OFF083496	1	FLORIDA HIGHWAY PATROL	04	93	11/14/2016	0746	MONDAY	9334	0634	N
306	10540643	2016	852784250	FHPL16OFF040221	1	FLORIDA HIGHWAY PATROL	04	93	06/08/2016	0750	WEDNESDAY	9334	0634	N
310	10549316	2016	853489360	FHPL16OFF054122	1	FLORIDA HIGHWAY PATROL	04	93	07/31/2016	1636	SUNDAY	9334	0634	Y
334	10585822	2016	852467010	FHPL16OFF025618	1	FLORIDA HIGHWAY PATROL	04	93	04/13/2016	1054	WEDNESDAY	9334	0634	N
338	10587109	2016	852537320	FHPL16OFF033440	1	FLORIDA HIGHWAY PATROL	04	93	05/13/2016	1406	FRIDAY	9334	0634	Y
343	10590923	2016	852910650	FHPL16OFF040495	1	FLORIDA HIGHWAY PATROL	04	93	06/09/2016	0748	THURSDAY	9334	0634	Y
346	10596525	2016	853365970	FHPL16OFF040614	1	FLORIDA HIGHWAY PATROL	04	93	06/09/2016	1430	THURSDAY	9334	0634	Y
382	10606251	2017	854500120	FHPL17OFF033766	1	FLORIDA HIGHWAY PATROL	04	93	05/01/2017	0810	MONDAY	9334	0634	N
393	10611347	2017	855299240	FHPL17OFF044518	1	FLORIDA HIGHWAY PATROL	04	93	06/05/2017	2210	MONDAY	9334	0634	Y
397	10612541	2017	855627410	FHPL17OFF081001	1	FLORIDA HIGHWAY PATROL	04	93	10/04/2017	1615	WEDNESDAY	9334	0634	N
398	10612979	2017	855765010	FHPL17OFF062279	1	FLORIDA HIGHWAY PATROL	04	93	08/04/2017	0734	FRIDAY	9334	0634	N
404	10614466	2017	855953840	FHPL17OFF087266	1	FLORIDA HIGHWAY PATROL	04	93	10/23/2017	0800	MONDAY	9334	0634	N
440	10664765	2017	854200620	FHPL17OFF002884	1	FLORIDA HIGHWAY PATROL	04	93	01/12/2017	0833	THURSDAY	9334	0634	N
450	10669946	2017	855027950	FHPL17OFF042949	1	FLORIDA HIGHWAY PATROL	04	93	05/31/2017	1852	WEDNESDAY	9334	0634	N
453	10670625	2017	855429910	FHPL17OFF053279	1	FLORIDA HIGHWAY PATROL	04	93	07/04/2017	2255	TUESDAY	9334	0634	N
454	10670827	2017	855228300	FHPL17OFF070879	1	FLORIDA HIGHWAY PATROL	04	93	09/01/2017	0530	FRIDAY	9334	0634	N
460	10672453	2017	855943850	FHPL17OFF075816	1	FLORIDA HIGHWAY PATROL	04	93	09/18/2017	1550	MONDAY	9334	0634	Y
465	10674405	2017	855815790	FHPL17OFF075255	1	FLORIDA HIGHWAY PATROL	04	93	09/16/2017	1410	SATURDAY	9334	0634	Y
483	10712940	2017	855098660	FHPL17OFF051270	1	FLORIDA HIGHWAY PATROL	04	93	06/28/2017	0840	WEDNESDAY	9334	0634	N
488	10715868	2017	855222570	FHPL17OFF040948	1	FLORIDA HIGHWAY PATROL	04	93	05/25/2017	0740	THURSDAY	9334	0634	Y
72	3533326	2014	837201620	FHPL14OFF003777	1	FLORIDA HIGHWAY PATROL	04	93	01/17/2014	1615	FRIDAY	9376	0676	N
143	4014266	2015	845330420	FHPL15OFF003994	1	FLORIDA HIGHWAY PATROL	04	93	01/19/2015	1145	MONDAY	9334	0634	Y
456	10671469	2017	855536920	FHPL17OFF081584	1	FLORIDA HIGHWAY PATROL	04	93	10/06/2017	0524	FRIDAY	9334	0634	N
504	3248246	2013	821895550	13-033726	2	COUNTY SHERIFF'S OFFICE	04	93	07/15/2013	2359	MONDAY	9334	0634	Y
519	3301133	2013	836768980	FHPL13OFF076043	1	FLORIDA HIGHWAY PATROL	04	93	12/13/2013	1058	FRIDAY	9334	0634	Y
529	3338903	2013	832574690	FHPL13OFF013651	1	FLORIDA HIGHWAY PATROL	04	93	03/05/2013	2225	TUESDAY	9334	0634	Y
576	3435401	2013	833083780	FHPL13OFF023730	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2013	1138	SATURDAY	9334	0634	Y
813	4664109	2015	845128340	FHPL15OFF049314	1	FLORIDA HIGHWAY PATROL	04	93	08/06/2015	0901	THURSDAY	9334	0634	N
2	3248409	2013	821908020	13-063620	2	COUNTY SHERIFF'S OFFICE	04	93	12/26/2013	1513	THURSDAY	9334	0634	Y
5	3265335	2013	832428470	FHPL13OFF024126	1	FLORIDA HIGHWAY PATROL	04	93	04/22/2013	0853	MONDAY	9334	0634	N
7	3266084	2013	832603050	FHPL13OFF025038	1	FLORIDA HIGHWAY PATROL	04	93	04/26/2013	0941	FRIDAY	9300	0600	N

I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	SR 804	93220000	14 02326	SR 9	I 95	R	3	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	4	N	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	6	N	01	01	01	01	01	01	36
I 95	SR 804	93220000	14 02326	SR 9	I 95	R	2	0	01	01	01	01	01	01	36
SR 9	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	M	M	N	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	S	N	01	01	01	04	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	R	4	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	R	2	N	01	01	01	01	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
SR 9	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	R	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	R	U	N	01	01	01	01	01	01	32
I 95	SR 804	93220000	14 02326	SR 9	I 95	L	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	L	7	0	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	S	S	01	01	01	02	01	01	32
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	S	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	3	S	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	S	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	3	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	4	N	01	01	01	01	01	01	34
SR 9	SR 804	93220000	14 02326	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02237	SR 9	I 95	L	S	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	3	N	01	01	01	01	01	01	34
I 95	SR 804	93220000	14 02326	SR 9	I 95	L	5	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	5	N	01	01	01	01	01	01	34
SR 9	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	L	5	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02237	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	S	07	01	14	03	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0 04519	SR 9	I 95	L	X	S	07	01	14	04	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	W	07	05	01	01	02	03	0
I 95	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	S	07	01	01	07	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	S	07	01	14	03	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	S	07	01	14	01	01	03	0
I 95	WOOLBRIGHT RD	93220027	0 02761	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
WOOLBRGHT RD	SR 9	93220000	13 02236	SR 9	I 95	L	L	W	01	05	01	01	01	03	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	5	0	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32

11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	2	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	3	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	02	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	3	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	2	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	2	0	01	04	02	01
11	PAVED WARN	10	LAWN	12	0	7	223000	RCI	65	3	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	04	03	02
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	3	2	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	03	02
	PAVED	2	VALLEY GUTR	3	0	2	16000	RCI		3	0	08	01	01	01
	PAVED	10	LAWN	12	0	6	16500	RCI		1	0	08	01	02	01
	VALLEY GUTR	4	VALLEY GUTR	4	0	4	17500	RCI		0	0	08	04	01	01
	PAVED	4	LAWN	12	0	5	15500	RCI		1	0	08	04	03	02
	PAVED	4	LAWN	12	0	5	15500	RCI		3	0	08	01	02	01
	PAVED	4	LAWN	12	0	5	15500	RCI		1	0	07	04	01	01
	PAVED	4	LAWN	12	0	5	15500	RCI		1	0	08	01	01	01
	PAVED	10	LAWN	12	0	6	16500	RCI		2	0	08	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	02	01	02	01
11	PAVED WARN	20	LAWN	12	0	7	201000	RCI	65	1	0	01	01	03	02
11	PAVED WARN	20	LAWN	12	0	7	201000	RCI	65	1	3	01	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	05	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	15	4
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	UNKNOWN	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	6
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
SWERVED OR AVOIDED: DUE TO WI	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
FAILED TO KEEP IN PROPER LANE	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	3 3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	6 7	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
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0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	Y	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	Y
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	Y	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	Y	N	N	N	N

26.52091	-80.0724721	06/10/2018	6
26.52091	-80.0724721	06/10/2018	6
26.519517	-80.0723752	06/10/2018	6
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26.521273	-80.0724954	06/10/2018	6
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26.522203	-80.0725485	06/10/2018	6
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26.520874	-80.0727527	03/04/2018	7
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26.520874	-80.0727527	06/10/2018	7
26.522224	-80.0728407	06/10/2018	7
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26.516772	-80.0728692	03/04/2018	8
26.517172	-80.0728389	03/04/2018	8
26.515962	-80.0729757	06/10/2018	8
26.517773	-80.072807	03/04/2018	8
26.517859	-80.0728036	03/04/2018	8
26.517859	-80.0728036	03/04/2018	8
26.517787	-80.0728064	03/04/2018	8
26.517859	-80.0728036	03/04/2018	8
26.513717	-80.0723562	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9

8	3266844	2013	832265630	FHPL13OFF001426	1	FLORIDA HIGHWAY PATROL	04	93	01/08/2013	0731	TUESDAY	9300	0600	N
9	3266851	2013	832295100	FHPL13OFF030816	1	FLORIDA HIGHWAY PATROL	04	93	05/22/2013	0738	WEDNESDAY	9334	0634	Y
11	3272269	2013	832226640	FHPL13OFF001486	1	FLORIDA HIGHWAY PATROL	04	93	01/08/2013	0938	TUESDAY	9334	0634	Y
13	3272690	2013	832226670	FHPL13OFF002938	1	FLORIDA HIGHWAY PATROL	04	93	01/15/2013	0830	TUESDAY	9334	0634	Y
17	3283810	2013	833125920	FHPL13OFF053643	1	FLORIDA HIGHWAY PATROL	04	93	09/02/2013	1600	MONDAY	9340	0640	Y
19	3301577	2013	836886430	FHPL13OFF066344	1	FLORIDA HIGHWAY PATROL	04	93	10/31/2013	0820	THURSDAY	9334	0634	Y
29	3351876	2013	832709980	FHPL13OFF042902	1	FLORIDA HIGHWAY PATROL	04	93	07/15/2013	0628	MONDAY	9334	0634	Y
32	3352549	2013	836428150	FHPL13OFF070571	1	FLORIDA HIGHWAY PATROL	04	93	11/20/2013	0739	WEDNESDAY	9334	0634	Y
33	3353086	2013	832671870	FHPL13OFF032571	1	FLORIDA HIGHWAY PATROL	04	93	05/30/2013	0755	THURSDAY	9334	0634	Y
36	3367041	2013	836768740	FHPL13OFF060733	1	FLORIDA HIGHWAY PATROL	04	93	10/04/2013	1103	FRIDAY	9334	0634	Y
38	3381494	2013	833249480	FHPL13OFF041759	1	FLORIDA HIGHWAY PATROL	04	93	07/10/2013	0745	WEDNESDAY	9334	0634	Y
39	3381629	2013	836518960	FHPL13OFF051997	1	FLORIDA HIGHWAY PATROL	04	93	08/26/2013	0750	MONDAY	9334	0634	Y
43	3400947	2013	821896680	13-36645	2	COUNTY SHERIFF'S OFFICE	04	93	07/29/2013	0623	MONDAY	9334	0634	Y
47	3420292	2013	832602390	FHPL13OFF011473	1	FLORIDA HIGHWAY PATROL	04	93	02/23/2013	1829	SATURDAY	9334	0634	Y
48	3423657	2013	832710020	FHPL13OFF030826	1	FLORIDA HIGHWAY PATROL	04	93	05/22/2013	0748	WEDNESDAY	9334	0634	Y
51	3428364	2013	833249350	FHPL13OFF038640	1	FLORIDA HIGHWAY PATROL	04	93	06/26/2013	1035	WEDNESDAY	9334	0634	Y
52	3429099	2013	833249680	FHPL13OFF047717	1	FLORIDA HIGHWAY PATROL	04	93	08/06/2013	0815	TUESDAY	9334	0634	Y
56	3432802	2013	833314350	FHPL13OFF057959	1	FLORIDA HIGHWAY PATROL	04	93	09/21/2013	1925	SATURDAY	9300	0600	N
58	3437381	2013	833249510	FHPL13OFF042915	1	FLORIDA HIGHWAY PATROL	04	93	07/15/2013	0730	MONDAY	9334	0634	Y
59	3438885	2013	833249500	FHPL13OFF042907	1	FLORIDA HIGHWAY PATROL	04	93	07/15/2013	0645	MONDAY	9334	0634	Y
62	3447346	2013	836539050	FHPL13OFF043142	1	FLORIDA HIGHWAY PATROL	04	93	07/16/2013	0855	TUESDAY	9334	0634	N
63	3452482	2013	836474230	FHPL13OFF040724	1	FLORIDA HIGHWAY PATROL	04	93	07/05/2013	1224	FRIDAY	9334	0634	N
66	3464249	2013	836518850	FHPL13OFF048098	1	FLORIDA HIGHWAY PATROL	04	93	08/08/2013	0750	THURSDAY	9334	0634	Y
76	3553658	2014	837961410	FHPL14OFF057507	1	FLORIDA HIGHWAY PATROL	04	93	09/17/2014	0805	WEDNESDAY	9334	0634	Y
82	3605315	2014	845326160	FHPL14OFF077932	1	FLORIDA HIGHWAY PATROL	04	93	12/14/2014	1424	SUNDAY	9334	0634	Y
83	3635109	2014	845115780	FHPL14OFF062249	1	FLORIDA HIGHWAY PATROL	04	93	10/07/2014	0857	TUESDAY	9334	0634	N
85	3650607	2014	845312700	FHPL14OFF070254	1	FLORIDA HIGHWAY PATROL	04	93	11/10/2014	0817	MONDAY	9334	0634	N
88	3663565	2014	845009750	FHPL14OFF054548	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2014	0715	THURSDAY	9334	0634	Y
91	3674536	2014	838080350	FHPL14OFF042040	1	FLORIDA HIGHWAY PATROL	04	93	07/12/2014	1500	SATURDAY	9334	0634	N
95	3704901	2014	837965390	FHPL14OFF037306	1	FLORIDA HIGHWAY PATROL	04	93	06/20/2014	1840	FRIDAY	9334	0634	N
98	3728327	2014	837359620	FHPL14OFF005947	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2014	0718	TUESDAY	9334	0634	Y
99	3728463	2014	837335570	FHPL14OFF027341	1	FLORIDA HIGHWAY PATROL	04	93	05/05/2014	0900	MONDAY	9334	0634	Y
105	3769787	2014	845394470	FHPL14OFF072632	1	FLORIDA HIGHWAY PATROL	04	93	11/21/2014	0720	FRIDAY	9334	0634	Y
107	3775151	2014	845325360	FHPL14OFF076513	1	FLORIDA HIGHWAY PATROL	04	93	12/07/2014	2355	SUNDAY	9334	0634	N
111	3810597	2014	844807030	FHPL14OFF042927	1	FLORIDA HIGHWAY PATROL	04	93	07/16/2014	1551	WEDNESDAY	9334	0634	N
113	3836174	2014	845326020	FHPL14OFF073493	1	FLORIDA HIGHWAY PATROL	04	93	11/24/2014	1335	MONDAY	9334	0634	N
117	3875101	2015	848723100	FHPL15OFF044695	1	FLORIDA HIGHWAY PATROL	04	93	07/16/2015	0845	THURSDAY	9334	0634	N
118	3883962	2015	848785990	FHPL15OFF046612	1	FLORIDA HIGHWAY PATROL	04	93	07/24/2015	1720	FRIDAY	9334	0634	Y
120	3884953	2015	848829410	FHPL15OFF032001	1	FLORIDA HIGHWAY PATROL	04	93	05/21/2015	1400	THURSDAY	9334	0634	N
121	3891071	2015	848862740	FHPL15OFF048920	1	FLORIDA HIGHWAY PATROL	04	93	08/04/2015	0830	TUESDAY	9334	0634	Y
122	3906193	2015	851959890	FHPL15OFF071973	1	FLORIDA HIGHWAY PATROL	04	93	11/11/2015	0705	WEDNESDAY	9334	0634	N
123	3906402	2015	852060340	FHPL15OFF070463	1	FLORIDA HIGHWAY PATROL	04	93	11/05/2015	0143	THURSDAY	9334	0634	Y
124	3911178	2015	856839290	15-16505	2	COUNTY SHERIFF'S OFFICE	04	93	04/16/2015	2035	THURSDAY	9334	0634	Y
128	3962408	2015	849005130	FHPL15OFF039535	1	FLORIDA HIGHWAY PATROL	04	93	06/23/2015	0820	TUESDAY	9334	0634	N
130	3972480	2015	820035260	FHPL15OFF058607	1	FLORIDA HIGHWAY PATROL	04	93	09/16/2015	0817	WEDNESDAY	9334	0634	N
133	3977082	2015	845274150	FHPL15OFF011534	1	FLORIDA HIGHWAY PATROL	04	93	02/23/2015	1130	MONDAY	9334	0634	N
134	3984942	2015	848785780	FHPL15OFF038118	1	FLORIDA HIGHWAY PATROL	04	93	06/16/2015	1940	TUESDAY	9334	0634	Y
135	3985379	2015	844999910	FHPL15OFF006225	1	FLORIDA HIGHWAY PATROL	04	93	01/30/2015	1150	FRIDAY	9334	0634	N
136	3991568	2015	851366520	FHPL15OFF055964	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2015	1600	FRIDAY	9334	0634	N
142	4010357	2015	849046270	FHPL15OFF052460	1	FLORIDA HIGHWAY PATROL	04	93	08/20/2015	1445	THURSDAY	9334	0634	N
146	4057221	2015	851367470	FHPL15OFF058342	1	FLORIDA HIGHWAY PATROL	04	93	09/15/2015	0746	TUESDAY	9334	0634	N
147	4057354	2015	851413680	FHPL15OFF062263	1	FLORIDA HIGHWAY PATROL	04	93	10/01/2015	1135	THURSDAY	9340	0640	N
148	4058323	2015	845475750	FHPL15OFF011963	1	FLORIDA HIGHWAY PATROL	04	93	02/25/2015	0850	WEDNESDAY	9334	0634	Y
150	4063381	2015	845183360	FHPL15OFF004608	1	FLORIDA HIGHWAY PATROL	04	93	01/22/2015	1125	THURSDAY	9334	0634	N
151	4067869	2015	845000060	FHPL15OFF011498	1	FLORIDA HIGHWAY PATROL	04	93	02/23/2015	0823	MONDAY	9334	0634	N
156	4082383	2015	848723240	FHPL15OFF052176	1	FLORIDA HIGHWAY PATROL	04	93	08/19/2015	0820	WEDNESDAY	9334	0634	N
160	4092076	2015	848862630	FHPL15OFF040271	1	FLORIDA HIGHWAY PATROL	04	93	06/26/2015	0845	FRIDAY	9334	0634	Y
161	4094512	2015	851361570	FHPL15OFF069053	1	FLORIDA HIGHWAY PATROL	04	93	10/30/2015	0800	FRIDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	SR 804	93220000	13 02236	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	SR 804	93220000	13 02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	S	S	01	01	01	03	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	1	N	01	03	14	01	02	03	32
SR 9	SR 804	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	1	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	N	01	01	18	01	01	01	32
SR 9	GOLF RD	93220000	13 02192	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	X	S	01	01	14	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT	93220000	13 02761	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	S	S	01	01	01	02	01	01	36
WOOLBRIGHT RD	SR 9	93220000	13 02192	SR 9	I 95	L	1	S	01	05	14	01	77	03	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	S	S	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRGHT RD	93220000	13 02236	SR 9	I 95	L	2	S	01	01	01	01	01	01	36

11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	2	0	01	01	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	3	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	03	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	03	02
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	02
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	3	0	02	01	02	01
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	3	0	01	04	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	3	0	01	04	02	01
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	03	02
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	1	0	01	04	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	2	0	01	01	02	02
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	2	0	01	01	03	02
11	PAVED WARN	10 LAWN	12	0	7	201000 RCI	65	3	0	01	01	03	02
11	PAVED WARN	20 LAWN	12	0	7	201000 RCI	65	2	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	187500 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	187500 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	2	0	01	01	03	02
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	2	0	01	03	03	02
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	187500 RCI	65	2	0	08	01	02	02
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	2	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	187500 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	187500 RCI	65	2	0	01	01	03	02
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	1	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500 RCI	65	1	0	01	01	03	02
11	PAVED WARN	11 LAWN	12	0	7	186390 RCI	65	3	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	2	0	01	01	02	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	3	0	01	01	02	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	3	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	3	0	03	04	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	6	195661 RCI	65	2	0	01	01	03	02
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	2	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	223000 RCI	65	1	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	2	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	2	0	01	01	03	02
11	PAVED WARN	10 LAWN	12	0	7	223000 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	6	195661 RCI	65	2	0	01	01	02	01
11	PAVED WARN	11 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	1	0	01	01	02	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	2	0	01	01	01	01
11	PAVED	10 LAWN	12	0	6	195661 RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000 RCI	65	1	0	01	01	02	01
11	PAVED WARN	11 LAWN	12	0	6	195661 RCI	65	2	0	01	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	OBSTRUCTION IN ROADWAY	NOT CODED	NOT CODED	PHYSICAL OBSTRUCTION(S)	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NONE	NOT CODED	WEATHER CONDITIONS	NONE	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	7
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	FLASHING SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NONE	NOT CODED	WEATHER CONDITIONS	NONE	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	7
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	05	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	RAN RED LIGHT	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	6	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NOT CODED	00	00	00	00	01	0	0	0	0	1
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3

0	3 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	Y	N	Y	N	Y	N	Y	N	N	Y	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4 4	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	4 5	N	Y	N	N	N	N	N	Y	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 7	N	Y	N	N	N	Y	N	Y	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	Y	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 7	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	3 8	N	N	N	N	N	N	N	N	N	N	N	N	N

26.510875	-80.0729941	03/04/2018	9
26.514531	-80.0723656	03/04/2018	9
26.513616	-80.0723662	03/04/2018	9
26.513616	-80.0723662	03/04/2018	9
26.513312	-80.0723999	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.513167	-80.0724175	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.511683	-80.0727278	03/04/2018	9
26.513717	-80.0723562	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.513587	-80.0723694	03/04/2018	9
26.513978	-80.0723495	03/04/2018	9
26.517246	-80.0725257	03/04/2018	9
26.514531	-80.0723656	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.516041	-80.072451	03/04/2018	9
26.51181	-80.0726924	03/04/2018	9
26.514255	-80.0723566	03/04/2018	9
26.514661	-80.0723673	03/04/2018	9
26.511542	-80.0727671	03/04/2018	9
26.511027	-80.0729385	03/04/2018	9
26.514255	-80.0723566	03/04/2018	9
26.516041	-80.072451	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.515083	-80.0723913	03/04/2018	9
26.515359	-80.07241	03/04/2018	9
26.513891	-80.0723476	03/04/2018	9
26.517464	-80.0725393	03/04/2018	9
26.516883	-80.0725032	03/04/2018	9
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26.517609	-80.0725483	03/04/2018	9
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26.515083	-80.0723913	03/04/2018	9
26.513167	-80.0724175	03/04/2018	9
26.514531	-80.0723656	03/04/2018	9
26.514255	-80.0723566	03/04/2018	9
26.511277	-80.0728534	03/04/2018	9
26.511937	-80.072657	03/04/2018	9
26.513833	-80.0723505	03/04/2018	9
26.510439	-80.0731745	03/04/2018	9
26.513978	-80.0723495	03/04/2018	9
26.514531	-80.0723656	03/04/2018	9
26.513427	-80.0723871	03/04/2018	9
26.511027	-80.0729385	03/04/2018	9
26.518537	-80.0726095	03/04/2018	9
26.511277	-80.0728534	03/04/2018	9
26.516883	-80.0725032	03/04/2018	9
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26.513427	-80.0723871	03/04/2018	9
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26.516883	-80.0725032	03/04/2018	9
26.511542	-80.0727671	03/04/2018	9
26.514806	-80.0723722	03/04/2018	9
26.511542	-80.0727671	03/04/2018	9
26.515359	-80.07241	03/04/2018	9
26.513167	-80.0724175	03/04/2018	9

162	4098626	2015	851367320	FHPL15OFF055132	1	FLORIDA HIGHWAY PATROL	04	93	09/01/2015	0755	TUESDAY	9334	0634	N
168	4123861	2015	851413630	FHPL15OFF060615	1	FLORIDA HIGHWAY PATROL	04	93	09/24/2015	0845	THURSDAY	9334	0634	N
173	4211507	2015	851960100	FHPL15OFF077602	1	FLORIDA HIGHWAY PATROL	04	93	12/04/2015	0545	FRIDAY	9340	0640	N
179	4233162	2015	848862730	FHPL15OFF048742	1	FLORIDA HIGHWAY PATROL	04	93	08/03/2015	0825	MONDAY	9334	0634	Y
183	4263698	2015	845475410	FHPL15OFF001050	1	FLORIDA HIGHWAY PATROL	04	93	01/06/2015	0820	TUESDAY	9334	0634	N
186	4269271	2015	820195790	FHPL15OFF055635	1	FLORIDA HIGHWAY PATROL	04	93	09/03/2015	0820	THURSDAY	9334	0634	Y
189	4286437	2013	832341250	FHPL13OFF019317	1	FLORIDA HIGHWAY PATROL	04	93	03/31/2013	0905	SUNDAY	9334	0634	Y
190	4309716	2013	832709660	FHPL13OFF004928	1	FLORIDA HIGHWAY PATROL	04	93	01/25/2013	0848	FRIDAY	9334	0634	Y
191	4310764	2014	837353080	FHPL14OFF056452	1	FLORIDA HIGHWAY PATROL	04	93	09/12/2014	0840	FRIDAY	9300	0600	N
193	4506439	2014	837635160	FHPL14OFF026489	1	FLORIDA HIGHWAY PATROL	04	93	05/01/2014	1224	THURSDAY	9334	0634	N
194	4595319	2015	852060510	FHPL15OFF077494	1	FLORIDA HIGHWAY PATROL	04	93	12/03/2015	1945	THURSDAY	9334	0634	Y
195	4598092	2015	845557700	FHPL15OFF060586	1	FLORIDA HIGHWAY PATROL	04	93	09/24/2015	0720	THURSDAY	9334	0634	Y
198	4636810	2015	848905740	FHPL15OFF038370	1	FLORIDA HIGHWAY PATROL	04	93	06/18/2015	0020	THURSDAY	9334	0634	N
201	4667382	2015	851366020	FHPL15OFF060273	1	FLORIDA HIGHWAY PATROL	04	93	09/22/2015	1850	TUESDAY	9334	0634	N
203	10270620	2016	852297830	FHPL16OFF011881	1	FLORIDA HIGHWAY PATROL	04	93	02/19/2016	1256	FRIDAY	9340	0640	N
215	10283847	2016	853366110	FHPL16OFF045698	1	FLORIDA HIGHWAY PATROL	04	93	06/29/2016	0840	WEDNESDAY	9334	0634	Y
216	10284129	2016	853614030	FHPL16OFF050968	1	FLORIDA HIGHWAY PATROL	04	93	07/19/2016	0650	TUESDAY	9334	0634	N
218	10293167	2016	854500980	FHPL16OFF092082	1	FLORIDA HIGHWAY PATROL	04	93	12/14/2016	1500	WEDNESDAY	9334	0634	Y
243	10383751	2016	852063650	FHPL16OFF007225	1	FLORIDA HIGHWAY PATROL	04	93	01/31/2016	0612	SUNDAY	9334	0634	N
244	10383905	2016	852393810	FHPL16OFF006102	1	FLORIDA HIGHWAY PATROL	04	93	01/27/2016	0800	WEDNESDAY	9334	0634	N
248	10385639	2016	854290060	FHPL16OFF092077	1	FLORIDA HIGHWAY PATROL	04	93	12/14/2016	1440	WEDNESDAY	9334	0634	Y
252	10390858	2016	854294150	FHPL16OFF090450	1	FLORIDA HIGHWAY PATROL	04	93	12/09/2016	0110	FRIDAY	9334	0634	Y
259	10401470	2016	851979700	FHPL16OFF011008	1	FLORIDA HIGHWAY PATROL	04	93	02/15/2016	2240	MONDAY	9334	0634	N
260	10402427	2016	853308340	FHPL16OFF053933	1	FLORIDA HIGHWAY PATROL	04	93	07/30/2016	2350	SATURDAY	9334	0634	Y
267	10407482	2016	853313910	FHPL16OFF036523	1	FLORIDA HIGHWAY PATROL	04	93	05/24/2016	2125	TUESDAY	9334	0634	N
268	10407639	2016	853143020	FHPL16OFF070752	1	FLORIDA HIGHWAY PATROL	04	93	09/29/2016	0635	THURSDAY	9334	0634	N
289	10465578	2016	852265120	FHPL16OFF009473	1	FLORIDA HIGHWAY PATROL	04	93	02/09/2016	0830	TUESDAY	9334	0634	Y
291	10466058	2016	852488380	FHPL16OFF087996	1	FLORIDA HIGHWAY PATROL	04	93	11/30/2016	0830	WEDNESDAY	9334	0634	Y
293	10466378	2016	852662240	FHPL16OFF030680	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2016	0804	TUESDAY	9334	0634	N
294	10466383	2016	852834920	FHPL16OFF024064	1	FLORIDA HIGHWAY PATROL	04	93	04/07/2016	0755	THURSDAY	9334	0634	N
300	10526445	2016	819911810	FHPL16OFF051477	1	FLORIDA HIGHWAY PATROL	04	93	07/21/2016	0452	THURSDAY	9334	0634	Y
301	10532814	2016	851383180	FHPL16OFF045375	1	FLORIDA HIGHWAY PATROL	04	93	06/27/2016	2240	MONDAY	9334	0634	N
308	10542160	2016	852910330	FHPL16OFF020509	1	FLORIDA HIGHWAY PATROL	04	93	03/24/2016	2030	THURSDAY	9334	0634	Y
318	10561507	2016	854048620	FHPL16OFF084980	1	FLORIDA HIGHWAY PATROL	04	93	11/19/2016	0406	SATURDAY	9334	0634	N
320	10564817	2016	853945400	FHPL16OFFM0082	1	FLORIDA HIGHWAY PATROL	04	93	10/03/2016	2050	MONDAY	9300	0600	N
326	10578222	2016	837321210	FHPL16OFF031766	1	FLORIDA HIGHWAY PATROL	04	93	05/06/2016	1716	FRIDAY	9300	0600	N
328	10581969	2016	848745460	FHPL16OFF066549	1	FLORIDA HIGHWAY PATROL	04	93	09/14/2016	0634	WEDNESDAY	9334	0634	N
329	10583392	2016	851386540	FHPL16OFF036727	1	FLORIDA HIGHWAY PATROL	04	93	05/25/2016	1715	WEDNESDAY	9334	0634	Y
331	10584780	2016	852168430	FHPL16OFF002475	1	FLORIDA HIGHWAY PATROL	04	93	01/12/2016	0821	TUESDAY	9334	0634	N
335	10586272	2016	852393730	FHPL16OFF002899	1	FLORIDA HIGHWAY PATROL	04	93	01/14/2016	0745	THURSDAY	9334	0634	N
342	10590902	2016	852835060	FHPL16OFF027154	1	FLORIDA HIGHWAY PATROL	04	93	04/19/2016	0850	TUESDAY	9334	0634	N
349	10597937	2016	853618270	FHPL16OFF063933	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2016	1805	SUNDAY	9334	0634	Y
350	10598581	2016	853552990	FHPL16OFF068237	1	FLORIDA HIGHWAY PATROL	04	93	09/20/2016	0720	TUESDAY	9334	0634	Y
351	10598616	2016	853553040	FHPL16OFF070445	1	FLORIDA HIGHWAY PATROL	04	93	09/28/2016	0800	WEDNESDAY	9334	0634	N
376	10605305	2017	854453090	FHPL17OFF011874	1	FLORIDA HIGHWAY PATROL	04	93	02/14/2017	1535	TUESDAY	9334	0634	Y
378	10605653	2017	854528780	FHPL17OFF023875	1	FLORIDA HIGHWAY PATROL	04	93	03/29/2017	1120	WEDNESDAY	9334	0634	Y
380	10605966	2017	854252870	FHPL17OFF012327	1	FLORIDA HIGHWAY PATROL	04	93	02/16/2017	0810	THURSDAY	9334	0634	N
383	10606305	2017	854424520	FHPL17OFF028796	1	FLORIDA HIGHWAY PATROL	04	93	04/15/2017	0155	SATURDAY	9334	0634	N
384	10606652	2017	854057970	FHPL17OFF053629	1	FLORIDA HIGHWAY PATROL	04	93	07/06/2017	0817	THURSDAY	9334	0634	N
389	10609670	2017	854876620	FHPL17OFF015605	1	FLORIDA HIGHWAY PATROL	04	93	02/28/2017	0850	TUESDAY	9334	0634	N
392	10609929	2017	855025060	FHPL17OFF045578	1	FLORIDA HIGHWAY PATROL	04	93	06/09/2017	0757	FRIDAY	9334	0634	N
396	10612374	2017	855627190	FHPL17OFF060993	1	FLORIDA HIGHWAY PATROL	04	93	07/30/2017	1548	SUNDAY	9334	0634	N
399	10612982	2017	855765090	FHPL17OFF065206	1	FLORIDA HIGHWAY PATROL	04	93	08/13/2017	0620	SUNDAY	9334	0634	N
401	10614154	2017	855977870	FHPL17OFF083776	1	FLORIDA HIGHWAY PATROL	04	93	10/12/2017	2010	THURSDAY	9334	0634	Y
403	10614323	2017	855953940	FHPL17OFF095998	1	FLORIDA HIGHWAY PATROL	04	93	11/19/2017	0410	SUNDAY	9334	0634	N
442	10664871	2017	854200750	FHPL17OFF006328	1	FLORIDA HIGHWAY PATROL	04	93	01/25/2017	0824	WEDNESDAY	9334	0634	N
446	10666984	2017	854778270	FHPL17OFF019269	1	FLORIDA HIGHWAY PATROL	04	93	03/13/2017	0111	MONDAY	9334	0634	N
448	10668442	2017	854968310	FHPL17OFF034537	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2017	1624	WEDNESDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	14	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	18	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	BOYNTON BEACH BLVD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	04	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	U	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	S	S	01	01	01	02	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	S	S	01	01	01	02	01	02	36
SR 9	MM 57	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	4	S	01	01	18	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	S	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	3	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	14	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	S	S	01	01	01	03	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	S	S	01	01	01	03	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	S	N	01	01	01	03	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	14 02326	SR 9	I 95	L	S	S	01	01	01	03	01	01	34

11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	3	0	01	01	03	02
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	2	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	0	01	04	03	02
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	20	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	1	0	01	01	01	02
11	PAVED WARN	10	LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	4	0	01	04	03	02
11	PAVED WARN	11	LAWN	12	0	7	223000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	6	195661	RCI	65	1	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	03	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	2	0	01	01	01	01
11	PAVED	21	LAWN	12	0	6	203082	RCI	65	2	0	01	01	03	02
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	06	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	2	0	01	04	03	02
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	4	0	01	03	02	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	3	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	04	03	02
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	03	02
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	2	0	01	04	02	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	218000	RCI	65	2	0	01	01	03	02
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	03	01	01
11	PAVED WARN	11	LAWN	12	0	7	218000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	05	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	2	01	01	02	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	04	02	02
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	3	0	01	04	02	02
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	7	240000	RCI	65	4	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	07	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	OTHER (SEE NARRATIVE)	WARNING SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	16	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	ALL OTHER (SEE NARRTIVE)	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	19	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	FAILED TO KEEP IN PROPER LANE	00	00	00	00	01	1	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	4
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	2	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	04	03	02	01	01	3	0	1	0	5
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	04	04	02	02	01	0	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	04	03	01	01	01	1	0	0	0	2
OPER MV AGRSIVE, ERATIC, RCKLS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	SWERVED OR AVOIDED: DUE TO WI	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	1	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1

0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	4 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	8 13	N	N	Y	Y	N	Y	N	N	N	N	N	N	Y
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	Y	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 2	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	Y	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	Y	N	N	N	Y
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N

26.514806	-80.0723722	03/04/2018	9
26.513688	-80.0723581	03/04/2018	9
26.513254	-80.0724064	03/04/2018	9
26.516041	-80.072451	03/04/2018	9
26.516883	-80.0725032	03/04/2018	9
26.514806	-80.0723722	03/04/2018	9
26.515359	-80.07241	03/04/2018	9
26.510875	-80.0729941	03/04/2018	9
26.511027	-80.0729385	03/04/2018	9
26.517609	-80.0725483	03/04/2018	9
26.513702	-80.072357	03/04/2018	9
26.514531	-80.0723656	03/04/2018	9
26.513847	-80.0723497	03/04/2018	9
26.511027	-80.0729385	03/04/2018	9
26.512349	-80.0725588	06/10/2018	9
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26.51181	-80.0726923	06/10/2018	9
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26.511319	-80.0728394	06/10/2018	9
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26.51157	-80.0727592	06/10/2018	9
26.518334	-80.0725974	06/10/2018	9
26.511027	-80.0729387	06/10/2018	9
26.517608	-80.0725483	06/10/2018	9
26.513153	-80.0724193	06/10/2018	9
26.513168	-80.0724175	06/10/2018	9
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26.512893	-80.0724532	06/10/2018	9
26.516882	-80.0725032	06/10/2018	9
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26.515431	-80.0724143	06/10/2018	9
26.514662	-80.0723673	06/10/2018	9
26.510439	-80.0731744	06/10/2018	9
26.518145	-80.0725857	06/10/2018	9
26.512893	-80.0724532	06/10/2018	9
26.510439	-80.0731744	06/10/2018	9
26.518334	-80.0725974	06/10/2018	9
26.515634	-80.0724265	06/10/2018	9
26.514386	-80.0723573	06/10/2018	9
26.514807	-80.0723723	06/10/2018	9
26.514807	-80.0723723	06/10/2018	9
26.515082	-80.0723913	06/10/2018	9
26.518334	-80.0725974	06/10/2018	9
26.517608	-80.0725483	06/10/2018	9
26.514124	-80.0723532	06/10/2018	9
26.518377	-80.0726	06/10/2018	9
26.513703	-80.072357	06/10/2018	9
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26.515431	-80.0724143	06/10/2018	9
26.517608	-80.0725483	06/10/2018	9
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26.516723	-80.0724932	06/10/2018	9
26.515431	-80.0724143	06/10/2018	9
26.513964	-80.0723491	06/10/2018	9
26.518537	-80.0726095	06/10/2018	9

449	10669944	2017	854877010	FHPL17OFF045269	1	FLORIDA HIGHWAY PATROL	04	93	06/08/2017	0745	THURSDAY	9334	0634	N
452	10670148	2017	855430020	FHPL17OFF064167	1	FLORIDA HIGHWAY PATROL	04	93	08/10/2017	0809	THURSDAY	9334	0634	N
455	10671179	2017	855222670	FHPL17OFF050682	1	FLORIDA HIGHWAY PATROL	04	93	06/26/2017	0825	MONDAY	9334	0634	Y
459	10672183	2017	855814210	FHPL17OFF071979	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2017	1953	MONDAY	9334	0634	Y
476	10709750	2017	854396970	FHPL17OFF018697	1	FLORIDA HIGHWAY PATROL	04	93	03/11/2017	0418	SATURDAY	9334	0634	N
478	10710198	2017	854209680	FHPL17OFF019281	1	FLORIDA HIGHWAY PATROL	04	93	03/13/2017	0404	MONDAY	9334	0634	N
480	10710911	2017	854666890	FHPL17OFF029287	1	FLORIDA HIGHWAY PATROL	04	93	04/16/2017	1900	SUNDAY	9334	0634	Y
481	10711808	2017	854654310	FHPL17OFF026735	1	FLORIDA HIGHWAY PATROL	04	93	04/07/2017	2013	FRIDAY	9334	0634	Y
482	10712819	2017	855098480	FHPL17OFF043300	1	FLORIDA HIGHWAY PATROL	04	93	06/02/2017	0712	FRIDAY	9334	0634	N
484	10714185	2017	855285600	FHPL17OFF066317	1	FLORIDA HIGHWAY PATROL	04	93	08/16/2017	1914	WEDNESDAY	9334	0634	Y
485	10714502	2017	855285250	FHPL17OFF044861	1	FLORIDA HIGHWAY PATROL	04	93	06/06/2017	2100	TUESDAY	9334	0634	Y
486	10715398	2017	855475140	FHPL17OFF066406	1	FLORIDA HIGHWAY PATROL	04	93	08/17/2017	0834	THURSDAY	9334	0634	N
489	10718957	2017	855842070	FHPL17OFF098244	1	FLORIDA HIGHWAY PATROL	04	93	11/26/2017	0720	SUNDAY	9334	0634	Y
497	3226722	2013	837335240	FHPL13OFF079590	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2013	2205	SATURDAY	9334	0634	Y
516	3268834	2013	832428280	FHPL13OFF016503	1	FLORIDA HIGHWAY PATROL	04	93	03/19/2013	0819	TUESDAY	9334	0634	N
523	3316965	2013	837074170	FHPL13OFF067907	1	FLORIDA HIGHWAY PATROL	04	93	11/07/2013	2115	THURSDAY	9300	0600	N
528	3336052	2013	831964600	FHPL13OFF001257	1	FLORIDA HIGHWAY PATROL	04	93	01/07/2013	1325	MONDAY	9300	0600	N
530	3343748	2013	832428230	FHPL13OFF014720	1	FLORIDA HIGHWAY PATROL	04	93	03/11/2013	0809	MONDAY	9334	0634	N
531	3344573	2013	832016910	FHPL13OFF003359	1	FLORIDA HIGHWAY PATROL	04	93	01/17/2013	0845	THURSDAY	9334	0634	Y
553	3405269	2013	820376590	FHPL13OFF058476	1	FLORIDA HIGHWAY PATROL	04	93	09/24/2013	0820	TUESDAY	9300	0600	N
567	3418757	2013	832876030	FHPL13OFF050882	1	FLORIDA HIGHWAY PATROL	04	93	08/21/2013	0810	WEDNESDAY	9334	0634	Y
569	3423057	2013	831726860	FHPL13OFF041945	1	FLORIDA HIGHWAY PATROL	04	93	07/11/2013	0840	THURSDAY	9334	0634	Y
571	3426284	2013	832716830	FHPL13OFF012462	1	FLORIDA HIGHWAY PATROL	04	93	02/28/2013	0750	THURSDAY	9300	0600	N
573	3428926	2013	833061980	FHPL13OFF064869	1	FLORIDA HIGHWAY PATROL	04	93	10/23/2013	1345	WEDNESDAY	9300	0600	N
575	3430925	2013	833213360	FHPL13OFF056608	1	FLORIDA HIGHWAY PATROL	04	93	09/16/2013	0732	MONDAY	9300	0600	N
578	3438875	2013	833249710	FHPL13OFF051128	1	FLORIDA HIGHWAY PATROL	04	93	08/22/2013	0815	THURSDAY	9334	0634	Y
579	3439008	2013	833249720	FHPL13OFF051138	1	FLORIDA HIGHWAY PATROL	04	93	08/22/2013	0815	THURSDAY	9332	0632	Y
580	3441883	2013	833213180	FHPL13OFF052020	1	FLORIDA HIGHWAY PATROL	04	93	08/26/2013	0856	MONDAY	9334	0634	N
589	3495426	2013	832709640	FHPL13OFF004339	1	FLORIDA HIGHWAY PATROL	04	93	01/22/2013	0732	TUESDAY	9334	0634	Y
590	3501067	2013	836886380	FHPL13OFF060953	1	FLORIDA HIGHWAY PATROL	04	93	10/05/2013	1030	SATURDAY	9334	0634	Y
609	3547135	2014	837361260	FHPL14OFF044209	1	FLORIDA HIGHWAY PATROL	04	93	07/22/2014	0845	TUESDAY	9334	0634	Y
611	3552676	2014	838156360	FHPL14OFF046386	1	FLORIDA HIGHWAY PATROL	04	93	07/31/2014	0823	THURSDAY	9334	0634	N
616	3562748	2014	838180020	FHPL14OFF047843	1	FLORIDA HIGHWAY PATROL	04	93	08/06/2014	1015	WEDNESDAY	9334	0634	N
640	3625341	2014	837736870	FHPL14OFF028961	1	FLORIDA HIGHWAY PATROL	04	93	05/13/2014	0740	TUESDAY	9334	0634	N
650	3654161	2014	838135570	FHPL14OFF045561	1	FLORIDA HIGHWAY PATROL	04	93	07/27/2014	1931	SUNDAY	9334	0634	N
658	3697359	2014	837583800	FHPL14OFF010789	1	FLORIDA HIGHWAY PATROL	04	93	02/17/2014	1505	MONDAY	9300	0600	N
667	3728364	2014	837544370	FHPL14OFF006544	1	FLORIDA HIGHWAY PATROL	04	93	01/30/2014	1309	THURSDAY	9340	0640	N
668	3728456	2014	837359710	FHPL14OFF011086	1	FLORIDA HIGHWAY PATROL	04	93	02/19/2014	0819	WEDNESDAY	9334	0634	Y
678	3805304	2014	836926980	FHPL14OFF005270	1	FLORIDA HIGHWAY PATROL	04	93	01/24/2014	1830	FRIDAY	9334	0634	N
680	3809451	2014	845024460	FHPL14OFF076163	1	FLORIDA HIGHWAY PATROL	04	93	12/06/2014	1200	SATURDAY	9334	0634	N
694	3836320	2014	845125030	FHPL14OFF079182	1	FLORIDA HIGHWAY PATROL	04	93	12/20/2014	0310	SATURDAY	9334	0634	Y
695	3857834	2015	845444980	FHPL15OFF019643	1	FLORIDA HIGHWAY PATROL	04	93	03/29/2015	0632	SUNDAY	9334	0634	N
697	3868200	2015	845327980	FHPL15OFF008022	1	FLORIDA HIGHWAY PATROL	04	93	02/07/2015	1954	SATURDAY	9334	0634	N
706	3908136	2015	851783360	FHPL15OFF059317	1	FLORIDA HIGHWAY PATROL	04	93	09/18/2015	1613	FRIDAY	9332	0632	N
723	3962766	2015	837352010	FHPL15OFF041414	1	FLORIDA HIGHWAY PATROL	04	93	07/01/2015	0905	WEDNESDAY	9334	0634	N
740	4027684	2015	852191620	FHPL15OFF077159	1	FLORIDA HIGHWAY PATROL	04	93	12/02/2015	1538	WEDNESDAY	9334	0634	Y
751	4085167	2015	849005360	FHPL15OFF047353	1	FLORIDA HIGHWAY PATROL	04	93	07/28/2015	0805	TUESDAY	9334	0634	N
753	4091759	2015	848862650	FHPL15OFF041394	1	FLORIDA HIGHWAY PATROL	04	93	07/01/2015	0755	WEDNESDAY	9334	0634	Y
754	4092530	2015	848840510	FHPL15OFF017995	1	FLORIDA HIGHWAY PATROL	04	93	03/22/2015	0444	SUNDAY	9334	0634	Y
756	4096030	2015	851288150	FHPL15OFF069621	1	FLORIDA HIGHWAY PATROL	04	93	11/01/2015	1208	SUNDAY	9334	0634	Y
758	4098135	2015	851367350	FHPL15OFF055454	1	FLORIDA HIGHWAY PATROL	04	93	09/02/2015	1143	WEDNESDAY	9334	0634	N
761	4110831	2015	852297530	FHPL15OFF082305	1	FLORIDA HIGHWAY PATROL	04	93	12/23/2015	0617	WEDNESDAY	9334	0634	N
775	4212684	2015	848827490	FHPL15OFF048024	1	FLORIDA HIGHWAY PATROL	04	93	07/31/2015	0225	FRIDAY	9334	0634	N
777	4214279	2015	848827080	FHPL15OFF026768	1	FLORIDA HIGHWAY PATROL	04	93	04/29/2015	1508	WEDNESDAY	9334	0634	N
781	4229969	2015	851367310	FHPL15OFF054939	1	FLORIDA HIGHWAY PATROL	04	93	08/31/2015	0747	MONDAY	9334	0634	N
785	4254148	2014	836922470	FHPL14OFF005981	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2014	1040	TUESDAY	9300	0600	N
790	4263162	2015	845000030	FHPL15OFF011315	1	FLORIDA HIGHWAY PATROL	04	93	02/22/2015	1015	SUNDAY	9334	0634	N
793	4308186	2014	837441000	FHPL14OFF022883	1	FLORIDA HIGHWAY PATROL	04	93	04/14/2014	1345	MONDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	S	S	01	01	01	03	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	34
I 95	BOYNTON BEACH BLVD	93220000	13 02192	SR 9	I 95	L	S	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	S	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	5	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT	93220000	13 02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02329	SR 9	I 95	L	1	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	6	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	S	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02761	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	1	S	01	01	01	04	01	01	32
I 95	WOOLBRIGHT RD	93220000	14 02326	SR 9	I 95	L	S	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02192	SR 9	I 95	L	2	S	01	01	01	01	01	01	32

11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	1	0	01	04	02	01
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	02
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	3	0	01	04	02	01
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	3	0	01	03	02	01
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	3	0	01	02	03	02
11	PAVED WARN	11 LAWN	12	0	7	240000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	240000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	1	0	01	04	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	4	0	01	01	03	02
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	2	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	4	0	01	01	02	02
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	20 LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	187500	RCI	65	2	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	7	187500	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	3	0	01	01	02	02
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	03	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	01	03	02
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	7	187500	RCI	65	1	0	08	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	186390	RCI	65	2	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	6	195661	RCI	65	2	0	01	03	01	01
11	PAVED WARN	10 LAWN	12	0	7	223000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	02
11	PAVED WARN	11 LAWN	12	0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	223000	RCI	65	1	0	01	01	03	02
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	223000	RCI	65	3	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	2	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	6	195661	RCI	65	2	0	01	01	02	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	2	0	01	01	02	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	7	223000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11 LAWN	12	0	7	187500	RCI	65	1	0	01	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	UNKNOWN	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	07	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	5
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	2	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	04	03	01	01	01	1	0	0	0	4
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	4
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER PASSING	OVER-CORRECTING/OVERSTEERING	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	1	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	5 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4 4	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 7	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 11	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
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0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	Y	N	N	N	N	N	N	Y	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N

26.516447	-80.0724761	06/10/2018	9
26.516723	-80.0724932	06/10/2018	9
26.516882	-80.0725032	06/10/2018	9
26.514255	-80.0723566	06/10/2018	9
26.516723	-80.0724932	06/10/2018	9
26.515431	-80.0724143	06/10/2018	9
26.513848	-80.0723497	06/10/2018	9
26.514908	-80.0723793	06/10/2018	9
26.515431	-80.0724143	06/10/2018	9
26.515082	-80.0723913	06/10/2018	9
26.515082	-80.0723913	06/10/2018	9
26.515431	-80.0724143	06/10/2018	9
26.517608	-80.0725483	06/10/2018	9
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26.512349	-80.0725587	03/04/2018	9
26.512278	-80.0725756	03/04/2018	9
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26.517609	-80.0725483	03/04/2018	9
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26.517609	-80.0725483	03/04/2018	9
26.516186	-80.0724599	03/04/2018	9
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26.512349	-80.0725587	03/04/2018	9
26.515359	-80.07241	03/04/2018	9
26.516041	-80.072451	03/04/2018	9
26.518334	-80.0725974	03/04/2018	9
26.518334	-80.0725974	03/04/2018	9
26.515431	-80.0724143	03/04/2018	9
26.515431	-80.0724143	03/04/2018	9
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26.512893	-80.0724532	03/04/2018	9
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26.517609	-80.0725483	03/04/2018	9
26.518334	-80.0725974	03/04/2018	9
26.515359	-80.07241	03/04/2018	9

794	4310763	2014	837078820	FHPL14OFF015322	1	FLORIDA HIGHWAY PATROL	04	93	03/10/2014	0754	MONDAY	9340	0640	N
821	4683223	2013	836847490	FHPL13OFF058512	1	FLORIDA HIGHWAY PATROL	04	93	09/24/2013	1158	TUESDAY	9334	0634	N
851	10466842	2016	853142720	FHPL16OFF064317	1	FLORIDA HIGHWAY PATROL	04	93	09/06/2016	0823	TUESDAY	9334	0634	N
854	10477625	2016	853313880	FHPL16OFF035447	1	FLORIDA HIGHWAY PATROL	04	93	05/20/2016	2305	FRIDAY	9334	0634	N
880	10612341	2017	855627180	FHPL17OFF060962	1	FLORIDA HIGHWAY PATROL	04	93	07/30/2017	1411	SUNDAY	9334	0634	N
884	10613213	2017	855777030	FHPL17OFF068597	1	FLORIDA HIGHWAY PATROL	04	93	08/24/2017	1655	THURSDAY	9334	0634	Y
885	10614002	2017	855808110	FHPL17OFF075908	1	FLORIDA HIGHWAY PATROL	04	93	09/18/2017	1944	MONDAY	9334	0634	N
887	10614618	2017	856080900	FHPL17OFF091072	1	FLORIDA HIGHWAY PATROL	04	93	11/03/2017	1918	FRIDAY	9334	0634	Y
898	10637601	2017	871252340	FHPL17OFF106875	1	FLORIDA HIGHWAY PATROL	04	93	12/24/2017	1507	SUNDAY	9334	0634	N
906	10671993	2017	855536530	FHPL17OFF061190	1	FLORIDA HIGHWAY PATROL	04	93	07/31/2017	0831	MONDAY	9334	0634	Y
913	10707423	2017	853161360	FHPL17OFF031375	1	FLORIDA HIGHWAY PATROL	04	93	04/23/2017	1105	SUNDAY	9334	0634	Y
914	10709741	2017	854501380	FHPL17OFF016133	1	FLORIDA HIGHWAY PATROL	04	93	03/02/2017	0742	THURSDAY	9334	0634	Y
915	10711292	2017	854726230	FHPL17OFF009449	1	FLORIDA HIGHWAY PATROL	04	93	02/05/2017	2050	SUNDAY	9334	0634	Y
916	10711890	2017	855110780	FHPL17OFF055442	1	FLORIDA HIGHWAY PATROL	04	93	07/12/2017	0825	WEDNESDAY	9334	0634	Y
1186	10717279	2017	855808070	FHPL17OFF072938	1	FLORIDA HIGHWAY PATROL	04	93	09/07/2017	1638	THURSDAY	9334	0634	N
37	3375202	2013	833125650	FHPL13OFF034538	1	FLORIDA HIGHWAY PATROL	04	93	06/07/2013	1640	FRIDAY	9334	0634	Y
68	3501428	2013	836561540	FHPL13OFF055940	1	FLORIDA HIGHWAY PATROL	04	93	09/13/2013	0754	FRIDAY	9300	0600	N
154	4071242	2015	845116190	FHPL15OFF006804	1	FLORIDA HIGHWAY PATROL	04	93	02/02/2015	1142	MONDAY	9334	0634	N
159	4091222	2015	851338130	FHPL15OFF067300	1	FLORIDA HIGHWAY PATROL	04	93	10/23/2015	0647	FRIDAY	9334	0634	N
700	3871636	2015	845713220	FHPL15OFF036049	1	FLORIDA HIGHWAY PATROL	04	93	06/08/2015	0952	MONDAY	9334	0634	N
3	3262793	2013	833067070	FHPL13OFF022173	1	FLORIDA HIGHWAY PATROL	04	93	04/13/2013	1517	SATURDAY	9334	0634	Y
25	3328881	2013	833249420	FHPL13OFF039959	1	FLORIDA HIGHWAY PATROL	04	93	07/02/2013	0743	TUESDAY	9334	0634	Y
40	3385514	2013	832341310	FHPK13OFF018632	1	FLORIDA HIGHWAY PATROL	04	93	04/13/2013	1020	SATURDAY	9334	0634	Y
49	3426860	2013	833249410	FHPL13OFF039955	1	FLORIDA HIGHWAY PATROL	04	93	07/02/2013	0743	TUESDAY	9334	0634	Y
50	3427221	2013	833249400	FHPL13OFF039948	1	FLORIDA HIGHWAY PATROL	04	93	07/02/2013	0743	TUESDAY	9334	0634	Y
53	3429380	2013	833314270	FHPL13OFF056295	1	FLORIDA HIGHWAY PATROL	04	93	09/14/2013	1600	SATURDAY	9300	0600	N
54	3432259	2013	833249180	FHPL13OFF030561	1	FLORIDA HIGHWAY PATROL	04	93	05/21/2013	0820	TUESDAY	9334	0634	Y
67	3488560	2013	832341080	FHPL13OFF003358	1	FLORIDA HIGHWAY PATROL	04	93	01/17/2013	0835	THURSDAY	9334	0634	Y
69	3501592	2013	833125820	FHPL13OFF049878	1	FLORIDA HIGHWAY PATROL	04	93	08/16/2013	1600	FRIDAY	9334	0634	Y
90	3672268	2014	845327580	FHPL14OFF074083	1	FLORIDA HIGHWAY PATROL	04	93	11/26/2014	2130	WEDNESDAY	9334	0634	N
93	3690530	2014	838123750	FHPL14OFF056564	1	FLORIDA HIGHWAY PATROL	04	93	09/12/2014	1544	FRIDAY	9334	0634	Y
97	3724269	2014	837217620	FHPL14OFF004379	1	FLORIDA HIGHWAY PATROL	04	93	01/20/2014	1605	MONDAY	9334	0634	Y
100	3728591	2014	837335580	FHPL14OFF027757	1	FLORIDA HIGHWAY PATROL	04	93	05/07/2014	0755	WEDNESDAY	9334	0634	Y
109	3809601	2014	837360990	FHPL14OFF018917	1	FLORIDA HIGHWAY PATROL	04	93	03/26/2014	2215	WEDNESDAY	9334	0634	Y
188	4281953	2014	836922520	FHPL14OFF006520	1	FLORIDA HIGHWAY PATROL	04	93	01/30/2014	1124	THURSDAY	9300	0600	N
196	4605339	2015	848826270	FHPL15OFF024743	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2015	1500	MONDAY	9334	0634	N
202	4682540	2013	833175890	FHPL13OFF042908	1	FLORIDA HIGHWAY PATROL	04	93	07/15/2013	0703	MONDAY	9334	0634	Y
208	10273909	2016	852526070	FHPL16OFF003437	1	FLORIDA HIGHWAY PATROL	04	93	01/16/2016	0322	SATURDAY	9334	0634	Y
219	10293740	2016	854496480	FHPL16OFF093376	1	FLORIDA HIGHWAY PATROL	04	93	12/19/2016	0944	MONDAY	9334	0634	N
220	10295364	2016	854396310	FHPL16OFF091412	1	FLORIDA HIGHWAY PATROL	04	93	12/12/2016	0930	MONDAY	9334	0634	N
247	10385329	2016	853945220	FHPL16OFF068096	1	FLORIDA HIGHWAY PATROL	04	93	09/19/2016	1450	MONDAY	9334	0634	N
266	10407327	2016	852910570	FHPL16OFF035201	1	FLORIDA HIGHWAY PATROL	04	93	05/20/2016	0810	FRIDAY	9334	0634	Y
319	10564539	2016	853986600	FHPL16OFF077405	1	FLORIDA HIGHWAY PATROL	04	93	10/22/2016	1754	SATURDAY	9334	0634	N
568	3419353	2013	832671530	FHPL13OFF020933	1	FLORIDA HIGHWAY PATROL	04	93	04/08/2013	0844	MONDAY	9334	0634	Y
779	4227050	2015	848826750	LWRC15OFF001251	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2015	1455	FRIDAY	9334	0634	Y
903	10669193	2017	855429760	FHPL17OFF045587	1	FLORIDA HIGHWAY PATROL	04	93	06/09/2017	0816	FRIDAY	9334	0634	N
923	3266081	2013	832603000	FHPL13OFF022972	1	FLORIDA HIGHWAY PATROL	04	93	04/17/2013	0906	WEDNESDAY	9300	0600	N
924	3266769	2013	832017060	FHPL13OFF013479	1	FLORIDA HIGHWAY PATROL	04	93	03/05/2013	0715	TUESDAY	9334	0634	Y
931	3285096	2013	832875480	FHPL13OFF017944	1	FLORIDA HIGHWAY PATROL	04	93	03/25/2013	0835	MONDAY	9334	0634	Y
933	3323109	2013	832671730	FHPL13OFF029451	1	FLORIDA HIGHWAY PATROL	04	93	05/16/2013	0754	THURSDAY	9334	0634	Y
935	3330202	2013	832710190	FHPL13OFF038613	1	FLORIDA HIGHWAY PATROL	04	93	06/26/2013	0747	WEDNESDAY	9334	0634	Y
937	3352555	2013	836554580	FHPL13OFF059395	1	FLORIDA HIGHWAY PATROL	04	93	09/27/2013	2337	FRIDAY	9334	0634	Y
948	3418949	2013	832743580	FHPL13OFF050854	1	FLORIDA HIGHWAY PATROL	04	93	08/21/2013	0700	WEDNESDAY	9334	0634	Y
949	3420384	2013	832875860	FHPL13OFF034647	1	FLORIDA HIGHWAY PATROL	04	93	06/07/2013	2345	FRIDAY	9334	0634	Y
955	3438038	2013	833249780	FHPL13OFF054421	1	FLORIDA HIGHWAY PATROL	04	93	09/06/2013	0935	FRIDAY	9334	0634	Y
957	3442791	2013	833212940	FHPL13OFF041482	1	FLORIDA HIGHWAY PATROL	04	93	07/09/2013	0032	TUESDAY	9340	0640	N
959	3456351	2013	836554540	FHPL13OFF055892	1	FLORIDA HIGHWAY PATROL	04	93	09/12/2013	2250	THURSDAY	9334	0634	Y
964	3480997	2013	832710160	FHPL13OFF038231	1	FLORIDA HIGHWAY PATROL	04	93	06/24/2013	0845	MONDAY	9334	0634	N

I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13	02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02236	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02236	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	3	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13	02236	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13	02236	SR 9	I 95	L	S	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	02	01	01	34
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12	02190	SR 9	I 95	R	S	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220025	0	04724	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220025	0	02760	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0	04724	SR 9	I 95	L	X	S	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220025	0	02760	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0	02760	SR 9	I 95	L	X	S	07	01	14	02	77	01	0
SR 9	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	S	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02760	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	S	S	01	01	01	02	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13	02760	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	0	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13	02760	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02760	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	S	S	01	01	01	02	01	02	36
I 95	WOOLBRIGHT RD	93220000	13	02760	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	0	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13	02329	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13	02760	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	4	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	5	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12	02235	SR 9	I 95	L	S	S	01	01	01	03	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13	02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32

11	PAVED WARN	11	LAWN	12	0	7	186390	RCI	65	3	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED WARN	11	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	02
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	03	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	04	01	01
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	03	02
11	PAVED WARN	11	LAWN	12	0	6	203059	RCI	65	1	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
	PAVED	2	VALLEY GUTF	2	0	5	11500	RCI		1	0	07	01	03	02
	PAVED	5	LAWN	12	0	5	11500	RCI		2	0	07	01	02	02
	PAVED	2	LAWN	12	0	6	11000	RCI		1	0	07	01	01	01
	PAVED	5	LAWN	12	0	6	11000	RCI		1	0	07	03	01	01
	PAVED	2	LAWN	12	0	6	11000	RCI		1	0	07	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	3	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	02
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	2	0	01	04	01	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	3	0	01	01	01	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	1	0	01	04	02	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	1	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	02	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	04	04	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	7	201000	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	3	0	01	04	03	02
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	04	02	02
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	04	03	02
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	2	0	01	01	02	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	27	77
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	07	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	33	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	15	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	25	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	DROVE TOO FAST FOR CONDITIONS	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
FOLLOWED TOO CLOSELY	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3

0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	Y	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	Y	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	4 4	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	Y	N	N	N	N	N	N	N	N	Y	N	N
0	3 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	5 6	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N

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26.512606	-80.0725048	06/10/2018	9
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26.512349	-80.0725588	06/10/2018	9
26.512278	-80.0725757	06/10/2018	9
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26.513613	-80.0730975	03/04/2018	10
26.51095	-80.0731518	03/04/2018	10
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26.511643	-80.0730191	03/04/2018	10
26.512195	-80.0729886	03/04/2018	10
26.510198	-80.073289	03/04/2018	11
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26.507076	-80.0753427	03/04/2018	11
26.503917	-80.077331	03/04/2018	11
26.507076	-80.0753427	03/04/2018	11

967	3517897	2013	832743590	FHPL13OFF050873	1	FLORIDA HIGHWAY PATROL	04	93	08/21/2013	0700	WEDNESDAY	9334	0634	Y
971	3530683	2014	820034780	FHPL14OFF042399	1	FLORIDA HIGHWAY PATROL	04	93	07/14/2014	0852	MONDAY	9334	0634	Y
977	3545656	2014	837887370	FHPL14OFF035011	1	FLORIDA HIGHWAY PATROL	04	93	06/10/2014	1324	TUESDAY	9334	0634	N
982	3554884	2014	838112700	FHPL14OFF057144	1	FLORIDA HIGHWAY PATROL	04	93	09/15/2014	0807	MONDAY	9340	0640	Y
984	3580498	2014	845081730	FHPL14OFF061242	1	FLORIDA HIGHWAY PATROL	04	93	10/02/2014	1804	THURSDAY	9334	0634	N
985	3589566	2014	845169820	FHPL14OFF067401	1	FLORIDA HIGHWAY PATROL	04	93	10/29/2014	0831	WEDNESDAY	9340	0640	Y
986	3589567	2014	845169830	FHPL14OFF067407	1	FLORIDA HIGHWAY PATROL	04	93	10/29/2014	0858	WEDNESDAY	9334	0634	Y
988	3591130	2014	844807050	FHPL14OFF043071	1	FLORIDA HIGHWAY PATROL	04	93	07/17/2014	0904	THURSDAY	9334	0634	N
993	3626221	2014	838179870	FHPL14OFF042393	1	FLORIDA HIGHWAY PATROL	04	93	07/14/2014	0830	MONDAY	9334	0634	N
1006	3727031	2014	837335670	FHPL14OFF029223	1	FLORIDA HIGHWAY PATROL	04	93	05/14/2014	0850	WEDNESDAY	9334	0634	Y
1009	3729621	2014	837887510	FHPL14OFF042022	1	FLORIDA HIGHWAY PATROL	04	93	07/12/2014	1343	SATURDAY	9334	0634	N
1019	3810056	2014	845009760	FHPL14OFF054624	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2014	0905	THURSDAY	9334	0634	Y
1021	3835503	2014	838080380	FHPL14OFF042243	1	FLORIDA HIGHWAY PATROL	04	93	07/13/2014	1348	SUNDAY	9334	0634	N
1030	3961831	2015	848827780	FHPL15OFF024730	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2015	1525	MONDAY	9334	0634	N
1031	3978596	2015	851239830	FHPL15OFF044032	1	FLORIDA HIGHWAY PATROL	04	93	07/13/2015	0824	MONDAY	9334	0634	N
1035	3998604	2015	851976390	FHPL15OFF074856	1	FLORIDA HIGHWAY PATROL	04	93	11/22/2015	2045	SUNDAY	9340	0640	N
1042	4054968	2015	820195710	FHPL15OFF044945	1	FLORIDA HIGHWAY PATROL	04	93	07/17/2015	0955	FRIDAY	9334	0634	N
1044	4071994	2015	845305000	FHPL15OFF014025	1	FLORIDA HIGHWAY PATROL	04	93	03/05/2015	2037	THURSDAY	9334	0634	Y
1050	4184754	2015	848829330	FHPL15OFF028580	1	FLORIDA HIGHWAY PATROL	04	93	05/07/2015	1350	THURSDAY	9334	0634	N
1052	4227161	2015	851307130	FHPL15OFF034699	1	FLORIDA HIGHWAY PATROL	04	93	06/02/2015	0812	TUESDAY	9334	0634	N
1054	4229937	2015	845325870	FHPL15OFF024736	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2015	1500	MONDAY	9334	0634	N
1057	4255191	2014	845010170	FHPL14OFF063887	1	FLORIDA HIGHWAY PATROL	04	93	10/14/2014	0745	TUESDAY	9334	0634	Y
1058	4255287	2014	836922540	FHPL14OFF006777	1	FLORIDA HIGHWAY PATROL	04	93	01/31/2014	0849	FRIDAY	9300	0600	N
1061	4279824	2014	837217740	FHPL14OFF009419	1	FLORIDA HIGHWAY PATROL	04	93	02/11/2014	1655	TUESDAY	9334	0634	Y
1064	4475566	2015	848829490	FHPL15OFF034173	1	FLORIDA HIGHWAY PATROL	04	93	05/30/2015	1845	SATURDAY	9334	0634	N
1067	4535148	2015	851292540	FHPL15OFF033910	1	FLORIDA HIGHWAY PATROL	04	93	05/29/2015	1638	FRIDAY	9334	0634	N
1068	4601978	2015	852541510	FHPL15OFF083471	1	FLORIDA HIGHWAY PATROL	04	93	12/28/2015	1223	MONDAY	9340	0640	N
1072	10273715	2016	852354260	FHPL16OFF019202	1	FLORIDA HIGHWAY PATROL	04	93	03/19/2016	1724	SATURDAY	9334	0634	N
1076	10281098	2016	853314310	FHPL16OFF051783	1	FLORIDA HIGHWAY PATROL	04	93	07/22/2016	1100	FRIDAY	9334	0634	N
1085	10402428	2016	853238790	FHPL16OFF061639	1	FLORIDA HIGHWAY PATROL	04	93	08/28/2016	0125	SUNDAY	9334	0634	N
1087	10403222	2016	854396400	FHPL16OFF093164	1	FLORIDA HIGHWAY PATROL	04	93	12/18/2016	1019	SUNDAY	9334	0634	N
1090	10466218	2016	852640120	FHPL16OFF031150	1	FLORIDA HIGHWAY PATROL	04	93	05/04/2016	2219	WEDNESDAY	9334	0634	N
1102	10548282	2016	853489530	FHPL16OFF062361	1	FLORIDA HIGHWAY PATROL	04	93	08/30/2016	1445	TUESDAY	9334	0634	Y
1106	10550408	2016	853796060	FHPL16OFF065180	1	FLORIDA HIGHWAY PATROL	04	93	09/09/2016	0622	FRIDAY	9334	0634	Y
1118	10590897	2016	852834990	FHPL16OFF025364	1	FLORIDA HIGHWAY PATROL	04	93	04/12/2016	1023	TUESDAY	9340	0640	N
1120	10593821	2016	853142430	FHPL16OFF049370	1	FLORIDA HIGHWAY PATROL	04	93	07/13/2016	0855	WEDNESDAY	9334	0634	N
1123	10596008	2016	853415840	FHPL16OFF058635	1	FLORIDA HIGHWAY PATROL	04	93	08/17/2016	0935	WEDNESDAY	9334	0634	N
1125	10599267	2016	853764810	FHPL16OFF060135	1	FLORIDA HIGHWAY PATROL	04	93	08/22/2016	2033	MONDAY	9334	0634	Y
1127	10599493	2016	853648620	FHPL16OFF073292	1	FLORIDA HIGHWAY PATROL	04	93	10/08/2016	1318	SATURDAY	9362	0662	N
1129	10600447	2016	853904810	FHPL16OFF067985	1	FLORIDA HIGHWAY PATROL	04	93	09/19/2016	0745	MONDAY	9334	0634	Y
1134	10605807	2017	854528700	FHPL17OFF021562	1	FLORIDA HIGHWAY PATROL	04	93	03/21/2017	0815	TUESDAY	9334	0634	Y
1136	10607050	2017	854276560	FHPL17OFF006614	1	FLORIDA HIGHWAY PATROL	04	93	01/26/2017	0740	THURSDAY	9334	0634	Y
1153	10663380	2017	853685990	FHPL17OFF085724	1	FLORIDA HIGHWAY PATROL	04	93	10/18/2017	1815	WEDNESDAY	9334	0634	N
1154	10664875	2017	854200790	FHPL17OFF007212	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2017	1038	SATURDAY	9334	0634	N
1155	10665561	2017	854654700	FHPL17OFF009908	1	FLORIDA HIGHWAY PATROL	04	93	02/07/2017	1626	TUESDAY	9334	0634	Y
1163	10669689	2017	854964840	FHPL17OFF043768	1	FLORIDA HIGHWAY PATROL	04	93	06/03/2017	1143	SATURDAY	9362	0662	N
1173	10707317	2017	853161270	FHPL17OFF026153	1	FLORIDA HIGHWAY PATROL	04	93	04/06/2017	0921	THURSDAY	9334	0634	Y
1180	10713326	2017	855098330	FHPL17OFF034389	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2017	0725	WEDNESDAY	9334	0634	N
927	3274861	2013	832244630	FHPL13OFF009127	1	FLORIDA HIGHWAY PATROL	04	93	02/14/2013	0017	THURSDAY	9334	0634	Y
929	3277060	2013	832265790	FHPL13OFF011100	1	FLORIDA HIGHWAY PATROL	04	93	02/22/2013	0855	FRIDAY	9300	0600	N
936	3335769	2013	832226930	FHPL13OFF021532	1	FLORIDA HIGHWAY PATROL	04	93	04/11/2013	0740	THURSDAY	9334	0634	Y
939	3367996	2013	837091790	FHPL13OFF070418	1	FLORIDA HIGHWAY PATROL	04	93	11/19/2013	1545	TUESDAY	9340	0640	Y
945	3418324	2013	832709780	FHPL13OFF039734	1	FLORIDA HIGHWAY PATROL	04	93	07/01/2013	0741	MONDAY	9334	0634	Y
947	3418542	2013	832709670	FHPL13OFF005562	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2013	0904	MONDAY	9334	0634	Y
950	3424220	2013	832710050	FHPL13OFF043111	1	FLORIDA HIGHWAY PATROL	04	93	07/16/2013	0731	TUESDAY	9334	0634	Y
953	3431409	2013	832875970	FHPL13OFF047714	1	FLORIDA HIGHWAY PATROL	04	93	08/06/2013	0816	TUESDAY	9334	0634	Y
954	3437246	2013	833061600	FHPL13OFF040762	1	FLORIDA HIGHWAY PATROL	04	93	07/05/2013	1446	FRIDAY	9300	0600	N
956	3439009	2013	833249740	FHPL13OFF053579	1	FLORIDA HIGHWAY PATROL	04	93	09/02/2013	0835	MONDAY	9334	0634	Y

I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	5	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	S	01	01	18	01	01	01	32
SR 9	23RD AVE SW	93220000	13 02235	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	S	01	01	01	01	01	02	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	1	S	01	01	18	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	2	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRGHT RD	93220000	13 02760	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
SR 9	23RD AVE SW	93220000	13 02191	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	S	S	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	S	S	01	01	01	02	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	1	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	3	N	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
I 95	LAKE IDA CANAL	93220000	12 02190	SR 9	I 95	L	S	S	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	GOLF RD	93220000	13 02235	SR 9	I 95	L	3	0	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	13 02760	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02235	SR 9	I 95	L	2	S	01	01	18	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	2	W	01	03	01	01	01	01	36
I 95	GOLF RD	93220000	13 02235	SR 9	I 95	L	1	S	01	01	18	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	5	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	3	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02235	SR 9	I 95	L	4	0	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	S	S	01	01	01	03	01	01	34
SR 9	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	13 02191	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	S	S	01	01	01	01	01	01	32

11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	03	01	01
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	12	LAWN	12	0	6	186390	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	3	0	01	01	02	02
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	3	0	01	01	02	02
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	1	01	04	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	02	02
11	PAVED	10	LAWN	12	0	7	186390	RCI	65	1	0	01	01	02	02
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	3	0	01	01	01	02
11	PAVED	10	LAWN	12	0	6	186390	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	195661	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	195661	RCI	65	4	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	02	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	02	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	02	02
11	PAVED WARN	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	02	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	3	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	203082	RCI	65	1	0	01	04	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203082	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	01	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	03	02
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	2	0	01	01	02	01
11	PAVED	10	LAWN	12	0	6	203059	RCI	65	1	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	3	1	01	04	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	2	0	01	01	01	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	03	02
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	02	02
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	3	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	2	0	01	01	02	01
11	PAVED WARN	10	LAWN	12	0	6	181062	RCI	65	1	0	01	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	06	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NONE	NOT CODED	WEATHER CONDITIONS	NONE	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	17	77
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	30	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	4	0	4	0	1
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	3	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPER MV AGRSIVE, ERATIC, RCKLS	OVER-CORRECTING/OVERSTEERING	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	3
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	3
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1

0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	Y	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	3 5	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	Y	N	N	N	N	N	N
0	2 5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 8	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	Y	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	Y	N	Y	N	Y
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	Y	N	Y	N	N	N	N	N	N	N

26.507076	-80.0753427	03/04/2018	11
26.507076	-80.0753427	03/04/2018	11
26.50509	-80.0766904	03/04/2018	11
26.507076	-80.0753427	03/04/2018	11
26.508294	-80.0744622	03/04/2018	11
26.507076	-80.0753427	03/04/2018	11
26.507076	-80.0753427	03/04/2018	11
26.506928	-80.0754457	03/04/2018	11
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26.507076	-80.0753427	03/04/2018	11
26.507297	-80.0751882	03/04/2018	11
26.508294	-80.0744622	03/04/2018	11
26.501868	-80.0781597	03/04/2018	11
26.507334	-80.0751625	03/04/2018	11
26.507297	-80.0751882	03/04/2018	11
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26.507076	-80.0753427	03/04/2018	11
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26.50646	-80.0757718	03/04/2018	11
26.507628	-80.0749537	03/04/2018	11
26.501619	-80.0782504	03/04/2018	11
26.50646	-80.0757719	06/10/2018	11
26.507076	-80.0753429	06/10/2018	11
26.505657	-80.0763256	06/10/2018	11
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26.50855	-80.0742759	06/10/2018	11
26.504575	-80.0769876	06/10/2018	11
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26.507297	-80.0751882	06/10/2018	11
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26.500487	-80.0786628	03/04/2018	12
26.500487	-80.0786628	03/04/2018	12
26.500487	-80.0786628	03/04/2018	12
26.500487	-80.0786628	03/04/2018	12

961	3459917	2013	836427560	FHPL13OFF037542	1	FLORIDA HIGHWAY PATROL	04	93	06/21/2013	0525	FRIDAY	9334	0634	Y
963	3460977	2013	836743880	FHPL13OFF056604	1	FLORIDA HIGHWAY PATROL	04	93	09/16/2013	0721	MONDAY	9300	0600	N
965	3516922	2013	833153400	FHPL13OFF053533	1	FLORIDA HIGHWAY PATROL	04	93	09/01/2013	2213	SUNDAY	9334	0634	N
966	3517460	2013	832710200	FHPL13OFF041296	1	FLORIDA HIGHWAY PATROL	04	93	07/08/2013	0736	MONDAY	9334	0634	Y
970	3525767	2014	833361490	FHPL14OFF009290	1	FLORIDA HIGHWAY PATROL	04	93	02/11/2014	0824	TUESDAY	9300	0600	N
973	3535491	2014	837087180	FHPL14OFF004942	1	FLORIDA HIGHWAY PATROL	04	93	01/23/2014	1205	THURSDAY	9334	0634	Y
976	3545298	2014	837360960	FHPL14OFF018257	1	FLORIDA HIGHWAY PATROL	04	93	03/23/2014	2350	SUNDAY	9334	0634	Y
989	3601057	2014	845170510	FHPL14OFF070680	1	FLORIDA HIGHWAY PATROL	04	93	11/12/2014	0845	WEDNESDAY	9334	0634	N
990	3601198	2014	845017110	FHPL14OFF060085	1	FLORIDA HIGHWAY PATROL	04	93	09/28/2014	0120	SUNDAY	9334	0634	N
996	3652916	2014	837625660	FHPL14OFF051488	1	FLORIDA HIGHWAY PATROL	04	93	08/22/2014	0832	FRIDAY	9334	0634	N
997	3679861	2014	838180050	FHPL14OFF048264	1	FLORIDA HIGHWAY PATROL	04	93	08/08/2014	0615	FRIDAY	9340	0640	N
1000	3716316	2014	836537810	FHPL14OFF006511	1	FLORIDA HIGHWAY PATROL	04	93	01/30/2014	1030	THURSDAY	9334	0634	Y
1001	3717200	2014	836769180	FHPL14OFF008206	1	FLORIDA HIGHWAY PATROL	04	93	02/06/2014	0900	THURSDAY	9334	0634	Y
1004	3721500	2014	836966170	FHPL14OFF005999	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2014	1235	TUESDAY	9300	0600	N
1005	3722302	2014	837335760	FHPL14OFF030741	1	FLORIDA HIGHWAY PATROL	04	93	05/21/2014	0853	WEDNESDAY	9334	0634	Y
1014	3764578	2014	844790370	FHPL14OFF043068	1	FLORIDA HIGHWAY PATROL	04	93	07/17/2014	0845	THURSDAY	9334	0634	Y
1015	3775150	2014	845325270	FHPL14OFF073128	1	FLORIDA HIGHWAY PATROL	04	93	11/22/2014	2240	SATURDAY	9334	0634	N
1027	3896490	2015	851350230	FHPL15OFF068265	1	FLORIDA HIGHWAY PATROL	04	93	10/27/2015	0700	TUESDAY	9334	0634	Y
1040	4044013	2015	845230190	FHPL15OFF024628	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2015	0558	MONDAY	9334	0634	N
1053	4229285	2015	849005220	FHPL15OFF041172	1	FLORIDA HIGHWAY PATROL	04	93	06/30/2015	0830	TUESDAY	9300	0600	N
1055	4232583	2015	845000000	FHPL15OFF010891	1	FLORIDA HIGHWAY PATROL	04	93	02/20/2015	1620	FRIDAY	9334	0634	N
1056	4252111	2013	832265860	FHPL13OFF016267	1	FLORIDA HIGHWAY PATROL	04	93	03/18/2013	0645	MONDAY	9300	0600	N
1063	4309241	2013	836890580	FHPL13OFF063951	1	FLORIDA HIGHWAY PATROL	04	93	10/19/2013	1405	SATURDAY	9334	0634	N
1075	10280984	2016	853261890	FHPL16OFF051961	1	FLORIDA HIGHWAY PATROL	04	93	07/22/2016	2236	FRIDAY	9334	0634	N
1078	10295268	2016	854501110	FHPL16OFF096723	1	FLORIDA HIGHWAY PATROL	04	93	12/31/2016	1658	SATURDAY	9334	0634	Y
1079	10384700	2016	853124550	FHPL16OFF052689	1	FLORIDA HIGHWAY PATROL	04	93	07/26/2016	0944	TUESDAY	9334	0634	N
1080	10385170	2016	854048570	FHPL16OFF082409	1	FLORIDA HIGHWAY PATROL	04	93	11/10/2016	0552	THURSDAY	9334	0634	N
1084	10401306	2016	852445910	FHPL16OFF028805	1	FLORIDA HIGHWAY PATROL	04	93	04/25/2016	1954	MONDAY	9334	0634	N
1116	10584065	2016	852063550	FHPL16OFF004139	1	FLORIDA HIGHWAY PATROL	04	93	01/19/2016	0814	TUESDAY	9334	0634	N
1119	10590899	2016	852835030	FHPL16OFF025864	1	FLORIDA HIGHWAY PATROL	04	93	04/14/2016	1015	THURSDAY	9334	0634	N
1130	10600755	2016	853796540	FHPL16OFF087792	1	FLORIDA HIGHWAY PATROL	04	93	11/29/2016	1218	TUESDAY	9334	0634	Y
1148	10614328	2017	855954000	FHPL17OFF103631	1	FLORIDA HIGHWAY PATROL	04	93	12/14/2017	0720	THURSDAY	9334	0634	N
1157	10665614	2017	854655340	FHPL17OFF004085	1	FLORIDA HIGHWAY PATROL	04	93	01/16/2017	1855	MONDAY	9300	0600	N
1159	10667531	2017	854568460	FHPL17OFF022357	1	FLORIDA HIGHWAY PATROL	04	93	03/24/2017	0520	FRIDAY	9362	0662	N
1160	10667731	2017	854638190	FHPL17OFF039370	1	FLORIDA HIGHWAY PATROL	04	93	05/20/2017	0230	SATURDAY	9334	0634	N
1162	10669191	2017	855429730	FHPL17OFF044723	1	FLORIDA HIGHWAY PATROL	04	93	06/06/2017	1317	TUESDAY	9334	0634	N
1167	10671570	2017	855709630	FHPL17OFF065798	1	FLORIDA HIGHWAY PATROL	04	93	08/15/2017	0758	TUESDAY	9334	0634	N
1174	10709608	2017	854501350	FHPL17OFF013571	1	FLORIDA HIGHWAY PATROL	04	93	02/20/2017	2205	MONDAY	9334	0634	Y
1176	10709861	2017	854496660	FHPL17OFF061456	1	FLORIDA HIGHWAY PATROL	04	93	08/01/2017	0849	TUESDAY	9340	0640	N
505	3248412	2013	821899500	13-044323	2	COUNTY SHERIFF'S OFFICE	04	93	09/06/2013	1745	FRIDAY	9334	0634	Y
506	3248545	2013	821899520	13-44326	2	COUNTY SHERIFF'S OFFICE	04	93	09/06/2013	1801	FRIDAY	9334	0634	Y
508	3248690	2013	821905880	13-59889	2	COUNTY SHERIFF'S OFFICE	04	93	12/04/2013	1708	WEDNESDAY	9334	0634	Y
560	3414701	2013	821885800	13-011965	2	COUNTY SHERIFF'S OFFICE	04	93	03/12/2013	1107	TUESDAY	9334	0634	Y
561	3414708	2013	821882050	13-03999	2	COUNTY SHERIFF'S OFFICE	04	93	01/25/2013	1750	FRIDAY	9334	0634	Y
632	3613253	2014	846933070	14-048109	2	COUNTY SHERIFF'S OFFICE	04	93	10/28/2014	1815	TUESDAY	9334	0634	Y
638	3623705	2014	846917420	14-015639	2	COUNTY SHERIFF'S OFFICE	04	93	04/04/2014	1402	FRIDAY	9334	0634	Y
652	3659488	2014	846927990	14-037132	2	COUNTY SHERIFF'S OFFICE	04	93	08/17/2014	1732	SUNDAY	9334	0634	Y
715	3921169	2015	856832190	15-003778	2	COUNTY SHERIFF'S OFFICE	04	93	01/27/2015	1737	TUESDAY	9334	0634	Y
718	3947963	2015	861293350	15-034400	2	COUNTY SHERIFF'S OFFICE	04	93	07/28/2015	1619	TUESDAY	9334	0634	Y
725	3973337	2015	861293600	15034926	2	COUNTY SHERIFF'S OFFICE	04	93	07/31/2015	1939	FRIDAY	9334	0634	Y
770	4177776	2015	861293840	15035443	2	COUNTY SHERIFF'S OFFICE	04	93	08/03/2015	1314	MONDAY	9334	0634	Y
773	4205799	2015	856846160	15030885	2	COUNTY SHERIFF'S OFFICE	04	93	07/09/2015	1050	THURSDAY	9334	0634	Y
823	10336209	2016	864014070	16066306	2	COUNTY SHERIFF'S OFFICE	04	93	11/28/2016	1529	MONDAY	9334	0634	Y
825	10337086	2016	864000050	16-035918	2	COUNTY SHERIFF'S OFFICE	04	93	06/28/2016	1120	TUESDAY	9334	0634	Y
840	10428418	2016	863996020	16-026599	2	COUNTY SHERIFF'S OFFICE	04	93	05/11/2016	1935	WEDNESDAY	9334	0634	Y
844	10430136	2016	863996650	16027930	2	COUNTY SHERIFF'S OFFICE	04	93	05/18/2016	2150	WEDNESDAY	9334	0634	Y
857	10514220	2016	863994970	16024156	2	COUNTY SHERIFF'S OFFICE	04	93	04/29/2016	0954	FRIDAY	9334	0634	Y
874	10603137	2017	815322580	17-49640	2	COUNTY SHERIFF'S OFFICE	04	93	08/27/2017	1550	SUNDAY	9334	0634	Y

I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT	93220000	12 02190	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	S	01	01	18	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	S	S	01	01	01	02	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	03	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	S	S	01	01	01	02	01	01	32
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	5	N	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	5	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	N	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	5	S	01	01	01	01	01	01	32
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	02	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	S	01	01	01	01	01	02	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	S	S	01	01	01	03	01	01	36
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	3	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	36
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	S	S	01	01	01	03	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	2	N	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	1	S	01	01	01	01	01	01	34
SR 9	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	0	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
I 95	WOOLBRIGHT RD	93220000	12 02190	SR 9	I 95	L	4	S	01	01	01	01	01	01	34
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	E		05	01	01	02	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			R	C	E		05	02	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	W		05	01	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			R	2	E		05	01	01	01	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	W		05	01	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	S		05	01	01	02	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			R	1	W		05	01	01	01	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	N		05	01	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	W		05	02	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			M	M	E		05	01	01	01	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			M	M	E		05	01	04	01	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			L	U	W		05	01	01	02	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	E		05	03	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			R	2	E		05	01	01	02	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			R	1	E		05	01	01	01	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	N		05	01	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			L	1	E		05	01	01	02	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	N		05	01	01	02	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0			I	M	N		05	02	01	02	03	0

11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	2	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	3	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	3	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	1	01	04	03	02
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	2	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	03	02
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	02	02
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	3	0	01	01	02	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	4	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	186390 RCI	65	1	0	01	04	03	02
11	PAVED WARN	10 LAWN	12	0	6	195661 RCI	65	1	0	01	04	02	01
11	PAVED WARN	10 LAWN	12	0	6	195661 RCI	65	4	0	01	03	01	01
11	PAVED WARN	10 LAWN	12	0	6	195661 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	195661 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	3	0	01	03	01	01
11	PAVED WARN	10 LAWN	12	0	6	181062 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	4	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	3	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203082 RCI	65	1	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	1	0	01	04	02	02
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	3	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	4	0	01	06	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	03	02
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	01	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	2	0	01	04	01	01
11	PAVED WARN	10 LAWN	12	0	6	203059 RCI	65	3	0	01	01	02	01
		0	0	0	0	RCI		3	1	01	01	01	01
19		0	0	0	0	RCI		5	1	02	01	01	01
		0	0	0	0	RCI		1	0	01	01	01	01
		0	0	0	0	RCI		1	0	01	01	02	01
		0	0	0	0	RCI		3	0	01	01	01	01
		0	0	0	0	RCI		1	0	01	01	01	01
		0	0	0	0	RCI		2	0	01	01	01	01
		0	0	0	0	RCI		3	1	01	01	01	01
		0	0	0	0	RCI		3	0	02	02	01	01
		0	0	0	0	RCI		3	0	01	01	01	01
		0	0	0	0	RCI		1	0	01	02	03	02
		0	0	0	0	RCI		1	0	01	01	01	01
		0	0	0	0	RCI		3	0	03	01	01	01
		0	0	0	0	RCI		1	0	01	01	01	01
		0	0	0	0	RCI		1	0	01	01	02	02
		0	0	0	0	RCI		1	0	02	01	01	01
		0	0	0	0	RCI		1	0	01	04	02	02
		0	0	0	0	RCI		2	0	01	01	01	01
		0	0	0	0	RCI		3	0	02	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	25	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	WORK ZONE (CONST/MNT/UTLTY)NTE	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	18	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	37	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	15	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	10	88
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	04	03	02	01	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	04	03	02	01	01	0	0	0	0	4
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
SWERVED OR AVOIDED: DUE TO WI	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
RAN OFF ROADWAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	1	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	4
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	1	0	1	1
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	04	01	01	01	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2

0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	Y	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 6	N	Y	Y	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	Y
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0	2 3	N	N	N	Y	N	Y	N	N	N	N	N	N	N
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0	3 4	N	N	N	Y	N	Y	N	N	N	N	N	N	Y
0	2 1	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	4 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	3 5	N	N	N	N	N	N	N	N	Y	N	N	N	N
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0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
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0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	Y	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N

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26.513615	-80.0814173	06/10/2018	13
26.513446	-80.0813837	06/10/2018	13

875	10603289	2017	815323750	17-52462	2	COUNTY SHERIFF'S OFFICE	04	93	09/11/2017	1056	MONDAY	9334	0634	Y
889	10626429	2017	869260390	17-015962	2	COUNTY SHERIFF'S OFFICE	04	93	03/22/2017	0830	WEDNESDAY	9334	0634	Y
901	10662716	2017	815330950	17-069415	2	COUNTY SHERIFF'S OFFICE	04	93	12/02/2017	1657	SATURDAY	9334	0634	Y
907	10703624	2017	869256430	17007429	2	COUNTY SHERIFF'S OFFICE	04	93	02/09/2017	0955	THURSDAY	9334	0634	Y
911	10706395	2017	815323500	17-051687	2	COUNTY SHERIFF'S OFFICE	04	93	09/06/2017	1258	WEDNESDAY	9334	0634	Y
540	3379920	2013	821882030	13-3977	2	COUNTY SHERIFF'S OFFICE	04	93	01/25/2013	1549	FRIDAY	9334	0634	Y
729	3975531	2015	856846100	15-030767	2	COUNTY SHERIFF'S OFFICE	04	93	07/08/2015	1808	WEDNESDAY	9334	0634	Y
736	4012858	2015	861293500	15-34698	2	COUNTY SHERIFF'S OFFICE	04	93	07/30/2015	1300	THURSDAY	9334	0634	Y
759	4105747	2015	856845570	15-029748	2	COUNTY SHERIFF'S OFFICE	04	93	07/02/2015	2108	THURSDAY	9334	0634	Y
826	10337250	2016	864017140	16-071378	2	COUNTY SHERIFF'S OFFICE	04	93	12/27/2016	1417	TUESDAY	9334	0634	Y
503	3248238	2013	821894420	13-030871	2	COUNTY SHERIFF'S OFFICE	04	93	06/29/2013	0448	SATURDAY	9334	0634	Y
509	3248827	2013	821903560	13-055201	2	COUNTY SHERIFF'S OFFICE	04	93	11/05/2013	1150	TUESDAY	9334	0634	Y
527	3331749	2013	821892110	13-025357	2	COUNTY SHERIFF'S OFFICE	04	93	05/28/2013	1752	TUESDAY	9334	0634	Y
541	3381856	2013	821904810	13-057725	2	COUNTY SHERIFF'S OFFICE	04	93	11/21/2013	0745	THURSDAY	9334	0634	Y
545	3400845	2013	821885540	13011376	2	COUNTY SHERIFF'S OFFICE	04	93	03/08/2013	1730	FRIDAY	9334	0634	Y
547	3400866	2013	821889900	13-020518	2	COUNTY SHERIFF'S OFFICE	04	93	04/30/2013	1335	TUESDAY	9334	0634	Y
556	3406817	2013	821891550	13024068	2	COUNTY SHERIFF'S OFFICE	04	93	05/21/2013	0803	TUESDAY	9334	0634	Y
586	3488062	2013	821888180	13-016864	2	COUNTY SHERIFF'S OFFICE	04	93	04/09/2013	0859	TUESDAY	9334	0634	Y
587	3488065	2013	821888730	13-17986	2	COUNTY SHERIFF'S OFFICE	04	93	04/15/2013	1707	MONDAY	9334	0634	Y
622	3605847	2014	846917740	14-016258	2	COUNTY SHERIFF'S OFFICE	04	93	04/08/2014	1029	TUESDAY	9334	0634	Y
623	3606699	2014	846918570	14017673	2	COUNTY SHERIFF'S OFFICE	04	93	04/16/2014	2037	WEDNESDAY	9334	0634	Y
626	3607254	2014	846935760	14-52717	2	COUNTY SHERIFF'S OFFICE	04	93	11/28/2014	1532	FRIDAY	9334	0634	Y
631	3612625	2014	846930010	14-041965	2	COUNTY SHERIFF'S OFFICE	04	93	09/17/2014	0737	WEDNESDAY	9334	0634	Y
639	3624673	2014	846934610	14-051133	2	COUNTY SHERIFF'S OFFICE	04	93	11/17/2014	1457	MONDAY	9334	0634	Y
645	3649388	2014	821909780	14-002531	2	COUNTY SHERIFF'S OFFICE	04	93	01/16/2014	0711	THURSDAY	9334	0634	Y
654	3669479	2014	846924280	14029132	2	COUNTY SHERIFF'S OFFICE	04	93	06/26/2014	2056	THURSDAY	9334	0634	Y
672	3777979	2014	846933690	14-049578	2	COUNTY SHERIFF'S OFFICE	04	93	11/07/2014	0815	FRIDAY	9334	0634	Y
682	3815165	2014	821913900	14010908	2	COUNTY SHERIFF'S OFFICE	04	93	03/06/2014	1211	THURSDAY	9334	0634	Y
696	3861004	2014	821908680	14-000597	2	COUNTY SHERIFF'S OFFICE	04	93	01/04/2014	0229	SATURDAY	9334	0634	Y
710	3913867	2015	856839930	15017877	2	COUNTY SHERIFF'S OFFICE	04	93	04/24/2015	1430	FRIDAY	9334	0634	Y
712	3915689	2015	856835630	15-010218	2	COUNTY SHERIFF'S OFFICE	04	93	03/12/2015	1031	THURSDAY	9334	0634	Y
731	3989280	2015	856841220	15-20278	2	COUNTY SHERIFF'S OFFICE	04	93	05/08/2015	0657	FRIDAY	9334	0634	Y
737	4018758	2015	856831830	15-003704	2	COUNTY SHERIFF'S OFFICE	04	93	01/27/2015	0836	TUESDAY	9334	0634	Y
745	4042567	2015	856846640	15-032019	2	COUNTY SHERIFF'S OFFICE	04	93	07/15/2015	1542	WEDNESDAY	9334	0634	Y
747	4049763	2015	856830560	15-1167	2	COUNTY SHERIFF'S OFFICE	04	93	01/09/2015	1255	FRIDAY	9334	0634	Y
765	4167416	2015	856837390	15012853	2	COUNTY SHERIFF'S OFFICE	04	93	03/27/2015	1621	FRIDAY	9334	0634	Y
766	4173395	2015	861296010	15039791	2	COUNTY SHERIFF'S OFFICE	04	93	08/27/2015	1638	THURSDAY	9334	0634	Y
801	4591230	2015	861302760	15-055615	2	COUNTY SHERIFF'S OFFICE	04	93	11/17/2015	2028	TUESDAY	9334	0634	Y
804	4596515	2015	861295750	15-39386	2	COUNTY SHERIFF'S OFFICE	04	93	08/25/2015	1218	TUESDAY	9334	0634	Y
809	4643060	2015	861304670	15059397	2	COUNTY SHERIFF'S OFFICE	04	93	12/10/2015	0545	THURSDAY	9334	0634	Y
810	4644371	2015	861302880	15055950	2	COUNTY SHERIFF'S OFFICE	04	93	11/19/2015	1539	THURSDAY	9334	0634	Y
811	4658001	2015	861300090	15050070	2	COUNTY SHERIFF'S OFFICE	04	93	10/17/2015	1617	SATURDAY	9334	0634	Y
819	4680727	2013	821890630	13-022054	2	COUNTY SHERIFF'S OFFICE	04	93	05/09/2013	1202	THURSDAY	9334	0634	Y
820	4680762	2013	821898460	13040815	2	COUNTY SHERIFF'S OFFICE	04	93	08/19/2013	1745	MONDAY	9334	0634	Y
834	10399251	2016	861311540	16-006853	2	COUNTY SHERIFF'S OFFICE	04	93	02/05/2016	2221	FRIDAY	9334	0634	Y
838	10427745	2016	864009060	16-055352	2	COUNTY SHERIFF'S OFFICE	04	93	10/05/2016	0900	WEDNESDAY	9334	0634	Y
842	10428472	2016	863991550	16-012471	2	COUNTY SHERIFF'S OFFICE	04	93	03/03/2016	1950	THURSDAY	9334	0634	Y
843	10429551	2016	864006700	16-049993	2	COUNTY SHERIFF'S OFFICE	04	93	09/08/2016	1835	THURSDAY	9334	0634	Y
846	10433603	2016	864004900	16-045408	2	COUNTY SHERIFF'S OFFICE	04	93	08/17/2016	1816	WEDNESDAY	9334	0634	Y
847	10435914	2016	864007860	16-52901	2	COUNTY SHERIFF'S OFFICE	04	93	09/23/2016	1140	FRIDAY	9334	0634	Y
848	10458993	2016	863994110	16-022194	2	COUNTY SHERIFF'S OFFICE	04	93	04/19/2016	1634	TUESDAY	9334	0634	Y
871	10601970	2017	815328460	17060187	2	COUNTY SHERIFF'S OFFICE	04	93	10/19/2017	0803	THURSDAY	9334	0634	Y
873	10603109	2017	815319120	17-040557	2	COUNTY SHERIFF'S OFFICE	04	93	07/18/2017	0734	TUESDAY	9334	0634	Y
888	10625517	2017	869264390	17-025307	2	COUNTY SHERIFF'S OFFICE	04	93	05/05/2017	1329	FRIDAY	9334	0634	Y
891	10627684	2017	869266280	17-028519	2	COUNTY SHERIFF'S OFFICE	04	93	05/22/2017	1648	MONDAY	9334	0634	Y
896	10629160	2017	869265910	17-027900	2	COUNTY SHERIFF'S OFFICE	04	93	05/19/2017	0622	FRIDAY	9334	0634	Y
900	10662452	2017	815331670	17-070768	2	COUNTY SHERIFF'S OFFICE	04	93	12/08/2017	1700	FRIDAY	9334	0634	Y
908	10704625	2017	869259790	17-014344	2	COUNTY SHERIFF'S OFFICE	04	93	03/14/2017	1727	TUESDAY	9334	0634	Y

W WOOLBRIGHT RD	SW 18TH ST	93000149	0	I	M	0	05	02	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0	I	M	S	05	02	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0	I	M	W	05	02	01	02	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0	I	M	W	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0	I	M	W	05	02	01	02	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	01	01	01	01	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0	L	3	W	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	1	E	05	01	01	02	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	M	M	W	05	01	04	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	S	05	01	01	02	03	0
CORPORATE DR	W WOOLBRIGHT RD	93A17227	0	R	C	N	05	01	01	02	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	01	01	01	03	0
W WOOLBRIGHT RD		93000149	0	M	M	E	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	S	05	03	01	02	03	0
W WOOLBRIGHT RD		93000149	0	R	3	E	05	01	01	01	03	0
W WOOLBRIGHT RD		93000149	0	L	1	W	05	01	01	02	03	0
W WOOLBRIGHT RD		93000149	0	I	M	E	05	01	01	02	03	0
CORPORATE DR	W WOOLBRIGHT RD	93A17227	0	L	S	S	05	01	01	02	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	E	05	01	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	W	05	01	01	02	01	0
CORPORATE DR	W WOOLBRIGHT RD	93A17227	0	R	R	0	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	L	E	05	01	01	01	03	0
W WOOLBRIGHT RD		93000149	0	R	L	E	05	01	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	W	05	01	01	02	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	N	05	01	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	01	01	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	S	05	01	01	02	01	0
W WOOLBRIGHT RD		93000149	0	I	M	W	05	02	01	02	03	0
W WOOLBRIGHT RD		93000149	0	I	M	S	05	01	01	02	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	1	0	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	01	01	02	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	2	0	05	01	01	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	N	05	01	01	02	01	0
W WOOLBRIGHT RD		93000149	0	I	M	W	05	01	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	01	01	02	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	L	E	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	S	W	05	01	01	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	W	05	01	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	E	05	01	01	02	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	01	01	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	E	05	01	01	02	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	W	05	01	01	02	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	1	E	05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	R	R	0	05	01	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	S	W	05	01	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	W	05	18	01	01	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	1	W	05	03	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	W	05	02	01	02	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0	I	M	W	05	02	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	I	M	S	05	02	01	02	01	0
CORPORATE DR	W WOOLBRIGHT RD	93A17227	0	R	1	N	05	03	01	02	03	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0	L	2	0	05	01	01	01	03	0

	0	0	0	0	RCI	1	0	02	01	01	01
	0	0	0	0	RCI	3	0	02	01	01	01
19	0	0	0	0	RCI	5	0	02	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	3	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	3	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	3	0	01	04	01	01
	0	0	0	0	RCI	1	0	01	01	02	01
	0	0	0	0	RCI	1	0	01	04	01	01
	0	0	0	0	RCI	3	0	01	01	02	01
	0	0	0	0	RCI	2	0	01	01	02	02
	0	0	0	0	RCI	1	3	01	01	01	01
	0	0	0	0	RCI	1	0	03	01	01	01
	0	0	0	0	RCI	1	0	01	01	03	02
	0	0	0	0	RCI	3	0	01	01	02	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	04	03	02
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	01	03	02
	0	0	0	0	RCI	1	0	01	03	01	01
	0	0	0	0	RCI	2	0	01	04	01	01
	0	0	0	0	RCI	3	0	01	01	02	01
	0	0	0	0	RCI	3	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	03	02
	0	0	0	0	RCI	3	0	01	01	02	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	1	0	02	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	02	02
	0	0	0	0	RCI	3	3	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	02	01
	0	0	0	0	RCI	2	0	01	01	02	01
	0	0	0	0	RCI	1	0	01	04	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	04	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	3	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	3	0	01	04	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	04	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01
	0	0	0	0	RCI	3	0	01	01	01	01
	0	0	0	0	RCI	2	0	01	01	01	01
	0	0	0	0	RCI	2	0	03	01	01	01
	0	0	0	0	RCI	4	0	02	01	03	02
	0	0	0	0	RCI	1	0	02	01	01	01
	0	0	0	0	RCI	1	0	02	01	01	01
	0	0	0	0	RCI	1	0	03	01	01	01
	0	0	0	0	RCI	1	0	01	01	01	01

00	NOT CODED	OTHER (SEE NARRATIVE)	TRAF DEV INOPER, MISSING, OBSC	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	10	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	31	88
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
04	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	36	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	24	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	1	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	2	0	0	0	1
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	4
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	OTHER CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	OTHER CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
FAILED TO YIELD RIGHT-OF-WAY	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPER MV AGRSIVE, ERATIC, RCKLS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	1	0	0	0	1
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
IMPROPER PASSING	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3

0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 6	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	N	Y	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
1	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	1 2	N	N	N	N	N	N	N	N	Y	N	N	N	Y
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	Y	N	N	N
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0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	Y	Y	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 7	N	N	N	N	N	Y	N	N	N	N	N	N	Y
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0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N

26.513615	-80.0814173	06/10/2018	13
26.513615	-80.0814173	06/10/2018	13
26.513615	-80.0814173	06/10/2018	13
26.513446	-80.0813837	06/10/2018	13
26.513615	-80.0814173	06/10/2018	13
26.51432	-80.0788072	03/04/2018	14
26.513987	-80.0800984	03/04/2018	14
26.514205	-80.0788063	03/04/2018	14
26.51432	-80.0788072	03/04/2018	14
26.51393	-80.0802652	06/10/2018	14
26.514345	-80.0771573	03/04/2018	15
26.514345	-80.0771573	03/04/2018	15
26.514527	-80.0768389	03/04/2018	15
26.514345	-80.0771573	03/04/2018	15
26.514345	-80.0771573	03/04/2018	15
26.514354	-80.0770069	03/04/2018	15
26.514527	-80.0768389	03/04/2018	15
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26.514331	-80.0772874	03/04/2018	15
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26.514515	-80.077143	03/04/2018	15
26.514331	-80.0771575	03/04/2018	15
26.514333	-80.0773213	03/04/2018	15
26.514331	-80.0773513	03/04/2018	15
26.514518	-80.0770819	03/04/2018	15
26.514335	-80.0772873	03/04/2018	15
26.514523	-80.0769299	03/04/2018	15
26.514505	-80.0772843	03/04/2018	15
26.51451	-80.0772232	03/04/2018	15
26.514533	-80.0766869	03/04/2018	15
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26.514347	-80.077129	03/04/2018	15
26.514516	-80.077113	03/04/2018	15
26.514325	-80.0774423	03/04/2018	15
26.514515	-80.077143	03/04/2018	15
26.514505	-80.0772843	03/04/2018	15
26.514518	-80.0770819	03/04/2018	15
26.514455	-80.0777252	03/04/2018	15
26.5145	-80.0773304	03/04/2018	15
26.514332	-80.0773363	03/04/2018	15
26.514497	-80.0773584	03/04/2018	15
26.514515	-80.077143	03/04/2018	15
26.514515	-80.077143	06/10/2018	15
26.51447	-80.0775882	06/10/2018	15
26.514515	-80.077143	06/10/2018	15
26.514505	-80.0772873	06/10/2018	15
26.514321	-80.0775182	06/10/2018	15
26.514333	-80.0773213	06/10/2018	15
26.51447	-80.0775882	06/10/2018	15
26.514451	-80.0777532	06/10/2018	15
26.514517	-80.077097	06/10/2018	15
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26.514545	-80.0763819	06/10/2018	15

909	10706211	2017	815319740	17-028519	2	COUNTY SHERIFF'S OFFICE	04	93	05/22/2017	1648	MONDAY	9334	0634	Y
918	10719932	2017	864017990	17-000643	2	COUNTY SHERIFF'S OFFICE	04	93	01/04/2017	1608	WEDNESDAY	9334	0634	Y
683	3820591	2014	821909540	14002032	2	COUNTY SHERIFF'S OFFICE	04	93	01/13/2014	1356	MONDAY	9334	0634	Y
784	4252736	2014	846929230	14-40384	2	COUNTY SHERIFF'S OFFICE	04	93	09/06/2014	0218	SATURDAY	9334	0634	Y
822	10335365	2016	863989720	16-013687	2	COUNTY SHERIFF'S OFFICE	04	93	03/09/2016	1129	WEDNESDAY	9334	0634	Y
829	10381222	2016	863998950	16-32933	2	COUNTY SHERIFF'S OFFICE	04	93	06/13/2016	1033	MONDAY	9334	0634	Y
837	10426844	2016	863991990	16-017545	2	COUNTY SHERIFF'S OFFICE	04	93	03/28/2016	0740	MONDAY	9334	0634	Y
849	10462368	2016	861310920	16-007365	2	COUNTY SHERIFF'S OFFICE	04	93	02/08/2016	1537	MONDAY	9334	0634	Y
855	10511922	2016	864010170	16057889	2	COUNTY SHERIFF'S OFFICE	04	93	10/18/2016	1355	TUESDAY	9334	0634	Y
877	10603846	2017	815324020	17-53308	2	COUNTY SHERIFF'S OFFICE	04	93	09/14/2017	0811	THURSDAY	9334	0634	Y
894	10628572	2017	869265990	17-027993	2	COUNTY SHERIFF'S OFFICE	04	93	05/19/2017	0800	FRIDAY	9334	0634	Y
24	3323175	2013	821890710	13-022219	2	COUNTY SHERIFF'S OFFICE	04	93	05/10/2013	1122	FRIDAY	9334	0634	Y
28	3345973	2013	836427760	FHPL13OFF046705	1	FLORIDA HIGHWAY PATROL	04	93	08/01/2013	0840	THURSDAY	9334	0634	Y
65	3459161	2013	836565520	FHPL13OFF063276	1	FLORIDA HIGHWAY PATROL	04	93	10/16/2013	1144	WEDNESDAY	9334	0634	Y
78	3554886	2014	838112730	FHPL14OFF059556	1	FLORIDA HIGHWAY PATROL	04	93	09/26/2014	0641	FRIDAY	9334	0634	Y
80	3600830	2014	845016850	FHPL14OFF053384	1	FLORIDA HIGHWAY PATROL	04	93	08/29/2014	2020	FRIDAY	9334	0634	N
115	3862403	2015	844999820	FHPL15OFF003984	1	FLORIDA HIGHWAY PATROL	04	93	01/19/2015	1019	MONDAY	9334	0634	N
116	3871603	2015	845688950	FHPL15OFF044714	1	FLORIDA HIGHWAY PATROL	04	93	07/16/2015	1021	THURSDAY	9334	0634	N
125	3915248	2015	856831250	15-2664	2	COUNTY SHERIFF'S OFFICE	04	93	01/20/2015	2053	TUESDAY	9334	0634	Y
126	3917287	2015	856830320	15001188	2	COUNTY SHERIFF'S OFFICE	04	93	01/09/2015	1511	FRIDAY	9334	0634	Y
144	4027003	2015	848639960	FHPL15OFF011715	1	FLORIDA HIGHWAY PATROL	04	93	02/24/2015	0645	TUESDAY	9334	0634	Y
155	4073385	2015	845475970	FHPK15OFF019950	1	FLORIDA HIGHWAY PATROL	04	93	04/13/2015	1134	MONDAY	9334	0634	Y
158	4086915	2015	848828280	FHPL15OFF072934	1	FLORIDA HIGHWAY PATROL	04	93	11/14/2015	2137	SATURDAY	9334	0634	Y
165	4102232	2015	851976620	FHPL15OFF081198	1	FLORIDA HIGHWAY PATROL	04	93	12/18/2015	2040	FRIDAY	9334	0634	N
172	4211177	2015	849005430	FHPL15OFF053267	1	FLORIDA HIGHWAY PATROL	04	93	08/24/2015	0730	MONDAY	9334	0634	N
187	4281685	2014	837965180	FHPL14OFF028276	1	FLORIDA HIGHWAY PATROL	04	93	05/09/2014	1540	FRIDAY	9334	0634	N
197	4608552	2015	856831910	15003227	2	COUNTY SHERIFF'S OFFICE	04	93	01/23/2015	1630	FRIDAY	9334	0634	Y
207	10273677	2016	852470860	FHPL16OFF017944	1	FLORIDA HIGHWAY PATROL	04	93	03/15/2016	1058	TUESDAY	9334	0634	N
211	10278648	2016	852982010	FHPL16OFF00005	1	FLORIDA HIGHWAY PATROL	04	93	03/29/2016	2120	TUESDAY	9376	0676	N
231	10370178	2016	864000550	16037192	2	COUNTY SHERIFF'S OFFICE	04	93	07/04/2016	2230	MONDAY	9334	0634	Y
232	10370934	2016	864015960	16069754	2	COUNTY SHERIFF'S OFFICE	04	93	12/17/2016	2344	SATURDAY	9334	0634	Y
233	10371389	2016	863997710	16030000	2	COUNTY SHERIFF'S OFFICE	04	93	05/28/2016	2255	SATURDAY	9334	0634	Y
239	10380470	2016	864014080	16066710	2	COUNTY SHERIFF'S OFFICE	04	93	11/30/2016	1400	WEDNESDAY	9334	0634	Y
240	10381217	2016	864011310	16060731	2	COUNTY SHERIFF'S OFFICE	04	93	10/31/2016	1709	MONDAY	9334	0634	Y
282	10433763	2016	864011770	16-061681	2	COUNTY SHERIFF'S OFFICE	04	93	11/05/2016	1250	SATURDAY	9334	0634	Y
322	10571269	2016	861311120	16008323	2	COUNTY SHERIFF'S OFFICE	04	93	02/12/2016	1559	FRIDAY	9334	0634	Y
377	10605563	2017	854294450	FHPL17OFF009341	1	FLORIDA HIGHWAY PATROL	04	93	02/05/2017	1335	SUNDAY	9334	0634	Y
381	10606106	2017	854277030	FHPL17OFF081601	1	FLORIDA HIGHWAY PATROL	04	93	10/06/2017	0700	FRIDAY	9334	0634	Y
461	10673121	2017	855702770	FHPL17OFF058278	1	FLORIDA HIGHWAY PATROL	04	93	07/21/2017	1250	FRIDAY	9334	0634	Y
464	10674250	2017	856086370	FHPL17OFF089921	1	FLORIDA HIGHWAY PATROL	04	93	10/31/2017	0755	TUESDAY	9334	0634	Y
487	10715497	2017	855475340	FHPL17OFF070614	1	FLORIDA HIGHWAY PATROL	04	93	08/31/2017	0856	THURSDAY	9334	0634	N
513	3261705	2013	832574560	FHPL13OFF004916	1	FLORIDA HIGHWAY PATROL	04	93	01/25/2013	0803	FRIDAY	9334	0634	Y
517	3274061	2013	832605660	FHPL13OFF000707	1	FLORIDA HIGHWAY PATROL	04	93	01/04/2013	1450	FRIDAY	9300	0600	N
520	3302738	2013	836886560	FHPL13OFF072270	1	FLORIDA HIGHWAY PATROL	04	93	11/27/2013	0010	WEDNESDAY	9334	0634	Y
533	3347761	2013	821887000	13-014322	2	COUNTY SHERIFF'S OFFICE	04	93	03/24/2013	2246	SUNDAY	9334	0634	Y
550	3401647	2013	821900890	13-047893	2	COUNTY SHERIFF'S OFFICE	04	93	09/26/2013	1720	THURSDAY	9334	0634	Y
562	3414937	2013	821900380	13-046722	2	COUNTY SHERIFF'S OFFICE	04	93	09/20/2013	0734	FRIDAY	9334	0634	Y
591	3501427	2013	821890720	13022223	2	COUNTY SHERIFF'S OFFICE	04	93	05/10/2013	1141	FRIDAY	9334	0634	Y
597	3523570	2014	821914730	1412058	2	COUNTY SHERIFF'S OFFICE	04	93	03/14/2014	0910	FRIDAY	9334	0634	Y
601	3528454	2014	856829550	14-57198	2	COUNTY SHERIFF'S OFFICE	04	93	12/30/2014	1557	TUESDAY	9334	0634	Y
612	3554253	2014	837680020	FHPL14OFF033854	1	FLORIDA HIGHWAY PATROL	04	93	06/04/2014	1930	WEDNESDAY	9334	0634	N
618	3588861	2014	844999390	FHPL14OFF051793	1	FLORIDA HIGHWAY PATROL	04	93	08/23/2014	0856	SATURDAY	9334	0634	N
637	3617801	2014	846934560	14-050120	2	COUNTY SHERIFF'S OFFICE	04	93	11/10/2014	2201	MONDAY	9334	0634	Y
647	3652815	2014	837190760	FHPL14OFF031952	1	FLORIDA HIGHWAY PATROL	04	93	05/26/2014	1525	MONDAY	9334	0634	Y
651	3656869	2014	836886800	FHPL14OFF000871	1	FLORIDA HIGHWAY PATROL	04	93	01/05/2014	0907	SUNDAY	9334	0634	Y
656	3678039	2014	837961320	FHPL14OFF049906	1	FLORIDA HIGHWAY PATROL	04	93	08/15/2014	1045	FRIDAY	9334	0634	Y
657	3689703	2014	846934200	14047483	2	COUNTY SHERIFF'S OFFICE	04	93	10/24/2014	1153	FRIDAY	9334	0634	Y
659	3701445	2014	856827600	14-53378	2	COUNTY SHERIFF'S OFFICE	04	93	12/03/2014	0924	WEDNESDAY	9334	0634	Y

W WOOLBRIGHT RD	CORPORATE DR	93000149	0				I	M	W		05	02	01	02	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	1	E		05	01	01	01	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	1	E		05	01	01	01	03	0
W WOOLBRIGHT RD	SW 18TH ST	93000149	0				M	M	E		05	01	10	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	1	E		05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	2	E		05	01	01	01	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	1	E		05	01	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	2	W		05	01	01	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	0				L	1	W		05	01	01	01	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	1	E		05	18	01	01	03	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0				R	1	E		05	03	01	01	01	0
W WOOLBRIGHT RD		93000149	1				R	1	W		05	01	01	01	03	0
SR 9	WOOLBRIGHT RD	93220025	0	04396	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220025	0	04724	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0	04396	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0	04724	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	W	07	05	02	01	02	03	0
W WOOLBRIGHT RD		93000149	1				L	2	W		05	01	01	01	01	0
I 95	WOOLBRIGHT	93220027	0	04400	SR 9	I 95	L	X	N	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220025	0	04724	SR 9	I 95	L	X	S	07	01	14	01	01	03	0
SR 9	WOOLBRIGHT RD	93220025	0	04724	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
W WOOLBRIGHT RD	SW 8TH ST	93000149	1				I	M	S		05	01	01	03	01	0
I 95	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
W WOOLBRIGHT RD		93000149	1				R	1	0		05	01	01	01	01	0
W WOOLBRIGHT RD		93000149	1		SR 9		L	1	W		05	01	01	01	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	1				R	2	W		05	01	01	77	01	0
W WOOLBRIGHT RD		93000149	1				L	L	W		05	01	01	02	03	0
W WOOLBRIGHT RD		93000149	1				L	2	W		05	01	01	01	01	0
W WOOLBRIGHT RD		93000149	1				R	1	E		05	01	01	04	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	1				R	1	E		05	01	01	01	03	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	R	X	S	07	01	01	01	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04519	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	W	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	04	01	0
I 95	WOOLBRIGHT	93220027	0	04400	SR 9	I 95	L	X	N	07	05	01	01	02	01	0
SR 9	WOOLBRIGHT RD	93220025	0	04396	SR 9	I 95	L	X	W	07	05	01	01	02	01	0
SR 9	WOOLBRIGHT RD	93220025	0	04396	SR 9	I 95	L	X	E	07	05	15	01	77	03	0
SR 9	WOOLBRIGHT RD	93220025	0	04396	SR 9	I 95	L	X	W	07	05	01	01	01	03	0
SR 9	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	05	01	02	01	03	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	05	01	01	02	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	05	01	01	02	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
W WOOLBRIGHT RD		93000149	0				R	1	S		05	14	01	04	03	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	01	14	01	04	01	0
SR 9	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	S	07	05	14	01	77	01	0
I 95	WOOLBRIGHT RD	93220027	0	04400	SR 9	I 95	L	X	E	07	03	01	01	01	03	0

	0	0	0	0		RCI	1	0	02	01	01	01
	0	0	0	0		RCI	3	0	01	01	01	01
	0	0	0	0		RCI	2	0	01	01	01	01
	0	0	0	0		RCI	3	0	01	04	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
	0	0	0	0		RCI	2	0	01	01	01	01
	0	0	0	0		RCI	2	0	01	01	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
	0	0	0	0		RCI	2	0	01	01	01	01
	0	0	0	0		RCI	1	0	03	01	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
PAVED	2 VALLEY GUTF	2	0	5	11500	RCI	1	0	07	01	02	01
PAVED	2 VALLEY GUTF	2	0	5	11500	RCI	1	0	07	01	02	01
PAVED	2 VALLEY GUTF	2	0	2	12000	RCI	1	0	07	03	02	02
PAVED	2 VALLEY GUTF	2	0	2	12000	RCI	4	0	07	04	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	6	16500	RCI	2	0	08	01	01	01
PAVED	3 VALLEY GUTF	3	0	6	16500	RCI	1	0	08	01	02	01
CURB&GUTTER	3 VALLEY GUTF	3	0	6	16500	RCI	1	0	08	04	01	01
	0	0	0	0		RCI	1	0	01	01	02	01
CURB&GUTTER	3 VALLEY GUTF	3	0	6	16500	RCI	1	0	08	01	01	01
PAVED	2 VALLEY GUTF	2	0	6	11000	RCI	1	0	07	01	01	01
PAVED	2 VALLEY GUTF	2	0	6	11000	RCI	1	0	07	04	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	6	16500	RCI	1	0	08	04	03	02
CURB&GUTTER	3 VALLEY GUTF	3	0	6	16500	RCI	3	0	08	01	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	2	0	08	01	01	01
	0	0	0	0		RCI	3	1	01	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	5	17500	RCI	2	0	08	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	5	17500	RCI	3	0	08	04	02	02
	0	0	0	0		RCI	1	0	06	04	01	01
	0	0	0	0		RCI	1	1	01	04	01	01
	0	0	0	0		RCI	1	0	01	04	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
	0	0	0	0		RCI	3	0	03	01	01	01
	0	0	0	0		RCI	2	0	01	01	02	01
	0	0	0	0		RCI	1	0	01	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	4	17500	RCI	1	0	08	01	01	01
PAVED	4 VALLEY GUTF	4	0	4	17500	RCI	2	0	08	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	4	17500	RCI	2	0	08	01	03	02
CURB&GUTTER	2 VALLEY GUTF	4	0	4	17500	RCI	3	0	08	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	4	17500	RCI	2	0	08	01	01	01
PAVED	3 VALLEY GUTF	3	0	5	15500	RCI	2	0	08	01	01	01
PAVED	3 VALLEY GUTF	3	0	5	15500	RCI	3	0	08	01	01	01
PAVED	3 VALLEY GUTF	3	0	5	15500	RCI	1	0	08	05	03	02
PAVED	3 VALLEY GUTF	3	0	5	15500	RCI	3	0	08	04	03	02
PAVED	2 VALLEY GUTF	2	0	5	11500	RCI	2	0	07	01	02	01
PAVED	2 VALLEY GUTF	2	0	5	11500	RCI	1	0	07	01	01	01
PAVED	2 VALLEY GUTF	2	0	5	11500	RCI	2	0	07	01	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	1	0	08	01	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	1	0	08	01	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	1	0	08	02	02	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	3	0	08	01	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	1	0	08	04	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	2	0	08	01	02	01
	0	0	0	0		RCI	2	0	07	01	02	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	1	0	08	01	02	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	3	0	08	01	01	01
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	2	0	08	01	01	01

04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	24	88
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	27	77
05	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	24	77
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	SCHOOL ZONE SIGN/DEVICE	SCHOOL ZONE SIGN/DEVICE	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	88
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	4
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	88
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	STOP SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	GLARE	NOT CODED	NOT CODED	14	3
04	PERSON (INCLUDING FLAGM	PERSON (INCLUDING FLAGM	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	28	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3

FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	4	0	2	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	OTHER CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPER MV AGRSIVE, ERATIC, RCKLS	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2

0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	Y	N	N	N	Y
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0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
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0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 5	N	N	N	N	N	N	N	N	N	N	N	N	Y
0	2 6	N	N	N	N	N	N	N	Y	N	N	N	N	Y
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N

26.514345	-80.0771573	06/10/2018	15
26.514297	-80.077897	06/10/2018	15
26.5144	-80.0762438	03/04/2018	16
26.514405	-80.074979	03/04/2018	16
26.514373	-80.0767019	06/10/2018	16
26.514405	-80.075413	06/10/2018	16
26.5144	-80.0762438	06/10/2018	16
26.514382	-80.0765489	06/10/2018	16
26.514535	-80.074082	06/10/2018	16
26.514405	-80.075459	06/10/2018	16
26.514364	-80.076854	06/10/2018	16
26.514406	-80.0730231	03/04/2018	17
26.514252	-80.0733996	03/04/2018	17
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26.513964	-80.073175	03/04/2018	17
26.514686	-80.0733937	03/04/2018	17
26.51524	-80.0730946	03/04/2018	17
26.514981	-80.0731739	03/04/2018	17
26.514555	-80.072349	03/04/2018	17
26.514686	-80.0733937	03/04/2018	17
26.514148	-80.0732807	03/04/2018	17
26.513892	-80.073149	03/04/2018	17
26.514981	-80.0731739	03/04/2018	17
26.514737	-80.0733376	03/04/2018	17
26.514686	-80.0733937	03/04/2018	17
26.514545	-80.073167	03/04/2018	17
26.514793	-80.0732898	06/10/2018	17
26.514903	-80.0732163	06/10/2018	17
26.514405	-80.073422	06/10/2018	17
26.514546	-80.071248	06/10/2018	17
26.514405	-80.073174	06/10/2018	17
26.514551	-80.072811	06/10/2018	17
26.514554	-80.0726569	06/10/2018	17
26.514405	-80.073422	06/10/2018	17
26.514405	-80.073328	06/10/2018	17
26.514686	-80.0733942	06/10/2018	17
26.51517	-80.0731077	06/10/2018	17
26.514793	-80.0732898	06/10/2018	17
26.514793	-80.0732898	06/10/2018	17
26.514793	-80.0732898	06/10/2018	17
26.514651	-80.0734434	03/04/2018	17
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26.514629	-80.0734845	03/04/2018	17
26.514614	-80.0735119	03/04/2018	17
26.514313	-80.0735327	03/04/2018	17
26.514313	-80.0735327	03/04/2018	17
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26.514614	-80.0735119	03/04/2018	17
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26.514658	-80.0734297	03/04/2018	17
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26.514405	-80.0746473	03/04/2018	17
26.514629	-80.0734845	03/04/2018	17
26.514614	-80.0735119	03/04/2018	17
26.514614	-80.0735119	03/04/2018	17

661	3709269	2014	821910860	14-004917	2	COUNTY SHERIFF'S OFFICE	04	93	01/30/2014	0843	THURSDAY	9334	0634	Y
669	3733569	2014	838127910	FHPL14OFF043086	1	FLORIDA HIGHWAY PATROL	04	93	07/17/2014	0951	THURSDAY	9334	0634	N
685	3824594	2014	838156310	FHPL14OFF044734	1	FLORIDA HIGHWAY PATROL	04	93	07/24/2014	1225	THURSDAY	9334	0634	N
728	3975450	2015	861298770	15046363	2	COUNTY SHERIFF'S OFFICE	04	93	09/28/2015	1714	MONDAY	9334	0634	Y
734	3997977	2015	848841170	FHPL15OFF081128	1	FLORIDA HIGHWAY PATROL	04	93	12/18/2015	1610	FRIDAY	9334	0634	Y
755	4094706	2015	851367160	FHPL15OFF042508	1	FLORIDA HIGHWAY PATROL	04	93	07/06/2015	1137	MONDAY	9334	0634	N
763	4123785	2015	852168200	FHPL15OFF078916	1	FLORIDA HIGHWAY PATROL	04	93	12/09/2015	0727	WEDNESDAY	9334	0634	N
774	4210070	2015	851381500	FHPL15OFF044018	1	FLORIDA HIGHWAY PATROL	04	93	07/13/2015	0745	MONDAY	9334	0634	Y
788	4258249	2014	846923160	14-025124	2	COUNTY SHERIFF'S OFFICE	04	93	06/01/2014	0833	SUNDAY	9334	0634	Y
812	4663219	2015	856837350	15-12813	2	COUNTY SHERIFF'S OFFICE	04	93	03/27/2015	1142	FRIDAY	9334	0634	Y
814	4664110	2015	848827310	FHPL15OFF038046	1	FLORIDA HIGHWAY PATROL	04	93	06/16/2015	1514	TUESDAY	9334	0634	N
824	10336733	2016	863990030	16-014164	2	COUNTY SHERIFF'S OFFICE	04	93	03/11/2016	1944	FRIDAY	9334	0634	Y
830	10385799	2016	861310010	16-005877	2	COUNTY SHERIFF'S OFFICE	04	93	02/01/2016	0202	MONDAY	9334	0634	Y
831	10385800	2016	864001810	16-39252	2	COUNTY SHERIFF'S OFFICE	04	93	07/15/2016	1452	FRIDAY	9334	0634	Y
835	10406264	2016	851861830	FHPL16OFF000460	1	FLORIDA HIGHWAY PATROL	04	93	01/03/2016	1140	SUNDAY	9334	0634	N
836	10406265	2016	864000780	16037217	2	COUNTY SHERIFF'S OFFICE	04	93	07/05/2016	1156	TUESDAY	9334	0634	Y
845	10433440	2016	863991140	16-15209	2	COUNTY SHERIFF'S OFFICE	04	93	03/17/2016	0815	THURSDAY	9334	0634	Y
856	10512847	2016	864000360	16036637	2	COUNTY SHERIFF'S OFFICE	04	93	07/02/2016	0211	SATURDAY	9334	0634	Y
858	10523051	2016	864016840	16-070755	2	COUNTY SHERIFF'S OFFICE	04	93	12/22/2016	1815	THURSDAY	9334	0634	Y
862	10534743	2016	852226970	FHPL16OFF006414	1	FLORIDA HIGHWAY PATROL	04	93	01/28/2016	0755	THURSDAY	9334	0634	Y
864	10544313	2016	853307870	FHPL16OFF039951	1	FLORIDA HIGHWAY PATROL	04	93	06/07/2016	0810	TUESDAY	9334	0634	Y
865	10547822	2016	853552930	FHPL16OFF066650	1	FLORIDA HIGHWAY PATROL	04	93	09/14/2016	1235	WEDNESDAY	9334	0634	N
866	10550249	2016	853894470	FHPL16OFF081157	1	FLORIDA HIGHWAY PATROL	04	93	11/05/2016	1044	SATURDAY	9334	0634	N
868	10571414	2016	861310860	16007815	2	COUNTY SHERIFF'S OFFICE	04	93	02/10/2016	1726	WEDNESDAY	9334	0634	Y
899	10639289	2017	871125610	FHPL17OFF096377	1	FLORIDA HIGHWAY PATROL	04	93	11/20/2017	1320	MONDAY	9334	0634	N
905	10670709	2017	855222830	FHPL17OFF061964	1	FLORIDA HIGHWAY PATROL	04	93	08/03/2017	0830	THURSDAY	9334	0634	Y
912	10706523	2017	815322940	17-050409	2	COUNTY SHERIFF'S OFFICE	04	93	08/31/2017	0759	THURSDAY	9334	0634	Y
199	4639385	2015	856830490	15-001392	2	COUNTY SHERIFF'S OFFICE	04	93	01/11/2015	0707	SUNDAY	9334	0634	Y
205	10272737	2016	852640100	FHPL16OFF030876	1	FLORIDA HIGHWAY PATROL	04	93	05/03/2016	2310	TUESDAY	9334	0634	N
209	10274125	2016	852526010	FHPL16OFF000181	1	FLORIDA HIGHWAY PATROL	04	93	01/01/2016	2300	FRIDAY	9334	0634	Y
217	10284682	2016	853618470	FHPL16OFF074052	1	FLORIDA HIGHWAY PATROL	04	93	10/11/2016	1346	TUESDAY	9334	0634	N
223	10336734	2016	863993680	16-021363	2	COUNTY SHERIFF'S OFFICE	04	93	04/15/2016	1541	FRIDAY	9334	0634	Y
236	10375177	2016	853614180	FHPL16OFF056639	1	FLORIDA HIGHWAY PATROL	04	93	08/10/2016	1010	WEDNESDAY	9334	0634	N
237	10379983	2016	864009810	16056553	2	COUNTY SHERIFF'S OFFICE	04	93	10/11/2016	2107	TUESDAY	9334	0634	Y
238	10380458	2016	864000810	16036249	2	COUNTY SHERIFF'S OFFICE	04	93	06/30/2016	0337	THURSDAY	9334	0634	Y
250	10385801	2016	849045990	FHPL16OFF026510	1	FLORIDA HIGHWAY PATROL	04	93	04/16/2016	1528	SATURDAY	9334	0634	Y
253	10391009	2016	852783930	FHPL16OFF027474	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2016	1600	WEDNESDAY	9334	0634	N
254	10391010	2016	851980950	FHPL16OFF000585	1	FLORIDA HIGHWAY PATROL	04	93	01/03/2016	2035	SUNDAY	9334	0634	N
264	10406266	2016	852281590	FHPL16OFF014853	1	FLORIDA HIGHWAY PATROL	04	93	03/02/2016	1618	WEDNESDAY	9334	0634	Y
265	10406414	2016	853766460	FHPL16OFF065943	1	FLORIDA HIGHWAY PATROL	04	93	09/11/2016	2215	SUNDAY	9334	0634	Y
270	10428789	2016	864012180	16-062503	2	COUNTY SHERIFF'S OFFICE	04	93	11/09/2016	0840	WEDNESDAY	9334	0634	Y
279	10432850	2016	864008770	16-054488	2	COUNTY SHERIFF'S OFFICE	04	93	10/01/2016	0300	SATURDAY	9334	0634	Y
280	10433758	2016	864008330	16-53746	2	COUNTY SHERIFF'S OFFICE	04	93	09/27/2016	1506	TUESDAY	9334	0634	Y
295	10467782	2016	852281400	FHPL16OFF000615	1	FLORIDA HIGHWAY PATROL	04	93	01/04/2016	0216	MONDAY	9334	0634	Y
302	10533586	2016	852148560	FHPL16OFF005241	1	FLORIDA HIGHWAY PATROL	04	93	01/23/2016	1215	SATURDAY	9334	0634	N
307	10540921	2016	852910750	FHPL16OFF043763	1	FLORIDA HIGHWAY PATROL	04	93	06/21/2016	1620	TUESDAY	9334	0634	Y
321	10570830	2016	861307670	16-000892	2	COUNTY SHERIFF'S OFFICE	04	93	01/06/2016	1520	WEDNESDAY	9334	0634	Y
340	10587146	2016	852540400	FHPL16OFF027087	1	FLORIDA HIGHWAY PATROL	04	93	04/18/2016	2135	MONDAY	9334	0634	Y
341	10590901	2016	852835050	FHPL16OFF026968	1	FLORIDA HIGHWAY PATROL	04	93	04/18/2016	1235	MONDAY	9334	0634	N
344	10590924	2016	852910660	FHPL16OFF040578	1	FLORIDA HIGHWAY PATROL	04	93	06/09/2016	0035	THURSDAY	9334	0634	Y
345	10594313	2016	853261760	LWRC16OFF000535	1	FLORIDA HIGHWAY PATROL	04	93	06/23/2016	1717	THURSDAY	9334	0634	N
347	10596960	2016	853365680	FHPL16OFF069205	1	FLORIDA HIGHWAY PATROL	04	93	09/23/2016	1530	FRIDAY	9334	0634	Y
348	10597877	2016	853553350	FHPL16OFF082525	1	FLORIDA HIGHWAY PATROL	04	93	11/10/2016	1415	THURSDAY	9334	0634	N
355	10601146	2016	853904750	FHPL16OFF066705	1	FLORIDA HIGHWAY PATROL	04	93	09/14/2016	1622	WEDNESDAY	9334	0634	Y
356	10601199	2016	853796090	FHPL16OFF065336	1	FLORIDA HIGHWAY PATROL	04	93	09/09/2016	1607	FRIDAY	9334	0634	Y
379	10605861	2017	854525070	FHPL17OFF017521	1	FLORIDA HIGHWAY PATROL	04	93	03/07/2017	0235	TUESDAY	9334	0634	N
385	10606961	2017	854285290	FHPL17OFF008925	1	FLORIDA HIGHWAY PATROL	04	93	02/03/2017	1930	FRIDAY	9334	0634	Y
391	10609822	2017	855019630	FHPL17OFF087815	1	FLORIDA HIGHWAY PATROL	04	93	10/24/2017	2130	TUESDAY	9334	0634	Y

W WOOLBRIGHT RD	CORPORATE DR	93000149	0			R	2	E		05	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	0	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	1			R	L	E		05	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	S	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	E	07	04	02	01	02	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	14	01	04	03	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	W	07	05	14	01	02	01	0
W WOOLBRIGHT RD		93000149	1			L	1	W		05	01	02	01	03	0
I 95	WOOLBRIGHT RD	93220027	0 04519	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
SR 9	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	0	07	05	01	01	77	03	0
SR 9	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	W	07	05	14	01	02	01	0
SR 9	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	W	07	05	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	E	07	05	14	01	02	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	0			R	L	E		05	01	01	03	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	1			R	1	E		05	02	01	02	03	0
W WOOLBRIGHT RD		93000149	1	SR 9		I	M	W		05	01	01	03	01	0
I 95	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	S	07	01	14	03	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	N	07	01	14	01	03	01	0
SR 9	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	E	07	05	02	01	02	01	0
SR 9	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220025	0 04396	SR 9	I 95	L	X	S	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220027	0 04400	SR 9	I 95	L	X	E	07	05	03	01	03	01	0
W WOOLBRIGHT RD		93000149	1			R	L	E		05	01	01	01	03	0
SR 9	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	01	01	01	01	0
W WOOLBRIGHT RD	SW 2ND ST	93000149	1			R	L	E		05	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	01	01	01	01	0
W WOOLBRIGHT RD	SW 2ND ST	93021500	0			L	S	W		05	01	01	02	03	0
W WOOLBRIGHT RD		93000149	1			R	S	0		05	01	02	02	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	W	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	02	04	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	02	01	03	01	0
W WOOLBRIGHT RD		93000149	1			L	L	W		05	03	01	02	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	L	X	E	07	05	01	01	02	03	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	E	07	05	02	01	02	03	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	E	07	05	01	02	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	0	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	02	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	E	07	03	01	01	01	03	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	04	02	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	02	01	02	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	01	02	01	01	0

	0	0	0	0		RCI	1	0	01	01	02	02
CURB&GUTTER	3 VALLEY GUTF	3	0	2	16000	RCI	1	0	08	01	01	01
PAVED	2 VALLEY GUTF	2	0	2	12000	RCI	2	0	07	01	01	01
	0	0	0	0		RCI	2	0	01	01	02	01
CURB&GUTTER	3 VALLEY GUTF	3	0	6	16500	RCI	1	0	08	01	01	01
PAVED	2 VALLEY GUTF	2	0	6	11000	RCI	2	0	07	01	01	01
PAVED	2 VALLEY GUTF	2	0	6	11000	RCI	2	0	07	01	02	02
PAVED	2 VALLEY GUTF	2	0	6	11000	RCI	2	0	07	01	01	01
PAVED	2 VALLEY GUTF	2	0	2	12000	RCI	2	0	07	01	01	01
	0	0	0	0		RCI	3	0	01	01	02	01
PAVED	2 VALLEY GUTF	3	0	6	16500	RCI	3	0	08	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	5	17500	RCI	1	0	08	04	01	01
PAVED	4 VALLEY GUTF	4	0	5	11500	RCI	3	0	07	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	5	17500	RCI	1	0	08	01	01	01
PAVED	4 VALLEY GUTF	4	0	5	11500	RCI	1	0	08	01	01	01
PAVED	4 VALLEY GUTF	4	0	5	11500	RCI	1	0	07	01	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
	0	0	0	0		RCI	1	0	02	04	01	01
	0	0	0	0		RCI	3	0	01	04	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	5	17500	RCI	3	0	08	01	03	02
PAVED	4 VALLEY GUTF	4	0	5	11500	RCI	3	0	07	01	01	01
PAVED	4 VALLEY GUTF	4	0	5	11500	RCI	1	0	07	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	5	17500	RCI	2	0	08	01	01	01
PAVED	4 VALLEY GUTF	4	0	5	11500	RCI	1	0	07	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	4	17500	RCI	2	0	08	01	01	01
PAVED	4 VALLEY GUTF	4	0	4	11500	RCI	3	0	07	01	01	01
CURB&GUTTER	2 VALLEY GUTF	4	0	4	17500	RCI	1	0	08	01	01	01
	0	0	0	0		RCI	1	0	01	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	04	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	2	0	07	04	02	02
LAWN	12 LAWN	12	0	5	15500	RCI	1	0	07	01	01	01
	0	0	0	0		RCI	2	0	01	01	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	1	0	07	01	01	01
	0	0	0	0		RCI	1	2	01	06	01	01
	0	0	0	0		RCI	0	0	01	04	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	3	0	07	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	01	01
LAWN	10 LAWN	12	0	5	15500	RCI	1	0	07	04	02	02
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	2	0	08	04	01	01
	0	0	0	0		RCI	1	0	03	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	04	03	02
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	3	0	08	01	02	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	04	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	02	02
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	2	0	08	04	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	2	0	07	01	01	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	02	02
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	0	08	01	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	1	0	07	01	02	01
PAVED	5 CURB&GUTTE	2	0	5	12000	RCI	1	2	08	01	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	2	0	07	01	01	01
LAWN	12 LAWN	12	0	5	15500	RCI	1	0	07	01	01	01
PAVED	5 CURB&GUTTE	2	0	4	12000	RCI	3	0	08	04	01	01
PAVED	5 CURB&GUTTE	2	0	4	12000	RCI	1	0	08	04	01	01
LAWN	12 LAWN	12	0	4	14500	RCI	2	0	07	05	02	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	DEBRIS	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	88
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	27	77
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	YIELD SIGN	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	NO CONTROLS	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
00	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	88
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	25	77
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	PHYSICAL OBSTRUCTION(S)	NOT CODED	NOT CODED	14	3
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	77
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	30	77

OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	5	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	2	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OVER-CORRECTING/OVERSTEERING	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	2	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1

0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	Y	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 5	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	Y	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	Y
0	2 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 6	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 5	N	N	N	N	Y	N	N	N	N	N	N	N	Y
0	2 4	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N

26.514405	-80.074099	03/04/2018	17
26.514614	-80.0735119	03/04/2018	17
26.514296	-80.0734863	03/04/2018	17
26.514405	-80.073567	03/04/2018	17
26.514629	-80.0734845	03/04/2018	17
26.514282	-80.0734563	03/04/2018	17
26.514313	-80.0735327	03/04/2018	17
26.514252	-80.0733996	03/04/2018	17
26.514313	-80.0735327	03/04/2018	17
26.514547	-80.071373	03/04/2018	17
26.515565	-80.0730353	03/04/2018	17
26.514614	-80.0735119	06/10/2018	17
26.514313	-80.0735327	06/10/2018	17
26.514614	-80.0735119	06/10/2018	17
26.514303	-80.0735015	06/10/2018	17
26.514313	-80.0735327	06/10/2018	17
26.514405	-80.074704	06/10/2018	17
26.514405	-80.073236	06/10/2018	17
26.514405	-80.0731173	06/10/2018	17
26.514614	-80.0735119	06/10/2018	17
26.514252	-80.0734	06/10/2018	17
26.514204	-80.0733362	06/10/2018	17
26.514614	-80.0735119	06/10/2018	17
26.514313	-80.0735327	06/10/2018	17
26.514651	-80.0734438	06/10/2018	17
26.514313	-80.0735327	06/10/2018	17
26.514614	-80.0735119	06/10/2018	17
26.514415	-80.072127	03/04/2018	18
26.513976	-80.0710509	06/10/2018	18
26.51467	-80.0707263	06/10/2018	18
26.514698	-80.0707836	06/10/2018	18
26.514415	-80.071421	06/10/2018	18
26.51489	-80.0710517	06/10/2018	18
26.514552	-80.069376	06/10/2018	18
26.514415	-80.071315	06/10/2018	18
26.514698	-80.0707836	06/10/2018	18
26.514283	-80.0706701	06/10/2018	18
26.515129	-80.0712129	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514312	-80.0705955	06/10/2018	18
26.514545	-80.07071	06/10/2018	18
26.514266	-80.0707148	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.51418	-80.0708457	06/10/2018	18
26.514266	-80.0707148	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514306	-80.0706104	06/10/2018	18
26.514698	-80.0707836	06/10/2018	18
26.514295	-80.0706403	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514738	-80.0708527	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514746	-80.0708661	06/10/2018	18
26.514698	-80.0707836	06/10/2018	18
26.514091	-80.0709518	06/10/2018	18
26.514266	-80.0707148	06/10/2018	18
26.514662	-80.070712	06/10/2018	18

417	10627900	2017	869257720	17-10050	2	COUNTY SHERIFF'S OFFICE	04	93	02/23/2017	0555	THURSDAY	9334	0634	Y
418	10628338	2017	869263080	17-20342	2	COUNTY SHERIFF'S OFFICE	04	93	04/11/2017	0845	TUESDAY	9334	0634	Y
427	10640384	2017	871096600	FHPL17OFF101952	1	FLORIDA HIGHWAY PATROL	04	93	12/08/2017	0735	FRIDAY	9334	0634	Y
447	10668002	2017	854968680	FHPL17OFF052539	1	FLORIDA HIGHWAY PATROL	04	93	07/02/2017	0404	SUNDAY	9334	0634	N
458	10672062	2017	855536500	FHPL17OFF060217	1	FLORIDA HIGHWAY PATROL	04	93	07/28/2017	0845	FRIDAY	9334	0634	Y
472	10706522	2017	815322850	17-050061	2	COUNTY SHERIFF'S OFFICE	04	93	08/29/2017	1829	TUESDAY	9334	0634	Y
473	10706538	2017	815323260	17-051166	2	COUNTY SHERIFF'S OFFICE	04	93	09/03/2017	1906	SUNDAY	9334	0634	Y
492	10719211	2017	855944230	FHPL17OFF089747	1	FLORIDA HIGHWAY PATROL	04	93	10/30/2017	1518	MONDAY	9334	0634	Y
498	3244318	2013	821897880	13-039502	2	COUNTY SHERIFF'S OFFICE	04	93	08/12/2013	1744	MONDAY	9334	0634	Y
499	3244467	2013	821902790	13-52673	2	COUNTY SHERIFF'S OFFICE	04	93	10/21/2013	2123	MONDAY	9334	0634	Y
502	3248230	2013	821897980	13-39732	2	COUNTY SHERIFF'S OFFICE	04	93	08/13/2013	2132	TUESDAY	9334	0634	Y
510	3253883	2013	832341160	FHPL13OFF014755	1	FLORIDA HIGHWAY PATROL	04	93	03/11/2013	1055	MONDAY	9334	0634	Y
514	3265164	2013	832574490	FHPL13OFF000852	1	FLORIDA HIGHWAY PATROL	04	93	01/05/2013	1045	SATURDAY	9334	0634	Y
515	3265855	2013	832605750	FHPL13OFF002454	1	FLORIDA HIGHWAY PATROL	04	93	01/12/2013	1830	SATURDAY	9334	0634	Y
521	3308083	2013	836886770	FHPL13OFF077672	1	FLORIDA HIGHWAY PATROL	04	93	12/20/2013	1250	FRIDAY	9334	0634	Y
522	3315722	2013	833212820	FHPL13OFF033923	1	FLORIDA HIGHWAY PATROL	04	93	06/05/2013	0817	WEDNESDAY	9334	0634	N
535	3360332	2013	832574470	FHPL13OFF000670	1	FLORIDA HIGHWAY PATROL	04	93	01/04/2013	1115	FRIDAY	9334	0634	Y
544	3400755	2013	821883940	13-8131	2	COUNTY SHERIFF'S OFFICE	04	93	02/17/2013	1800	SUNDAY	9334	0634	Y
555	3406682	2013	821891400	13-23724	2	COUNTY SHERIFF'S OFFICE	04	93	05/18/2013	1810	SATURDAY	9334	0634	Y
564	3415083	2013	821896930	13-037342	2	COUNTY SHERIFF'S OFFICE	04	93	08/01/2013	1531	THURSDAY	9334	0634	Y
570	3425910	2013	832671980	FHPL13OFF036739	1	FLORIDA HIGHWAY PATROL	04	93	06/17/2013	1225	MONDAY	9334	0634	Y
574	3429925	2013	833249760	FHPL13OFF054046	1	FLORIDA HIGHWAY PATROL	04	93	09/04/2013	1310	WEDNESDAY	9334	0634	Y
584	3481190	2013	832605700	FHPL13OFF001277	1	FLORIDA HIGHWAY PATROL	04	93	01/07/2013	1508	MONDAY	9334	0634	Y
585	3481191	2013	836554800	FHPL13OFF070008	1	FLORIDA HIGHWAY PATROL	04	93	11/17/2013	1355	SUNDAY	9334	0634	Y
592	3501429	2013	833212830	FHPL13OFF033957	1	FLORIDA HIGHWAY PATROL	04	93	06/05/2013	1221	WEDNESDAY	9334	0634	N
593	3508048	2013	832602120	FHPL13OFF004794	1	FLORIDA HIGHWAY PATROL	04	93	01/24/2013	1507	THURSDAY	9334	0634	Y
599	3527914	2014	856828830	14-055738	2	COUNTY SHERIFF'S OFFICE	04	93	12/19/2014	2052	FRIDAY	9334	0634	Y
603	3536909	2014	836945830	FHPL14OFF044201	1	FLORIDA HIGHWAY PATROL	04	93	07/22/2014	0750	TUESDAY	9334	0634	Y
605	3541451	2014	837398140	FHPL14OFF019229	1	FLORIDA HIGHWAY PATROL	04	93	03/28/2014	1410	FRIDAY	9334	0634	N
606	3541787	2014	837887450	FHPL14OFF039542	1	FLORIDA HIGHWAY PATROL	04	93	07/01/2014	1625	TUESDAY	9334	0634	N
607	3545382	2014	837887300	FHPL14OFF032220	1	FLORIDA HIGHWAY PATROL	04	93	05/27/2014	1710	TUESDAY	9334	0634	N
613	3554255	2014	837680040	FHPL14OFF034836	1	FLORIDA HIGHWAY PATROL	04	93	06/09/2014	1730	MONDAY	9334	0634	N
614	3554540	2014	837736890	FHPL14OFF029025	1	FLORIDA HIGHWAY PATROL	04	93	05/13/2014	1115	TUESDAY	9334	0634	N
615	3562563	2014	838148390	FHPL14OFF037179	1	FLORIDA HIGHWAY PATROL	04	93	06/20/2014	0843	FRIDAY	9334	0634	Y
619	3591184	2014	845017140	FHPL14OFF061057	1	FLORIDA HIGHWAY PATROL	04	93	10/02/2014	0105	THURSDAY	9334	0634	N
629	3608336	2014	846928580	14038628	2	COUNTY SHERIFF'S OFFICE	04	93	08/27/2014	0750	WEDNESDAY	9334	0634	Y
635	3617675	2014	846930720	14-043451	2	COUNTY SHERIFF'S OFFICE	04	93	09/26/2014	2221	FRIDAY	9334	0634	Y
641	3626227	2014	844994240	FHPL14OFF054370	1	FLORIDA HIGHWAY PATROL	04	93	09/03/2014	1212	WEDNESDAY	9334	0634	Y
649	3652944	2014	845325990	FHPL14OFF072137	1	FLORIDA HIGHWAY PATROL	04	93	11/18/2014	1743	TUESDAY	9334	0634	N
664	3722036	2014	837201800	FHPL14OFF009997	1	FLORIDA HIGHWAY PATROL	04	93	02/14/2014	0200	FRIDAY	9376	0676	N
666	3727847	2014	837965080	FHPL14OFF024264	1	FLORIDA HIGHWAY PATROL	04	93	04/20/2014	1930	SUNDAY	9334	0634	N
670	3741687	2014	838112450	FHPL14OFF048237	1	FLORIDA HIGHWAY PATROL	04	93	08/08/2014	0000	FRIDAY	9334	0634	Y
671	3749924	2014	837971660	FHPL14OFF047460	1	FLORIDA HIGHWAY PATROL	04	93	08/04/2014	1729	MONDAY	9334	0634	N
673	3780270	2014	845110060	FHPL14OFF070167	1	FLORIDA HIGHWAY PATROL	04	93	11/09/2014	2121	SUNDAY	9334	0634	N
677	3797641	2014	846928180	14-037611	2	COUNTY SHERIFF'S OFFICE	04	93	08/20/2014	1527	WEDNESDAY	9334	0634	Y
679	3806029	2014	844854090	FHPL14OFF046623	1	FLORIDA HIGHWAY PATROL	04	93	08/01/2014	0759	FRIDAY	9334	0634	N
681	3813245	2014	845023680	FHPL14OFF076785	1	FLORIDA HIGHWAY PATROL	04	93	12/09/2014	0920	TUESDAY	9334	0634	N
686	3824595	2014	846933990	14-049963	2	COUNTY SHERIFF'S OFFICE	04	93	11/09/2014	2100	SUNDAY	9334	0634	Y
687	3824599	2014	846928760	14039020	2	COUNTY SHERIFF'S OFFICE	04	93	08/29/2014	2051	FRIDAY	9334	0634	Y
688	3824600	2014	856829180	14-56529	2	COUNTY SHERIFF'S OFFICE	04	93	12/25/2014	0359	THURSDAY	9334	0634	Y
691	3831907	2014	844999700	FHPL14OFF067192	1	FLORIDA HIGHWAY PATROL	04	93	10/28/2014	0849	TUESDAY	9334	0634	N
698	3868361	2015	845410540	FHPL15OFF006947	1	FLORIDA HIGHWAY PATROL	04	93	02/03/2015	0730	TUESDAY	9334	0634	Y
701	3882765	2015	845475600	FHPL15OFF006808	1	FLORIDA HIGHWAY PATROL	04	93	02/02/2015	1200	MONDAY	9334	0634	Y
702	3884958	2015	848831030	FHPL15OFF024071	1	FLORIDA HIGHWAY PATROL	04	93	04/17/2015	1515	FRIDAY	9334	0634	N
704	3901824	2015	852166620	FHPL15OFF070670	1	FLORIDA HIGHWAY PATROL	04	93	11/05/2015	2050	THURSDAY	9334	0634	N
705	3906604	2015	851940870	FHPL15OFF077710	1	FLORIDA HIGHWAY PATROL	04	93	12/04/2015	1140	FRIDAY	9334	0634	Y
714	3917054	2015	852219970	FHPL15OFF075695	1	FLORIDA HIGHWAY PATROL	04	93	11/26/2015	1205	THURSDAY	9334	0634	N
749	4074601	2015	845327260	FHPL15OFF009555	1	FLORIDA HIGHWAY PATROL	04	93	02/14/2015	1905	SATURDAY	9334	0634	N

W WOOLBRIGHT RD		93000149	1	SR 9		I	M	E		05	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	W	07	05	14	01	03	01	0
SR 9	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	77	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	04	02	04	03	03	0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
W WOOLBRIGHT RD	CORPORATE DR	93000149	1			R	L	E		05	03	01	02	03	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	W	07	05	02	04	02	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	E	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	05	01	01	01	03	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	05	01	04	01	03	0
W WOOLBRIGHT RD		93000149	1			L	2	W		05	03	01	02	03	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	03	01	04	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	03	01	02	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	04	02	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	03	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	01	02	0
W WOOLBRIGHT RD		93021500	0			L	2	W		05	02	01	02	01	0
W WOOLBRIGHT RD		93000149	1			R	1	E		05	01	01	01	03	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	W	07	05	14	01	02	03	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	02	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	04	02	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	W	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	02	04	01	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	77	03	0
W WOOLBRIGHT RD		93000149	1			I	M	W		03	01	01	02	01	0
I 95	WOOLBRIGHT	93220028	0 04402	SR 9	I 95	R	X	N	07	01	01	03	01	01	0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	0	07	01	14	01	01	01	0
SR 9	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	01	02	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	E	07	03	02	01	02	03	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	E	07	01	01	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	01	01	01	02	0
		93220028	0			R	1	N		01	14	01	04	02	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	02	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	0	07	05	01	01	01	01	0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	0	07	05	01	01	02	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	02	01	02	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	02	04	02	01	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	77	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	02	01	01	0
SR 9	WOOLBRIGHT	93220028	0 04707	SR 9	I 95	R	X	N	07	01	02	02	03	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
W WOOLBRIGHT RD		93000149	1			R	1	W		05	14	01	01	03	0
SR 9	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	01	03	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	01	01	01	03	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	W	07	05	01	01	02	03	0
SR 9	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	05	02	04	02	01	0
SR 9	WOOLBRIGHT RD W	93220028	0 04707	SR 9	I 95	L	S	0	07	03	14	01	01	02	0
I 95	WOOLBRIGHT	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	04	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	04	03	0
I 95	WOOLBRIGHT	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	02	0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	01	02	0
I 95	WOOLBRGHT	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	01	01	0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	N	07	01	14	01	01	01	0

	0	0	0	0		RCI	1	0	02	03	01	01
PAVED	5	CURB&GUTTE	2	0	4	12000	RCI	1	0	08	01	01	01
LAWN	12	LAWN	12	0	4	14500	RCI	2	0	07	01	01	01
PAVED	5	CURB&GUTTE	2	0	4	12000	RCI	1	3	08	04	01	01
LAWN	12	LAWN	12	0	4	14500	RCI	1	0	07	01	01	01
	0		0	0	0		RCI	1	0	03	01	01	01
PAVED	5	CURB&GUTTE	2	0	4	12000	RCI	4	1	08	01	01	01
PAVED	5	CURB&GUTTE	2	0	4	12000	RCI	3	0	08	01	01	01
PAVED	3	CURB&GUTTE	2	0	5	11500	RCI	2	0	02	01	01	01
PAVED	3	CURB&GUTTE	2	0	5	11500	RCI	1	0	08	04	01	01
	0		0	0	0		RCI	3	0	03	04	01	01
PAVED	4	LAWN	12	0	5	13500	RCI	2	0	07	01	01	01
PAVED	4	LAWN	12	0	5	13500	RCI	0	0	07	01	03	02
PAVED	4	LAWN	12	0	5	13500	RCI	2	0	07	04	02	01
PAVED	4	LAWN	12	0	5	13500	RCI	1	0	07	01	01	01
PAVED	3	CURB&GUTTE	2	0	5	11500	RCI	1	0	08	01	02	01
PAVED	1	LAWN	12	0	5	13500	RCI	1	0	07	01	02	01
	0		0	0	0		RCI	2	3	02	01	01	01
	0		0	0	0		RCI	1	0	01	01	01	01
PAVED	3	CURB&GUTTE	2	0	5	11500	RCI	1	0	08	01	01	01
PAVED	4	LAWN	12	0	5	13500	RCI	3	0	07	01	02	01
PAVED	4	LAWN	12	0	5	13500	RCI	2	0	07	01	02	01
PAVED	1	LAWN	12	0	5	13500	RCI	2	0	07	01	02	02
PAVED	4	LAWN	12	0	5	13500	RCI	1	0	07	01	01	01
PAVED	4	LAWN	12	0	5	13500	RCI	0	0	07	01	03	02
PAVED	3	CURB&GUTTE	2	0	5	11500	RCI	3	0	08	01	01	01
	0		0	0	0		RCI	1	0	01	04	01	01
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	02	02
PAVED	4	LAWN	12	0	2	14000	RCI	2	0	07	01	01	01
PAVED	1	LAWN	12	0	2	14000	RCI	2	0	07	01	02	02
PAVED	4	LAWN	12	0	2	14000	RCI	2	0	07	01	02	01
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	02	02	01
PAVED	4	LAWN	12	0	2	14000	RCI	3	0	07	01	02	02
	0		0	0	0		RCI	2	0	07	01	01	01
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	0	0	08	05	02	02
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	01	01
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	04	02	01
PAVED	4	LAWN	12	0	2	14000	RCI	2	0	07	01	02	02
PAVED	4	LAWN	12	0	2	14000	RCI	2	0	07	04	03	02
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	3	0	08	02	01	01
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	1	0	08	04	01	01
PAVED	4	LAWN	12	0	2	14000	RCI	2	0	07	04	03	02
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	03	02
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	2	0	08	04	01	02
	0		0	0	0		RCI	2	0	07	01	01	01
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	01	01
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	1	0	08	01	01	01
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	1	0	08	04	03	02
PAVED	3	CURB&GUTTE	2	0	2	12000	RCI	1	0	08	04	01	01
PAVED	1	LAWN	12	0	2	14000	RCI	0	0	07	04	03	02
PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	01	01
PAVED	4	LAWN	12	0	6	15000	RCI	1	0	07	01	01	01
PAVED	5	CURB&GUTTE	2	0	6	11500	RCI	2	0	08	01	01	01
PAVED	4	LAWN	12	0	6	15000	RCI	3	0	07	01	01	01
PAVED	4	LAWN	12	0	6	15000	RCI	3	0	07	04	01	01
PAVED	5	CURB&GUTTE	2	0	6	11500	RCI	1	0	08	01	02	02
PAVED	5	CURB&GUTTE	2	0	6	11500	RCI	3	0	08	01	01	01
PAVED	5	CURB&GUTTE	2	0	6	11500	RCI	1	0	08	04	01	01

04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	24	77
04	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	88
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	09	77
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	09	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	88
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	77
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
01	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	01	77
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	77
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	25	77
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	32	88
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NOT CODED	OBSTRUCTION IN ROADWAY	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
00	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	25	77
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4

FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	04	03	02	01	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	04	03	02	01	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	1	0	1	1	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	5	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	4	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
OPER MV AGRSIVE, ERATIC, RCKLS	NOT CODED	00	00	00	00	01	1	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER BACKING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	Y	N	N	N	N	N
0	2 2	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	N	N	N	N	N	Y	N	N
0	3 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	1 6	N	Y	N	N	Y	N	N	Y	Y	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	Y
0	2 5	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	Y	N	N	Y	N	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	Y
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 4	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	Y	N	N	N	N	N	Y	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	Y	N	N	Y	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	Y	Y	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	Y	N	Y	N	N	N	N	N	N	N

26.514545	-80.0710173	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.51489	-80.0710517	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514677	-80.0707407	06/10/2018	18
26.514415	-80.072069	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514317	-80.0705804	06/10/2018	18
26.514317	-80.0705804	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.514545	-80.070864	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.514216	-80.0707942	03/04/2018	18
26.514988	-80.0711258	03/04/2018	18
26.514546	-80.0697901	03/04/2018	18
26.514415	-80.071957	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.514698	-80.0707831	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.514914	-80.0710712	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.514312	-80.0705948	03/04/2018	18
26.514545	-80.0710173	03/04/2018	18
26.514729	-80.0708388	03/04/2018	18
26.514698	-80.0707831	03/04/2018	18
26.514938	-80.0710896	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.514698	-80.0707831	03/04/2018	18
26.515009	-80.0711399	03/04/2018	18
26.514266	-80.0707143	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.51478	-80.0709193	03/04/2018	18
26.51478	-80.0709193	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.51478	-80.0709193	03/04/2018	18
26.51478	-80.0709193	03/04/2018	18
26.514266	-80.0707143	03/04/2018	18
26.514415	-80.071012	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.514289	-80.0706546	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.514988	-80.0711258	03/04/2018	18
26.514677	-80.0707402	03/04/2018	18
26.51478	-80.0709193	03/04/2018	18
26.51418	-80.0708456	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.514266	-80.0707143	03/04/2018	18
26.514295	-80.0706396	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18

757	4097370	2015	851239950	FHPL15OFF051474	1	FLORIDA HIGHWAY PATROL	04	93	08/16/2015	0130	SUNDAY	9334	0634	N
760	4106823	2015	852160390	FHPL15OFF084329	1	FLORIDA HIGHWAY PATROL	04	93	12/31/2015	2011	THURSDAY	9334	0634	N
762	4121895	2015	851395490	FHPL15OFF063492	1	FLORIDA HIGHWAY PATROL	04	93	10/06/2015	1441	TUESDAY	9334	0634	Y
776	4212828	2015	845325620	FHPL15OFF006595	1	FLORIDA HIGHWAY PATROL	04	93	02/01/2015	0435	SUNDAY	9334	0634	N
778	4224982	2015	851375120	FHPL15OFF064543	1	FLORIDA HIGHWAY PATROL	04	93	10/10/2015	1725	SATURDAY	9334	0634	Y
782	4250586	2014	821912680	14-008518	2	COUNTY SHERIFF'S OFFICE	04	93	02/20/2014	1645	THURSDAY	9334	0634	Y
786	4254696	2014	846929150	14-040215	2	COUNTY SHERIFF'S OFFICE	04	93	09/05/2014	0845	FRIDAY	9334	0634	Y
789	4258250	2014	838179190	FHPL14OFF056211	1	FLORIDA HIGHWAY PATROL	04	93	09/11/2014	1315	THURSDAY	9334	0634	Y
791	4281686	2014	846931690	14045657	2	COUNTY SHERIFF'S OFFICE	04	93	10/11/2014	1519	SATURDAY	9334	0634	Y
795	4314198	2013	821880590	13-00541	2	COUNTY SHERIFF'S OFFICE	04	93	01/04/2013	1007	FRIDAY	9334	0634	Y
798	4509624	2014	837329120	FHPL14OFF004998	1	FLORIDA HIGHWAY PATROL	04	93	01/23/2014	1656	THURSDAY	9334	0634	Y
799	4509625	2014	838009250	FHPL14OFF049967	1	FLORIDA HIGHWAY PATROL	04	93	08/15/2014	1450	FRIDAY	9334	0634	N
815	4664111	2015	836406460	FHPL15OFF064427	1	FLORIDA HIGHWAY PATROL	04	93	10/10/2015	0900	SATURDAY	9334	0634	Y
816	4665168	2015	848831200	FHPL15OFF028412	1	FLORIDA HIGHWAY PATROL	04	93	05/06/2015	1755	WEDNESDAY	9334	0634	N
227	10357799	2016	864017580	16-071802	2	COUNTY SHERIFF'S OFFICE	04	93	12/29/2016	1535	THURSDAY	9334	0634	Y
228	10357804	2016	863993910	16-20798	2	COUNTY SHERIFF'S OFFICE	04	93	04/12/2016	2141	TUESDAY	9334	0634	Y
229	10359344	2016	864006300	16048818	2	COUNTY SHERIFF'S OFFICE	04	93	09/02/2016	1620	FRIDAY	9334	0634	Y
241	10381221	2016	863995600	16-025739	2	COUNTY SHERIFF'S OFFICE	04	93	05/07/2016	0344	SATURDAY	9334	0634	Y
269	10427581	2016	863998790	16-32586	2	COUNTY SHERIFF'S OFFICE	04	93	06/11/2016	1305	SATURDAY	9334	0634	Y
274	10429706	2016	864005890	16047961	2	COUNTY SHERIFF'S OFFICE	04	93	08/29/2016	1252	MONDAY	9334	0634	Y
276	10431788	2016	864001200	16-038383	2	COUNTY SHERIFF'S OFFICE	04	93	07/11/2016	1635	MONDAY	9334	0634	Y
286	10435025	2016	864004510	16044631	2	COUNTY SHERIFF'S OFFICE	04	93	08/13/2016	1702	SATURDAY	9334	0634	Y
323	10572396	2016	861311340	16-8091	2	COUNTY SHERIFF'S OFFICE	04	93	02/11/2016	1545	THURSDAY	9334	0634	Y
325	10574352	2016	861309350	16-004523	2	COUNTY SHERIFF'S OFFICE	04	93	01/26/2016	0449	TUESDAY	9334	0634	Y
360	10602754	2017	815329850	17065970	2	COUNTY SHERIFF'S OFFICE	04	93	11/15/2017	1225	WEDNESDAY	9334	0634	Y
363	10602957	2017	815326900	17059811	2	COUNTY SHERIFF'S OFFICE	04	93	10/17/2017	1309	TUESDAY	9334	0634	Y
413	10627416	2017	869264540	17022259	2	COUNTY SHERIFF'S OFFICE	04	93	04/20/2017	1045	THURSDAY	9334	0634	Y
416	10627850	2017	869267990	17-32446	2	COUNTY SHERIFF'S OFFICE	04	93	06/11/2017	1434	SUNDAY	9334	0634	Y
430	10661380	2017	815329240	17-065406	2	COUNTY SHERIFF'S OFFICE	04	93	11/12/2017	1127	SUNDAY	9334	0634	Y
431	10661389	2017	815332970	17-072137	2	COUNTY SHERIFF'S OFFICE	04	93	12/14/2017	0756	THURSDAY	9334	0634	Y
432	10661454	2017	815326080	17-057949	2	COUNTY SHERIFF'S OFFICE	04	93	10/08/2017	0929	SUNDAY	9334	0634	Y
468	10704772	2017	869263550	17-023586	2	COUNTY SHERIFF'S OFFICE	04	93	04/26/2017	1650	WEDNESDAY	9334	0634	Y
524	3321727	2013	821885960	13-12255	2	COUNTY SHERIFF'S OFFICE	04	93	03/13/2013	1847	WEDNESDAY	9334	0634	Y
549	3400987	2013	821882110	13-004081	2	COUNTY SHERIFF'S OFFICE	04	93	01/26/2013	0442	SATURDAY	9334	0634	Y
552	3402367	2013	821883320	13-007032	2	COUNTY SHERIFF'S OFFICE	04	93	02/11/2013	1959	MONDAY	9334	0634	Y
559	3414686	2013	821885250	13-0010892	2	COUNTY SHERIFF'S OFFICE	04	93	03/06/2013	0837	WEDNESDAY	9334	0634	Y
563	3414975	2013	821885890	13-012116	2	COUNTY SHERIFF'S OFFICE	04	93	03/13/2013	0828	WEDNESDAY	9334	0634	Y
600	3527915	2014	856828860	14-55404	2	COUNTY SHERIFF'S OFFICE	04	93	12/17/2014	1803	WEDNESDAY	9334	0634	Y
627	3607286	2014	846931500	14-45210	2	COUNTY SHERIFF'S OFFICE	04	93	10/08/2014	1736	WEDNESDAY	9334	0634	Y
707	3909716	2015	856831000	15002185	2	COUNTY SHERIFF'S OFFICE	04	93	01/16/2015	1854	FRIDAY	9334	0634	Y
709	3910467	2015	856830690	15-01701	2	COUNTY SHERIFF'S OFFICE	04	93	01/13/2015	1432	TUESDAY	9334	0634	Y
711	3915131	2015	856832090	15004209	2	COUNTY SHERIFF'S OFFICE	04	93	01/30/2015	1717	FRIDAY	9334	0634	Y
727	3975199	2015	861303100	15-56363	2	COUNTY SHERIFF'S OFFICE	04	93	11/21/2015	1800	SATURDAY	9334	0634	Y
733	3990783	2015	861293030	15033627	2	COUNTY SHERIFF'S OFFICE	04	93	07/24/2015	1501	FRIDAY	9334	0634	Y
224	10337090	2016	864003510	16042782	2	COUNTY SHERIFF'S OFFICE	04	93	08/03/2016	1736	WEDNESDAY	9334	0634	Y
230	10369729	2016	864006900	16050533	2	COUNTY SHERIFF'S OFFICE	04	93	09/11/2016	1953	SUNDAY	9334	0634	Y
271	10428903	2016	864012570	16-63407	2	COUNTY SHERIFF'S OFFICE	04	93	11/13/2016	0941	SUNDAY	9334	0634	Y
272	10428996	2016	864006060	16-47534	2	COUNTY SHERIFF'S OFFICE	04	93	08/27/2016	1544	SATURDAY	9334	0634	Y
275	10430139	2016	863999990	16035034	2	COUNTY SHERIFF'S OFFICE	04	93	06/23/2016	1423	THURSDAY	9334	0634	Y
278	10432105	2016	864014850	16067090	2	COUNTY SHERIFF'S OFFICE	04	93	12/02/2016	1155	FRIDAY	9334	0634	Y
281	10433759	2016	864008350	16053614	2	COUNTY SHERIFF'S OFFICE	04	93	09/26/2016	2330	MONDAY	9334	0634	Y
287	10458344	2016	864006660	16-049937	2	COUNTY SHERIFF'S OFFICE	04	93	09/08/2016	1205	THURSDAY	9334	0634	Y
288	10458495	2016	864011920	16061664	2	COUNTY SHERIFF'S OFFICE	04	93	11/06/2016	1051	SUNDAY	9334	0634	Y
298	10512988	2016	864014140	16-66862	2	COUNTY SHERIFF'S OFFICE	04	93	12/01/2016	0819	THURSDAY	9334	0634	Y
324	10572803	2016	861309600	16004819	2	COUNTY SHERIFF'S OFFICE	04	93	01/27/2016	1610	WEDNESDAY	9334	0634	Y
359	10601849	2017	815328230	17-063082	2	COUNTY SHERIFF'S OFFICE	04	93	11/01/2017	1522	WEDNESDAY	9334	0634	Y
361	10602824	2017	815326480	17059059	2	COUNTY SHERIFF'S OFFICE	04	93	10/13/2017	1700	FRIDAY	9334	0634	Y
364	10602958	2017	815326910	17-059814	2	COUNTY SHERIFF'S OFFICE	04	93	10/17/2017	1333	TUESDAY	9334	0634	Y

I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	01	01		0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	01	01	01	02		0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	14	01	03	01		0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	E	07	01	14	02	02	01		0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	H	N	07	01	14	04	01	01		0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	E	07	05	01	01	01	01		0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	0	07	05	01	01	01	01		0
I 95	WOOLBRIGHT	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	01	01	01		0
SR 9	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	E	07	05	01	01	01	01		0
I 95	WOOLBRIGHT RD	93220026	0 04398	SR 9	I 95	R	X	E	07	05	01	01	01	01		0
I 95	WOOLBRIGHT RD	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	77	01		0
I 95	WOOLBRIGHT RD	93220028	0 04707	SR 9	I 95	R	X	N	07	01	01	02	01	01		0
I 95	WOOLBRIGHT RD	93220028	0 04402	SR 9	I 95	R	X	N	07	01	14	03	01	02		0
I 95	WOOLBRIGHT	93220026	0 04700	SR 9	I 95	R	X	N	07	01	14	01	01	01		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			R	1	0		05	01	01	01	03		0
WOOLBRIGHT RD	SW 2ND ST	93021500	0			I	M	E		05	02	01	03	03		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	1	E		05	01	01	01	01		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	1	E		05	01	01	01	03		0
W WOOLBRIGHT RD	SW 1ST ST	93021500	0			M	T	E		05	01	01	01	03		0
WOOLBRIGHT RD	SW 1ST ST	93021500	0			I	M	E		05	01	01	01	01		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			L	2	W		05	01	01	01	01		0
W WOOLBRIGHT RD	SW 1ST ST	93021500	0			R	2	E		05	01	01	01	01		0
W WOOLBRIGHT RD	W WOOLBRIGHT RD	93021500	0			L	2	W		05	01	01	01	01		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			L	1	E		05	01	01	01	01		0
WOOLBRIGHT RD	SW 1ST ST	93021500	0			I	M	N		05	02	01	03	01		0
W WOOLBRIGHT RD	SW 1ST ST	93021500	0			M	T	E		05	03	01	03	03		0
W WOOLBRIGHT RD	SW 2ND ST	93021500	0			L	L	W		05	03	01	01	03		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			L	S	W		05	04	01	01	03		0
WOOLBRIGHT RD	SW 2ND ST	93021500	0			L	2	W		05	03	01	01	03		0
W WOOLBRIGHT RD		93021500	0			I	M	N		05	03	01	03	03		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			R	1	E		05	18	01	01	03		0
W WOOLBRIGHT RD	SW 1ST ST	93021500	0			R	2	E		05	18	01	01	03		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	2	E		05	01	01	01	01		0
W WOOLBRIGHT RD	SW 1ST ST	93021500	0			L	1	N		05	01	01	03	01		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	L	E		05	01	01	01	01		0
W WOOLBRIGHT RD	SEACREST BLVD	93021500	0			L	2	W		05	01	01	01	01		0
W WOOLBRIGHT RD	SW 2ND ST	93021500	0			R	T	E		05	01	01	01	03		0
W WOOLBRIGHT RD	SW 2ND ST	93021500	0			R	L	E		05	01	01	01	03		0
W WOOLBRIGHT RD	W WOOLBRIGHT RD	93021500	0			L	2	0		05	01	01	01	01		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	2	E		05	01	01	01	01		0
SW 1ST ST	WOOLBRIGHT RD	93A17054	0			L	1	0		05	01	01	03	03		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	1	E		05	01	01	01	01		0
W WOOLBRIGHT RD		93021500	0			L	1	W		05	01	01	03	03		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			L	2	W		05	01	01	01	03		0
SEACREST BLVD	WOOLBRIGHT RD	93512500	0			L	L	E		05	01	01	02	01		0
S SEACREST BLVD	E WOOLBRIGHT RD	93512500	0			I	M	W		05	01	01	02	01		0
S SEACREST BLVD	W WOOLBRIGHT RD	93512500	0			I	M	E		05	01	01	02	01		0
E WOOLBRIGHT RD	SEACREST BLVD	93021500	0			L	1	E		05	01	01	02	01		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			R	3	E		05	01	01	01	01		0
S SEACREST BLVD	WOOLBRIGHT RD	93512500	0			L	L	W		05	01	01	01	01		0
S SEACREST BLVD	WOOLBRIGHT RD	93512500	0			L	1	S		05	01	01	02	01		0
S SEACREST BLVD	WOOLBRIGHT RD	93512500	0			L	2	S		05	01	01	01	01		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			I	M	N		05	01	01	02	01		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			R	2	E		05	01	01	01	03		0
WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			L	L	S		05	01	01	01	01		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			L	C	0		05	03	01	01	03		0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0			I	M	0		05	02	01	02	01		0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0			I	M	E		05	02	01	02	03		0

	PAVED	5	CURB&GUTTE	2	0	6	11500	RCI	1	1	08	04	02	02
	PAVED	4	LAWN	12	0	6	15000	RCI	2	0	07	04	01	01
	PAVED	4	LAWN	12	0	6	15000	RCI	1	0	07	01	01	01
	PAVED	4	LAWN	12	0	6	15000	RCI	1	0	07	04	01	01
	PAVED	4	LAWN	12	0	6	15000	RCI	1	0	07	01	01	01
	PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	01	01
	PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	01	01
	PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	02	01
	PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	01	01
	PAVED	3	CURB&GUTTE	2	0	5	11500	RCI	1	3	08	01	01	01
	PAVED	5	LAWN	7	0	2	12000	RCI	2	0	08	01	01	01
	PAVED	4	LAWN	12	0	2	14000	RCI	1	0	07	01	03	02
	PAVED	4	LAWN	12	0	6	15000	RCI	0	0	07	01	01	01
	PAVED	5	LAWN	12	0	6	11500	RCI	1	0	08	01	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
19		0		0	0	0		RCI	5	0	02	04	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	04	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	04	01	01
		0		0	0	0		RCI	2	0	02	01	01	01
		0		0	0	0		RCI	1	0	03	01	01	01
		0		0	0	0		RCI	2	0	03	01	01	01
		0		0	0	0		RCI	1	0	04	01	01	01
		0		0	0	0		RCI	1	0	03	01	01	01
		0		0	0	0		RCI	1	0	03	01	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	3	0	01	05	01	01
		0		0	0	0		RCI	2	0	01	04	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	04	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	04	02	01
		0		0	0	0		RCI	1	0	01	01	02	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	01	03	02
		0		0	0	0		RCI	1	0	01	01	02	02
		0		0	0	0		RCI	1	0	03	01	01	01
		0		0	0	0		RCI	2	0	01	04	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	2	0	02	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	04	03	02
		0		0	0	0		RCI	1	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	2	0	01	01	01	01
		0		0	0	0		RCI	1	0	01	01	03	02
		0		0	0	0		RCI	3	0	03	01	01	01
		0		0	0	0		RCI	1	0	02	01	01	01
		0		0	0	0		RCI	1	0	02	01	01	01

05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	39	77
05	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	34	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	YIELD SIGN	YIELD SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	NO CONTROLS	NOT CODED	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	32	77
04	YIELD SIGN	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	09	77
05	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	UNKNOWN	UNKNOWN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	STOP SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	STOP SIGN	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	10	88
00	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	6

OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	0	0	0	0	3
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	FOLLOWED TOO CLOSELY	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	0
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	1	0	0	3
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	04	01	02	01	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	5	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
WRONG SIDE OF WRONG WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NOT CODED	00	00	00	00	01	1	0	0	1	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	0	0	0	0	1

0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 2	N	Y	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	Y	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	1 0	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	Y	N	Y	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	Y	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 6	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	Y	N	N	Y	N	N	N	N	N
0	3 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	Y	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 7	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	Y	N	N	N	N	N
0	2 3	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	Y	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	Y	Y	N	N	Y	N	N	N	N	N

26.514266	-80.0707143	03/04/2018	18
26.51489	-80.0710514	03/04/2018	18
26.51487	-80.0710275	03/04/2018	18
26.51478	-80.0709193	03/04/2018	18
26.514651	-80.0706817	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.514712	-80.0708116	03/04/2018	18
26.514643	-80.0706504	03/04/2018	18
26.514317	-80.0705804	03/04/2018	18
26.513975	-80.0710512	03/04/2018	18
26.514799	-80.070944	03/04/2018	18
26.514655	-80.0706973	03/04/2018	18
26.513735	-80.0712032	03/04/2018	18
26.514515	-80.068276	06/10/2018	19
26.514515	-80.0678473	06/10/2018	19
26.514535	-80.065368	06/10/2018	19
26.514535	-80.065368	06/10/2018	19
26.514535	-80.065648	06/10/2018	19
26.514535	-80.0658773	06/10/2018	19
26.514535	-80.065615	06/10/2018	19
26.514535	-80.065263	06/10/2018	19
26.514565	-80.0686881	06/10/2018	19
26.514534	-80.065983	06/10/2018	19
26.514535	-80.065879	06/10/2018	19
26.514534	-80.066001	06/10/2018	19
26.514515	-80.068152	06/10/2018	19
26.514535	-80.065368	06/10/2018	19
26.514564	-80.068759	06/10/2018	19
26.514525	-80.067197	06/10/2018	19
26.514527	-80.066901	06/10/2018	19
26.514531	-80.066414	06/10/2018	19
26.51452	-80.067515	03/04/2018	19
26.514535	-80.065891	03/04/2018	19
26.514515	-80.068261	03/04/2018	19
26.514527	-80.066901	03/04/2018	19
26.514516	-80.067789	03/04/2018	19
26.514515	-80.067972	03/04/2018	19
26.514535	-80.065232	03/04/2018	19
26.514523	-80.067361	03/04/2018	19
26.514564	-80.0658773	03/04/2018	19
26.514488	-80.068427	03/04/2018	19
26.514525	-80.067197	03/04/2018	19
26.514535	-80.065368	03/04/2018	19
26.514811	-80.0638431	06/10/2018	20
26.514535	-80.0638373	06/10/2018	20
26.514535	-80.0638373	06/10/2018	20
26.514535	-80.06353	06/10/2018	20
26.514535	-80.064754	06/10/2018	20
26.514672	-80.0638402	06/10/2018	20
26.51456	-80.0638379	06/10/2018	20
26.514574	-80.0638381	06/10/2018	20
26.514535	-80.0638373	06/10/2018	20
26.514535	-80.064754	06/10/2018	20
26.514535	-80.063376	06/10/2018	20
26.514535	-80.063822	06/10/2018	20
26.514535	-80.063838	06/10/2018	20
26.514535	-80.0638373	06/10/2018	20

365	10602961	2017	815326950	17059804	2	COUNTY SHERIFF'S OFFICE	04	93	10/17/2017	1258	TUESDAY	9334	0634	Y
368	10603032	2017	815318620	17-039210	2	COUNTY SHERIFF'S OFFICE	04	93	07/12/2017	0711	WEDNESDAY	9334	0634	Y
371	10603236	2017	815319240	17-40879	2	COUNTY SHERIFF'S OFFICE	04	93	07/19/2017	1331	WEDNESDAY	9334	0634	Y
406	10625240	2017	869257090	17008770	2	COUNTY SHERIFF'S OFFICE	04	93	02/16/2017	2128	THURSDAY	9334	0634	Y
410	10627297	2017	869257270	17-009084	2	COUNTY SHERIFF'S OFFICE	04	93	02/18/2017	1141	SATURDAY	9334	0634	Y
412	10627410	2017	869261180	17018056	2	COUNTY SHERIFF'S OFFICE	04	93	03/31/2017	1440	FRIDAY	9334	0634	Y
415	10627676	2017	869262590	17020863	2	COUNTY SHERIFF'S OFFICE	04	93	04/13/2017	1805	THURSDAY	9334	0634	Y
419	10628515	2017	869261570	17019158	2	COUNTY SHERIFF'S OFFICE	04	93	04/05/2017	1641	WEDNESDAY	9334	0634	Y
421	10628861	2017	869261230	17-18193	2	COUNTY SHERIFF'S OFFICE	04	93	04/01/2017	0947	SATURDAY	9334	0634	Y
429	10661351	2017	815325910	17057202	2	COUNTY SHERIFF'S OFFICE	04	93	10/04/2017	2039	WEDNESDAY	9334	0634	Y
433	10661457	2017	815326150	17058153	2	COUNTY SHERIFF'S OFFICE	04	93	10/09/2017	0815	MONDAY	9334	0634	Y
435	10661811	2017	815329000	17064875	2	COUNTY SHERIFF'S OFFICE	04	93	11/09/2017	2225	THURSDAY	9334	0634	Y
437	10662709	2017	815327230	17-60378	2	COUNTY SHERIFF'S OFFICE	04	93	10/20/2017	0730	FRIDAY	9334	0634	Y
438	10662714	2017	815330780	17069136	2	COUNTY SHERIFF'S OFFICE	04	93	12/01/2017	1100	FRIDAY	9334	0634	Y
469	10706215	2017	815323030	17050536	2	COUNTY SHERIFF'S OFFICE	04	93	08/31/2017	1819	THURSDAY	9334	0634	Y
493	10719494	2017	864018460	17-000237	2	COUNTY SHERIFF'S OFFICE	04	93	01/02/2017	1254	MONDAY	9334	0634	Y
496	10720029	2017	864018220	17000923	2	COUNTY SHERIFF'S OFFICE	04	93	01/06/2017	0846	FRIDAY	9334	0634	Y
526	3330683	2013	821890180	13-020976	2	COUNTY SHERIFF'S OFFICE	04	93	05/03/2013	1203	FRIDAY	9334	0634	Y
537	3367531	2013	821907000	13-062018	2	COUNTY SHERIFF'S OFFICE	04	93	12/17/2013	0727	TUESDAY	9334	0634	Y
542	3400335	2013	821889210	13-019088	2	COUNTY SHERIFF'S OFFICE	04	93	04/22/2013	1100	MONDAY	9334	0634	Y
546	3400846	2013	821885610	13-011486	2	COUNTY SHERIFF'S OFFICE	04	93	03/09/2013	1427	SATURDAY	9334	0634	Y
551	3401935	2013	821905400	13-058793	2	COUNTY SHERIFF'S OFFICE	04	93	11/27/2013	1708	WEDNESDAY	9334	0634	Y
554	3406679	2013	821887820	13-016065	2	COUNTY SHERIFF'S OFFICE	04	93	04/04/2013	1410	THURSDAY	9334	0634	Y
557	3413678	2013	821892950	13-027433	2	COUNTY SHERIFF'S OFFICE	04	93	06/10/2013	0745	MONDAY	9334	0634	Y
566	3415655	2013	821891170	13-23138	2	COUNTY SHERIFF'S OFFICE	04	93	05/15/2013	1613	WEDNESDAY	9334	0634	Y
598	3524949	2014	821910060	14-002918	2	COUNTY SHERIFF'S OFFICE	04	93	01/18/2014	1449	SATURDAY	9334	0634	Y
621	3603054	2014	846931870	14-046046	2	COUNTY SHERIFF'S OFFICE	04	93	10/14/2014	0907	TUESDAY	9334	0634	Y
633	3614230	2014	846928650	14038785	2	COUNTY SHERIFF'S OFFICE	04	93	08/28/2014	1001	THURSDAY	9334	0634	Y
634	3617646	2014	846930860	14-43855	2	COUNTY SHERIFF'S OFFICE	04	93	09/29/2014	1945	MONDAY	9334	0634	Y
643	3627096	2014	846921680	14023891	2	COUNTY SHERIFF'S OFFICE	04	93	05/24/2014	1421	SATURDAY	9334	0634	Y
653	3659489	2014	846928000	14-037156	2	COUNTY SHERIFF'S OFFICE	04	93	08/17/2014	2117	SUNDAY	9334	0634	Y
655	3677713	2014	846919330	14018951	2	COUNTY SHERIFF'S OFFICE	04	93	04/24/2014	1348	THURSDAY	9334	0634	Y
660	3701740	2014	856827690	14-054256	2	COUNTY SHERIFF'S OFFICE	04	93	12/09/2014	1327	TUESDAY	9334	0634	Y
675	3790247	2014	846925500	14-031736	2	COUNTY SHERIFF'S OFFICE	04	93	07/13/2014	2253	SUNDAY	9334	0634	Y
676	3796470	2014	846931620	14-045538	2	COUNTY SHERIFF'S OFFICE	04	93	10/10/2014	1920	FRIDAY	9334	0634	Y
708	3910341	2015	856843880	15026275	2	COUNTY SHERIFF'S OFFICE	04	93	06/12/2015	1952	FRIDAY	9334	0634	Y
713	3915956	2015	856846320	15031318	2	COUNTY SHERIFF'S OFFICE	04	93	07/11/2015	1758	SATURDAY	9334	0634	Y
716	3925128	2015	856833570	15-006712	2	COUNTY SHERIFF'S OFFICE	04	93	02/16/2015	1853	MONDAY	9334	0634	Y
719	3948813	2015	861301540	15052901	2	COUNTY SHERIFF'S OFFICE	04	93	11/03/2015	1151	TUESDAY	9334	0634	Y
721	3956363	2015	861301190	15052207	2	COUNTY SHERIFF'S OFFICE	04	93	10/30/2015	1224	FRIDAY	9334	0634	Y
722	3962164	2015	861298470	15-45714	2	COUNTY SHERIFF'S OFFICE	04	93	09/25/2015	1451	FRIDAY	9334	0634	Y
744	4041139	2015	861303620	15-57297	2	COUNTY SHERIFF'S OFFICE	04	93	11/27/2015	1752	FRIDAY	9334	0634	Y
768	4175948	2015	861296280	15040497	2	COUNTY SHERIFF'S OFFICE	04	93	08/31/2015	1603	MONDAY	9334	0634	Y
783	4252411	2013	821891600	13-24171	2	COUNTY SHERIFF'S OFFICE	04	93	05/21/2013	1859	TUESDAY	9334	0634	Y
805	4597550	2015	861302580	15-055230	2	COUNTY SHERIFF'S OFFICE	04	93	11/15/2015	1909	SUNDAY	9334	0634	Y
808	4636087	2015	856841720	15021379	2	COUNTY SHERIFF'S OFFICE	04	93	05/14/2015	1721	THURSDAY	9334	0634	Y
817	4665811	2015	856840710	15-18537	2	COUNTY SHERIFF'S OFFICE	04	93	04/28/2015	1516	TUESDAY	9334	0634	Y
818	4680660	2013	821898990	13-042332	2	COUNTY SHERIFF'S OFFICE	04	93	08/27/2013	1036	TUESDAY	9334	0634	Y
827	10370604	2016	863989410	16-013004	2	COUNTY SHERIFF'S OFFICE	04	93	03/05/2016	2225	SATURDAY	9334	0634	Y
828	10371071	2016	864001000	16038092	2	COUNTY SHERIFF'S OFFICE	04	93	07/09/2016	2237	SATURDAY	9334	0634	Y
832	10389459	2016	861311560	16-008403	2	COUNTY SHERIFF'S OFFICE	04	93	02/13/2016	0112	SATURDAY	9334	0634	Y
839	10428269	2016	863992540	16-018343	2	COUNTY SHERIFF'S OFFICE	04	93	04/01/2016	0025	FRIDAY	9334	0634	Y
841	10428471	2016	863991510	16016846	2	COUNTY SHERIFF'S OFFICE	04	93	03/24/2016	1642	THURSDAY	9334	0634	Y
860	10523502	2016	864009530	16056287	2	COUNTY SHERIFF'S OFFICE	04	93	10/10/2016	1630	MONDAY	9334	0634	Y
861	10524414	2016	864001010	16-038096	2	COUNTY SHERIFF'S OFFICE	04	93	07/09/2016	2314	SATURDAY	9334	0634	Y
867	10570828	2016	861307590	16-000894	2	COUNTY SHERIFF'S OFFICE	04	93	01/06/2016	1528	WEDNESDAY	9334	0634	Y
872	10603053	2017	815330500	17068375	2	COUNTY SHERIFF'S OFFICE	04	93	11/27/2017	2155	MONDAY	9334	0634	Y
892	10627847	2017	869264420	17025358	2	COUNTY SHERIFF'S OFFICE	04	93	05/05/2017	1722	FRIDAY	9334	0634	Y

SEACREST BLVD	WOOLBRIGHT RD	93512500	0	I	M	W	05	02	01	02	01	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	2	E	05	18	01	01	03	0
W WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	2	E	05	18	01	01	01	0
E WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	2	W	05	02	01	01	03	0
S SEACREST BLVD	E WOOLBRIGHT RD	93512500	0	L	1	0	05	01	01	02	01	0
WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	W	05	03	01	02	01	0
S SEACREST BLVD	WOOLBRIGHT RD	93512500	0	L	S	S	05	18	01	02	01	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	L	U	W	05	18	01	02	01	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	W	04	02	01	02	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	2	W	05	18	01	01	03	0
SEACREST BLVD	WOOLBRIGHT RD	93512500	0	L	L	0	05	18	01	01	01	0
S SEACREST BLVD	E WOOLBRIGHT RD	93512500	0	R	1	S	05	04	01	01	03	0
S SEACREST BLVD	WOOLBRIGHT RD	93512500	0	L	L	E	05	04	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	U	0	05	03	01	02	01	0
W WOOLBRIGHT RD	SEACREST BLVD	93021500	0	I	M	W	05	02	01	02	01	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	S	05	01	01	02	01	0
E WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	L	0	05	01	01	02	01	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	2	E	05	01	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	U	0	05	01	01	01	03	0
WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	L	W	05	01	01	01	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	L	1	S	05	01	01	01	01	0
SE 14TH AVE	S SEACREST BLVD	93A17207	0	R	S	E	05	01	02	02	01	0
WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	E	05	02	01	02	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	1	E	05	01	01	01	01	0
E WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	1	S	05	01	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	1	E	05	01	01	01	01	0
E WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	2	S	05	01	01	01	01	0
E WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	L	E	05	01	01	01	01	0
SEACREST BLVD	WOOLBRIGHT RD	93512501	2	I	M	E	05	01	01	02	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	E	05	01	01	02	01	0
S SEACREST BLVD	WOOLBRIGHT RD	93512500	0	R	2	0	05	01	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	E	05	01	01	02	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	2	E	05	01	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	S	S	05	01	01	02	01	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	W	05	01	01	02	03	0
WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	2	W	05	01	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	1	E	05	01	01	01	03	0
S SEACREST BLVD	WOOLBRIGHT RD	93512501	2	I	M	E	05	01	01	02	01	0
S SEACREST BLVD	E WOOLBRIGHT RD	93512500	0	R	2	S	05	01	01	01	01	0
W WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	L	E	05	01	01	02	03	0
S SEACREST BLVD	E WOOLBRIGHT RD	93512501	2	R	S	S	05	01	02	01	01	0
S SEACREST BLVD	W WOOLBRIGHT RD	93512501	2	I	M	N	05	01	01	02	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	I	M	W	05	01	01	02	03	0
S SEACREST BLVD	W WOOLBRIGHT RD	93512501	2	L	2	S	05	03	01	02	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	I	M	E	05	01	01	02	01	0
E WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	I	M	S	05	01	01	02	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	2	W	05	01	01	01	03	0
WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	2	E	05	01	01	01	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0	R	2	E	05	01	01	01	01	0
SEACREST BLVD	WOOLBRIGHT RD	93512501	2	I	M	E	05	01	01	01	01	0
SEACREST BLVD	WOOLBRIGHT RD	93512501	2	R	L	N	05	01	01	01	03	0
SEACREST BLVD	WOOLBRIGHT RD	93512501	2	I	M	E	05	01	01	02	03	0
S SEACREST BLVD	WOOLBRIGHT RD	93512501	2	R	S	N	05	01	02	01	01	0
S SEACREST BLVD	WOOLBRIGHT RD	93512501	2	I	M	N	05	01	01	02	01	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	1	E	05	01	01	02	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	2	E	05	01	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	L	1	E	05	04	01	01	03	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0	R	2	E	05	03	01	01	03	0

0	0	0	0	RCI	1	0	02	01	01	01
0	0	0	0	RCI	1	0	01	01	03	02
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	02	04	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	03	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	02	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	1	0	01	01	01	02
0	0	0	0	RCI	3	0	04	04	01	01
0	0	0	0	RCI	1	0	04	01	01	01
0	0	0	0	RCI	1	0	03	01	01	01
0	0	0	0	RCI	1	0	02	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	02	01	02	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	02	02
0	0	0	0	RCI	2	0	01	04	03	02
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	3	0	01	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	3	0	01	04	01	01
0	0	0	0	RCI	2	0	01	02	02	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	2	0	01	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	2	03	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	4	0	01	01	01	01
0	0	0	0	RCI	1	0	01	01	03	02
0	0	0	0	RCI	1	0	01	01	02	02
0	0	0	0	RCI	1	1	01	04	02	01
0	0	0	0	RCI	3	0	01	04	01	01
0	0	0	0	RCI	1	1	01	04	01	01
0	0	0	0	RCI	2	2	01	04	01	01
0	0	0	0	RCI	2	0	01	01	03	02
0	0	0	0	RCI	1	0	01	01	01	01
0	0	0	0	RCI	1	0	01	04	01	01
0	0	0	0	RCI	2	0	01	01	02	02
0	0	0	0	RCI	4	0	04	04	01	01
0	0	0	0	RCI	2	0	03	01	01	02

01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
02	NO CONTROLS	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	OTHER (SEE NARRATIVE)	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	UNKNOWN	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
01	STOP SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
02	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	SCHOOL ZONE SIGN/DEVICE	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	32	88
03	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN OFF ROADWAY	NO CONTRIBUTING ACTION	00	00	00	00	01	4	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER BACKING	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	4
OPER MV AGRSIVE, ERATIC, RCKLS	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	OTHER CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
IMPROPER BACKING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	3
RAN OFF ROADWAY	NOT CODED	00	00	00	00	01	1	0	0	0	1
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	1	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2

0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	3 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 6	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	Y	N	N	N	N	N	N
0	5 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	Y	N	Y	N	N	Y	N	N
0	2 5	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	Y	N	N
0	2 4	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 5	N	N	N	Y	Y	N	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	N	N	N	N	N	N	N	N	Y
0	2 2	N	N	N	Y	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
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0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N

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26.514535	-80.064754	06/10/2018	20
26.514535	-80.064754	06/10/2018	20
26.514535	-80.063807	06/10/2018	20
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26.514811	-80.0638431	06/10/2018	20
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26.514535	-80.063838	06/10/2018	20
26.514535	-80.063838	06/10/2018	20
26.514535	-80.06353	06/10/2018	20
26.514535	-80.064454	03/04/2018	20
26.514535	-80.064069	03/04/2018	20
26.514535	-80.063807	03/04/2018	20
26.514535	-80.063222	03/04/2018	20
26.515355	-80.0638573	03/04/2018	20
26.514535	-80.0638373	03/04/2018	20
26.514535	-80.063899	03/04/2018	20
26.514535	-80.063256	03/04/2018	20
26.514535	-80.063992	03/04/2018	20
26.514535	-80.063376	03/04/2018	20
26.514535	-80.063684	03/04/2018	20
26.514532	-80.0638373	03/04/2018	20
26.514535	-80.063838	03/04/2018	20
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26.514535	-80.063838	03/04/2018	20
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26.514535	-80.063838	03/04/2018	20
26.514535	-80.063684	03/04/2018	20
26.514535	-80.063884	03/04/2018	20
26.514532	-80.0638373	03/04/2018	20
26.515088	-80.0638512	03/04/2018	20
26.514535	-80.063992	03/04/2018	20
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26.514535	-80.0638373	03/04/2018	20
26.514535	-80.0638373	03/04/2018	20
26.514535	-80.064454	03/04/2018	20
26.514535	-80.063915	03/04/2018	20
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26.514535	-80.064038	06/10/2018	20
26.514535	-80.064454	06/10/2018	20
26.514535	-80.064146	06/10/2018	20
26.514535	-80.064146	06/10/2018	20

893	10627972	2017	869268130	17-32632	2	COUNTY SHERIFF'S OFFICE	04	93	06/12/2017	1314	MONDAY	9334	0634	Y
895	10628810	2017	869259000	17-012660	2	COUNTY SHERIFF'S OFFICE	04	93	03/06/2017	1543	MONDAY	9334	0634	Y
910	10706352	2017	815320290	17044052	2	COUNTY SHERIFF'S OFFICE	04	93	08/01/2017	1628	TUESDAY	9334	0634	Y
299	10524429	2016	863997440	16029533	2	COUNTY SHERIFF'S OFFICE	04	93	05/26/2016	1752	THURSDAY	9334	0634	Y
420	10628684	2017	869255420	17005615	2	COUNTY SHERIFF'S OFFICE	04	93	01/31/2017	1727	TUESDAY	9334	0634	Y
422	10628938	2017	869266380	17027291	2	COUNTY SHERIFF'S OFFICE	04	93	05/15/2017	2046	MONDAY	9334	0634	Y
588	3492457	2013	821884990	13-10287	2	COUNTY SHERIFF'S OFFICE	04	93	03/02/2013	1226	SATURDAY	9334	0634	Y
690	3830320	2014	846924830	14-030258	2	COUNTY SHERIFF'S OFFICE	04	93	07/04/2014	0357	FRIDAY	9334	0634	Y
732	3990753	2015	861299580	15-45633	2	COUNTY SHERIFF'S OFFICE	04	93	09/25/2015	0704	FRIDAY	9334	0634	Y
769	4175977	2015	861305490	15-060772	2	COUNTY SHERIFF'S OFFICE	04	93	12/17/2015	2005	THURSDAY	9334	0634	Y
833	10390080	2016	861309390	16-004535	2	COUNTY SHERIFF'S OFFICE	04	93	01/26/2016	0743	TUESDAY	9334	0634	Y
859	10523478	2016	864012080	16-62247	2	COUNTY SHERIFF'S OFFICE	04	93	11/08/2016	0850	TUESDAY	9334	0634	Y
876	10603337	2017	815320960	17045772	2	COUNTY SHERIFF'S OFFICE	04	93	08/09/2017	1155	WEDNESDAY	9334	0634	Y
890	10627586	2017	869258880	17012306	2	COUNTY SHERIFF'S OFFICE	04	93	03/04/2017	2020	SATURDAY	9334	0634	Y
222	10335197	2016	864000730	16037514	2	COUNTY SHERIFF'S OFFICE	04	93	07/06/2016	2120	WEDNESDAY	9334	0634	Y
225	10337091	2016	864003540	16-42918	2	COUNTY SHERIFF'S OFFICE	04	93	08/04/2016	1144	THURSDAY	9334	0634	Y
226	10337096	2016	864007030	16050983	2	COUNTY SHERIFF'S OFFICE	04	93	09/14/2016	0749	WEDNESDAY	9334	0634	Y
242	10383728	2016	863994040	16022130	2	COUNTY SHERIFF'S OFFICE	04	93	04/19/2016	1010	TUESDAY	9334	0634	Y
255	10391274	2016	864008290	16-51434	2	COUNTY SHERIFF'S OFFICE	04	93	09/16/2016	1204	FRIDAY	9334	0634	Y
273	10429235	2016	863988880	16012021	2	COUNTY SHERIFF'S OFFICE	04	93	03/01/2016	1456	TUESDAY	9334	0634	Y
277	10431949	2016	864008200	16-053408	2	COUNTY SHERIFF'S OFFICE	04	93	09/26/2016	2320	MONDAY	9334	0634	Y
283	10433918	2016	864011790	16061556	2	COUNTY SHERIFF'S OFFICE	04	93	11/04/2016	1742	FRIDAY	9334	0634	Y
284	10433923	2016	864015210	16-068599	2	COUNTY SHERIFF'S OFFICE	04	93	12/10/2016	1333	SATURDAY	9334	0634	Y
285	10434861	2016	863990530	16-014939	2	COUNTY SHERIFF'S OFFICE	04	93	03/15/2016	1747	TUESDAY	9334	0634	Y
292	10466195	2016	863997780	16030264	2	COUNTY SHERIFF'S OFFICE	04	93	05/30/2016	1530	MONDAY	9334	0634	Y
297	10477602	2016	864005480	16046816	2	COUNTY SHERIFF'S OFFICE	04	93	08/24/2016	0642	WEDNESDAY	9334	0634	Y
357	10601738	2017	815324410	17-53988	2	COUNTY SHERIFF'S OFFICE	04	93	09/17/2017	2032	SUNDAY	9334	0634	Y
358	10601848	2017	815324630	17054381	2	COUNTY SHERIFF'S OFFICE	04	93	09/19/2017	2116	TUESDAY	9334	0634	Y
366	10602965	2017	815318500	17-038462	2	COUNTY SHERIFF'S OFFICE	04	93	07/08/2017	2117	SATURDAY	9334	0634	Y
367	10602972	2017	815322310	17-049122	2	COUNTY SHERIFF'S OFFICE	04	93	08/24/2017	2056	THURSDAY	9334	0634	Y
369	10603054	2017	815330520	17-068376	2	COUNTY SHERIFF'S OFFICE	04	93	11/27/2017	2159	MONDAY	9334	0634	Y
370	10603136	2017	815322510	17-049589	2	COUNTY SHERIFF'S OFFICE	04	93	08/27/2017	1027	SUNDAY	9334	0634	Y
374	10603364	2017	815321010	17-045006	2	COUNTY SHERIFF'S OFFICE	04	93	08/05/2017	2051	SATURDAY	9334	0634	Y
375	10603369	2017	815323920	17-052824	2	COUNTY SHERIFF'S OFFICE	04	93	09/12/2017	1151	TUESDAY	9334	0634	Y
407	10625376	2017	869260750	17-016874	2	COUNTY SHERIFF'S OFFICE	04	93	03/26/2017	1145	SUNDAY	9334	0634	Y
408	10625381	2017	869260980	17-16873	2	COUNTY SHERIFF'S OFFICE	04	93	03/26/2017	1144	SUNDAY	9334	0634	Y
409	10626175	2017	869267850	17032059	2	COUNTY SHERIFF'S OFFICE	04	93	06/09/2017	1453	FRIDAY	9334	0634	Y
411	10627358	2017	869265830	17027815	2	COUNTY SHERIFF'S OFFICE	04	93	05/18/2017	1603	THURSDAY	9334	0634	Y
414	10627579	2017	869255370	17005685	2	COUNTY SHERIFF'S OFFICE	04	93	01/30/2017	2309	MONDAY	9334	0634	Y
423	10629032	2017	869254450	17-003480	2	COUNTY SHERIFF'S OFFICE	04	93	01/19/2017	1650	THURSDAY	9334	0634	Y
424	10629159	2017	869265890	17-027883	2	COUNTY SHERIFF'S OFFICE	04	93	05/19/2017	2353	FRIDAY	9334	0634	Y
428	10661246	2017	815325620	17056405	2	COUNTY SHERIFF'S OFFICE	04	93	09/30/2017	1612	SATURDAY	9334	0634	Y
466	10703783	2017	869263890	17-024258	2	COUNTY SHERIFF'S OFFICE	04	93	04/29/2017	2105	SATURDAY	9334	0634	Y
467	10704626	2017	869259890	17014507	2	COUNTY SHERIFF'S OFFICE	04	93	03/15/2017	1454	WEDNESDAY	9334	0634	Y
470	10706242	2017	815316350	17031748	2	COUNTY SHERIFF'S OFFICE	04	93	06/07/2017	2144	WEDNESDAY	9334	0634	Y
494	10719931	2017	864017980	17000427	2	COUNTY SHERIFF'S OFFICE	04	93	01/03/2017	1331	TUESDAY	9334	0634	Y
495	10720027	2017	864018200	17000435	2	COUNTY SHERIFF'S OFFICE	04	93	01/03/2017	1402	TUESDAY	9334	0634	Y
501	3248229	2013	821894250	13-30464	2	COUNTY SHERIFF'S OFFICE	04	93	06/26/2013	1919	WEDNESDAY	9334	0634	Y
507	3248546	2013	821899550	13-44483	2	COUNTY SHERIFF'S OFFICE	04	93	09/07/2013	1433	SATURDAY	9334	0634	Y
525	3328049	2013	821881230	13-002198	2	COUNTY SHERIFF'S OFFICE	04	93	01/14/2013	1700	MONDAY	9334	0634	Y
534	3358852	2013	821883660	13-007601	2	COUNTY SHERIFF'S OFFICE	04	93	02/14/2013	1904	THURSDAY	9334	0634	Y
536	3362010	2013	821894680	13-31445	2	COUNTY SHERIFF'S OFFICE	04	93	07/02/2013	1815	TUESDAY	9334	0634	Y
543	3400626	2013	821883040	13-6490	2	COUNTY SHERIFF'S OFFICE	04	93	02/08/2013	1555	FRIDAY	9334	0634	Y
548	3400945	2013	821896480	13-36189	2	COUNTY SHERIFF'S OFFICE	04	93	07/26/2013	1815	FRIDAY	9334	0634	Y
558	3414654	2013	821904890	13057454	2	COUNTY SHERIFF'S OFFICE	04	93	11/19/2013	1118	TUESDAY	9334	0634	Y
565	3415569	2013	821880800	13-001014	2	COUNTY SHERIFF'S OFFICE	04	93	01/07/2013	1038	MONDAY	9334	0634	Y
594	3511004	2013	821901910	13-050225	2	COUNTY SHERIFF'S OFFICE	04	93	10/09/2013	1241	WEDNESDAY	9334	0634	Y
596	3523019	2014	821914910	14-012629	2	COUNTY SHERIFF'S OFFICE	04	93	03/17/2014	1507	MONDAY	9334	0634	Y

SEACREST BLVD	WOOLBRIGHT RD	93512501	2				I	M	W		05	02	01	02	01	0
W WOOLBRIGHT RD	S SEACREST BLVD	93021500	0				R	2	E		04	03	01	02	01	0
S SEACREST BLVD	W WOOLBRIGHT RD	93512501	2				I	M	N		05	02	01	02	01	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0				R	D	N		05	01	08	77	03	0
E WOOLBRIGHT RD	SE 1ST ST	93021500	0				R	1	0		05	01	01	02	01	0
E WOOLBRIGHT RD	SE 1ST ST	93021500	0				R	L	E		05	03	01	01	03	0
E WOOLBRIGHT RD	SE 1ST ST	93021500	0				L	2	W		05	01	01	01	03	0
E WOOLBRIGHT RD	SE 1ST ST	93021500	0				M	M	E		05	01	01	01	01	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0				M	M	E		05	05	04	77	01	0
WOOLBRIGHT RD	SE 1ST ST	93021500	0				I	M	S		05	03	01	03	03	0
WOOLBRIGHT RD	SE 1ST ST	93021500	0				L	1	W		05	01	01	02	03	0
E WOOLBRIGHT RD	S FEDERAL HWY	93021500	0				I	M	W		05	02	01	02	03	0
WOOLBRIGHT RD	SEACREST BLVD	93021500	0				R	1	E		05	18	01	01	03	0
E WOOLBRIGHT RD	S FEDERAL HWY	93021500	0				R	2	E		05	01	01	01	03	0
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	S	S	20	03	01	01	01	01	42
SR 5	WOOLBRIGHT RD	93010000	13	03287	SR 5	US 1	R	L	0	20	03	01	01	01	01	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	T	R	E	20	05	01	01	01	01	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	R	C	N	20	03	01	01	02	01	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	L	W	20	05	01	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	S	20	03	01	01	01	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	2	W	20	03	01	01	02	01	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	L	2	W	20	05	01	01	01	01	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	2	E	20	05	01	01	01	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	U	N	20	03	01	01	01	03	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	R	2	E	20	04	01	01	02	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	1	W	20	05	01	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	I	M	S	20	03	02	01	02	01	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	1	0	20	05	18	01	01	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	S	20	05	02	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	L	0	20	03	03	01	01	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	W	20	03	02	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	S	20	03	02	01	02	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	S	20	03	03	01	01	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	2	E	20	03	18	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	1	E	20	03	03	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	S	20	03	02	01	03	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	2	N	20	03	18	01	01	03	42
SR 5	WOOLBRIGHT RD	93010000	13	03287	SR 5	US 1	R	1	N	20	03	18	01	02	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	1	E	20	03	01	01	02	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	I	M	S	20	03	01	01	02	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	L	N	20	03	03	01	01	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	2	S	20	03	03	01	01	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	2	E	20	03	02	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	I	M	N	20	03	01	01	02	03	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	1	W	20	03	02	01	02	03	42
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	D	N	20	05	03	01	77	02	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	L	N	20	03	01	01	01	01	42
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	1	E	20	03	01	01	02	01	40
FEDERAL HWY	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	1	0	20	03	01	01	01	01	40
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	3	E	20	05	01	01	01	01	40
FEDERAL HWY S	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	1	S	20	03	01	01	02	01	40
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	L	S	S	20	03	01	01	01	01	40
FEDERAL HWY	WOOLBRIGHT RD	93010000	13	03287	SR 5	US 1	R	2	N	20	03	01	01	01	01	40
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	1	W	20	05	03	01	01	03	40
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	I	M	E	20	05	01	01	01	01	40
SR 5	WOOLBRIGHT RD	93010000	13	01363	SR 5	US 1	R	L	N	20	03	01	01	02	01	40
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	S	1	N	20	05	01	01	01	02	40
WOOLBRIGHT RD	SR 5	93010000	13	01363	SR 5	US 1	T	1	E	20	05	01	01	01	01	40

		0	0	0	0		RCI		1	0	02	01	01	01
		0	0	0	0		RCI		1	0	03	01	01	01
		0	0	0	0		RCI		3	0	02	01	03	02
		0	0	0	0		RCI		1	0	01	01	01	01
		0	0	0	0		RCI		1	0	01	01	01	01
		0	0	0	0		RCI		2	0	03	05	01	01
		0	0	0	0		RCI		2	0	01	01	01	01
		0	0	0	0		RCI		3	0	01	04	03	02
		0	0	0	0		RCI		1	0	05	01	01	01
		0	0	0	0		RCI		3	0	03	05	01	01
		0	0	0	0		RCI		4	0	01	01	01	01
		0	0	0	0		RCI		1	0	02	01	01	01
		0	0	0	0		RCI		1	0	01	01	01	01
		0	0	0	0		RCI		1	0	01	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	1	0	03	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	29000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	2	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	3	0	02	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	2	0	04	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	1	0	01	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	2	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	22000	RCI	35	2	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	2	0	02	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	01	04	03	02
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	02	05	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	03	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	2	0	02	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	3	1	03	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	01	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	3	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	2	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	2	0	02	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	01	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	03	04	03	02
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	02	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	02	04	03	02
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	3	0	04	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21000	RCI	35	1	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	2	0	03	02	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	1	0	02	01	03	02
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	2	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	1	0	02	04	03	02
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	1	0	04	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	0	28000	RCI	35	3	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	2	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	2	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	2	21500	RCI	35	2	0	04	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	2	0	02	01	02	01

02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	TRAF DEV INOPER, MISSING, OBSC	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
00	NOT CODED	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	RAILWAY CROSSING DEVICE	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	RAILWAY CROSSING DEVICE	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
01	STOP SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	88
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
03	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
02	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	STOP SIGN	STOP SIGN	TRAF DEV INOPER, MISSING, OBSC	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NO CONTROLS	RD SURFC (WET, ICY, SNOW, ETC)	NOT CODED	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	5
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
04	NO CONTROLS	PERSON (INCLUDING FLAGM	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
03	STOP SIGN	NOT CODED	UNKNOWN	UNKNOWN	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	OTHER (SEE NARRATIVE)	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	10	3
04	OTHER (SEE NARRATIVE)	OTHER (SEE NARRATIVE)	TRAF DEV INOPER, MISSING, OBSC	RD SURFC (WE	NOT CODED	WEATHER CONDITIONS	NOT CODED	NOT CODED	14	3
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	2
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	STOP SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	1	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	3
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NOT CODED	00	00	00	00	01	1	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	1	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO KEEP IN PROPER LANE	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	3
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPER MV AGRSIVE, ERATIC, RCKLS	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
IMPROPER BACKING	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FOLLOWED TOO CLOSELY	FOLLOWED TOO CLOSELY	00	00	00	00	01	1	0	0	0	3
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN STOP SIGN	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	6	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	5	0	0	0	4
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	0	0	2
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
DROVE TOO FAST FOR CONDITIONS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	1	1
OTHER CONTRIBUTING ACTION	OTHER CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	1	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OVER-CORRECTING/OVERSTEERING	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FOLLOWED TOO CLOSELY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2

0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	Y	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	Y	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
1	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
1	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	Y	Y	Y	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 6	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	4 5	N	N	N	N	Y	N	N	N	Y	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	Y	N	N	Y	N	N	Y	N	N	N	N	N
0	2 8	N	N	N	Y	Y	N	N	N	N	N	N	N	Y
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	Y	N	N	Y	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	Y	N	Y	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 5	N	N	N	N	Y	N	N	N	N	N	N	N	N
1	1 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	Y
0	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	1 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	Y
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N

26.514532	-80.0638373	06/10/2018	20
26.514535	-80.064084	06/10/2018	20
26.514532	-80.0638373	06/10/2018	20
26.514545	-80.062307	06/10/2018	21
26.514545	-80.061586	06/10/2018	21
26.514545	-80.062295	06/10/2018	21
26.514545	-80.061833	03/04/2018	21
26.514545	-80.06191	03/04/2018	21
26.514545	-80.061999	03/04/2018	21
26.514545	-80.0619873	03/04/2018	21
26.514545	-80.060457	06/10/2018	22
26.514545	-80.060449	06/10/2018	22
26.514545	-80.060777	06/10/2018	22
26.514545	-80.060591	06/10/2018	22
26.514821	-80.0590509	06/10/2018	23
26.514114	-80.0589293	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.514821	-80.0590509	06/10/2018	23
26.514698	-80.0589173	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.514537	-80.0589176	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.514639	-80.0589173	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.514908	-80.0590489	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
26.514413	-80.0590573	06/10/2018	23
26.514537	-80.0589176	06/10/2018	23
26.514114	-80.0589293	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.514668	-80.0589173	06/10/2018	23
26.514639	-80.0589173	06/10/2018	23
26.514733	-80.059053	06/10/2018	23
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26.514668	-80.0589173	06/10/2018	23
26.51469	-80.059054	06/10/2018	23
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26.514537	-80.0589176	06/10/2018	23
26.514449	-80.05892	03/04/2018	23
26.514821	-80.0590509	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.515243	-80.0590373	03/04/2018	23
26.514114	-80.0589293	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
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26.514668	-80.0589173	03/04/2018	23
26.514689	-80.059054	03/04/2018	23

602	3531625	2014	856828800	14-56078	2	COUNTY SHERIFF'S OFFICE	04	93	12/21/2014	2250	SUNDAY	9334	0634	Y
620	3602761	2014	846927370	14-035584	2	COUNTY SHERIFF'S OFFICE	04	93	08/07/2014	1205	THURSDAY	9334	0634	Y
624	3606829	2014	846918620	14017773	2	COUNTY SHERIFF'S OFFICE	04	93	04/17/2014	1324	THURSDAY	9334	0634	Y
625	3607246	2014	846936000	14-53221	2	COUNTY SHERIFF'S OFFICE	04	93	12/02/2014	1343	TUESDAY	9334	0634	Y
628	3607942	2014	846916070	14-012972	2	COUNTY SHERIFF'S OFFICE	04	93	03/19/2014	1617	WEDNESDAY	9334	0634	Y
630	3608599	2014	846916700	14014265	2	COUNTY SHERIFF'S OFFICE	04	93	03/27/2014	1559	THURSDAY	9334	0634	Y
636	3617722	2014	846926500	14-34071	2	COUNTY SHERIFF'S OFFICE	04	93	07/28/2014	1750	MONDAY	9334	0634	Y
644	3639715	2014	846927270	14-35467	2	COUNTY SHERIFF'S OFFICE	04	93	08/06/2014	1725	WEDNESDAY	9334	0634	Y
689	3824728	2014	846935850	14-053030	2	COUNTY SHERIFF'S OFFICE	04	93	11/30/2014	0000	SUNDAY	9334	0634	Y
717	3942314	2015	861299840	15-49458	2	COUNTY SHERIFF'S OFFICE	04	93	10/14/2015	1134	WEDNESDAY	9334	0634	Y
720	3951454	2015	861306560	15060553	2	COUNTY SHERIFF'S OFFICE	04	93	12/16/2015	1648	WEDNESDAY	9334	0634	Y
724	3962863	2015	856837510	15013030	2	COUNTY SHERIFF'S OFFICE	04	93	03/28/2015	1429	SATURDAY	9334	0634	Y
726	3974041	2015	861301460	15-052724	2	COUNTY SHERIFF'S OFFICE	04	93	11/02/2015	1515	MONDAY	9334	0634	Y
730	3978237	2015	856845750	15-30060	2	COUNTY SHERIFF'S OFFICE	04	93	07/04/2015	1504	SATURDAY	9334	0634	Y
739	4026954	2015	861302640	15-054466	2	COUNTY SHERIFF'S OFFICE	04	93	11/11/2015	1614	WEDNESDAY	9334	0634	Y
742	4038276	2015	856843910	15026359	2	COUNTY SHERIFF'S OFFICE	04	93	06/13/2015	1002	SATURDAY	9334	0634	Y
743	4038277	2015	856842310	15021761	2	COUNTY SHERIFF'S OFFICE	04	93	05/16/2015	1939	SATURDAY	9334	0634	Y
748	4053456	2015	861295030	15-037705	2	COUNTY SHERIFF'S OFFICE	04	93	08/16/2015	1908	SUNDAY	9334	0634	Y
767	4174272	2015	861295560	15-38853	2	COUNTY SHERIFF'S OFFICE	04	93	08/22/2015	0654	SATURDAY	9334	0634	Y
771	4185048	2015	856832500	15-5096	2	COUNTY SHERIFF'S OFFICE	04	93	02/05/2015	1438	THURSDAY	9334	0634	Y
772	4195153	2015	861294710	15037443	2	COUNTY SHERIFF'S OFFICE	04	93	08/14/2015	1221	FRIDAY	9334	0634	Y
792	4286312	2014	846927280	14035466	2	COUNTY SHERIFF'S OFFICE	04	93	08/06/2014	1715	WEDNESDAY	9334	0634	Y
796	4504242	2014	846928150	14-037582	2	COUNTY SHERIFF'S OFFICE	04	93	08/20/2014	1127	WEDNESDAY	9334	0634	Y
797	4504756	2014	846923360	14-027357	2	COUNTY SHERIFF'S OFFICE	04	93	06/15/2014	1700	SUNDAY	9334	0634	Y
800	4552840	2015	856830890	15-001698	2	COUNTY SHERIFF'S OFFICE	04	93	01/13/2015	1415	TUESDAY	9334	0634	Y

SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	2	S	20	03	01	01	01	03	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	R	2	W	20	05	01	01	02	03	40
FEDERAL HWY	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	R	S	N	20	03	01	01	01	01	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	T	1	W	20	05	01	01	01	01	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	1	0	20	03	01	01	01	03	40
US 1	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	2	W	20	05	01	01	02	01	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	R	1	N	20	05	01	01	02	03	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	R	2	N	20	03	01	01	02	03	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	S	S	20	03	01	01	01	03	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	1	S	20	03	02	01	02	03	40
SR 5	WOOLBRIGHT RD	93010000	13 03287	SR 5	US 1	R	2	N	20	05	01	01	01	01	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	2	S	20	03	01	01	01	03	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	R	1	S	20	05	01	01	01	02	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	R	1	S	20	03	02	01	02	03	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	I	M	W	20	05	01	01	02	01	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	1	S	20	03	01	01	02	01	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	R	1	E	20	05	01	01	01	01	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	2	S	20	03	01	01	01	03	40
E WOOLBRIGHT RD	S FEDERAL HWY	93509001	0			L	S	E		05	01	03	01	03	0
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	T	1	E	20	05	01	01	01	03	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	R	1	N	20	05	01	01	01	03	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	R	L	N	20	03	01	01	01	01	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	1	W	20	03	01	01	02	03	40
SR 5	WOOLBRIGHT RD	93010000	13 01363	SR 5	US 1	L	2	S	20	03	01	01	01	01	40
WOOLBRIGHT RD	SR 5	93010000	13 01363	SR 5	US 1	R	U	E	20	05	01	01	01	03	40

16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	03	04	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	2	0	04	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	2	0	03	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	3	0	02	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	02	01	02	02
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	0	0	01	88	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	3	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	3	26000	RCI	35	1	0	01	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	2	0	04	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	4	0	03	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	3	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	3	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	2	0	02	02	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	3	1	03	01	01	02
		0		0	0	0		RCI		1	0	01	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	1	0	03	01	03	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	1	0	02	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	02	01	02	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	1	0	02	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	21000	RCI	35	2	0	01	01	01	01
16	PAVED	4	CURB&GUTTE	2	0	1	23500	RCI	35	1	0	03	01	01	01

04	NO CONTROLS	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	33	88
03	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	5
00	NOT CODED	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
03	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
00	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	UNKNOWN	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	4
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	STOP SIGN	NO CONTROLS	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
02	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
01	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
05	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	NO CONTROLS	NOT CODED	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	77
01	NO CONTROLS	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
01	STOP SIGN	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	TRAF DEV INOPER, MISSING, OBSC	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	3
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1
04	TRAFFIC CONTROL SIGNAL	TRAFFIC CONTROL SIGNAL	NONE	NOT CODED	NOT CODED	NONE	NOT CODED	NOT CODED	14	1

IMPROPER PASSING	NOT CODED	00	00	00	00	01	0	0	0	0	1
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NOT CODED	00	00	00	00	01	3	0	0	0	1
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	1	0	0	1	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NOT CODED	NOT CODED	00	00	00	00	01	0	0	0	0	1
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPER MV AGRSIVE, ERATIC, RCKLS	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
NO CONTRIBUTING ACTION	OPERATED MV IN CARLESS OR NEGL	00	00	00	00	01	2	0	0	0	2
IMPROPER TURN	NO CONTRIBUTING ACTION	00	00	00	00	01	2	0	1	0	2
OTHER CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	2
DISREGARDED OTHER TRAFFIC SIGN	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
RAN RED LIGHT	NO CONTRIBUTING ACTION	00	00	00	00	01	3	0	0	0	3
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
NO CONTRIBUTING ACTION	NOT CODED	00	00	00	00	01	0	0	0	0	1
NOT CODED	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	4
FAILED TO YIELD RIGHT-OF-WAY	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	1	0	0	0	2
OPERATED MV IN CARLESS OR NEGL	NO CONTRIBUTING ACTION	00	00	00	00	01	0	0	0	0	2

0	2 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 4	N	N	N	N	N	N	N	N	N	N	Y	N	N
0	1 2	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 5	N	N	N	N	N	N	N	N	N	N	N	N	N
0	1 1	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	Y	N	Y	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	Y	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	3 3	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	Y	N	N	N	N
0	1 1	N	N	N	N	N	Y	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	4 7	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 2	N	N	N	N	N	N	N	N	N	N	N	N	N
0	2 4	N	N	N	N	N	N	N	N	N	N	N	N	N

26.515243	-80.0590373	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514391	-80.0589216	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.514719	-80.0590533	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.515098	-80.0590418	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.514114	-80.0589293	03/04/2018	23
26.514646	-80.059055	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.515025	-80.0590451	03/04/2018	23
26.514535	-80.057996	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23
26.514595	-80.0589173	03/04/2018	23
26.514689	-80.059054	03/04/2018	23
26.514966	-80.0590475	03/04/2018	23
26.514668	-80.0589173	03/04/2018	23

Appendix E
TMTOOL SHEETS

Unadjusted TMTool Sheets

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at Corporate Dr (Unadjusted TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	16,500	42,500	8,300	37,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.77%**	**CGR**	**0.76%**	**CGR**	**0.50%**	**CGR**	**0.66%**	**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)

		NORTH LEG: 1		EAST LEG: 1		SOUTH LEG: 1		WEST LEG: 1	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2019		16,500		42,500		8,300		37,500
NO. YEARS 6	2025	1.047	17,000	1.047	44,500	1.030	8,500	1.040	39,000
NO. YEARS 11	2030	1.088	18,000	1.087	46,500	1.056	8,700	1.074	40,500
NO. YEARS 26	2045	1.221	20,000	1.218	52,000	1.138	9,400	1.185	44,000

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)			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M. 2-Way Pk Hr Vol:		1,152			3,439			575			2,834		
4/10/2019	153	92	453	275	998	236	85	25	39	98	1,392	154	4,000
% TURNS:	22%	13%	65%	18%	66%	16%	57%	17%	26%	6%	85%	9%	
P.M. 2-Way Pk Hr Vol:		1,247			3,785			730			3,158		
4/10/2019	123	37	335	498	1,395	79	291	62	197	64	1,187	192	4,460
% TURNS:	25%	7%	68%	25%	71%	4%	53%	11%	36%	4%	82%	13%	

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.												
2019	22%	13%	65%	18%	66%	16%	57%	17%	26%	6%	85%	9%
2025	24%	13%	63%	19%	66%	15%	56%	17%	27%	7%	83%	11%
2030	24%	13%	63%	19%	65%	15%	55%	17%	28%	7%	82%	11%
2045	25%	12%	62%	20%	65%	15%	55%	17%	28%	7%	81%	12%
P.M.												
2019	25%	7%	68%	25%	71%	4%	53%	11%	36%	4%	82%	13%
2025	27%	8%	66%	25%	70%	5%	52%	12%	36%	5%	80%	14%
2030	27%	8%	65%	25%	69%	5%	52%	12%	36%	5%	80%	15%
2045	28%	8%	65%	26%	69%	5%	52%	12%	36%	6%	79%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.0%	7.6%	8.1%	8.9%	6.9%	8.8%	7.6%	8.4%
2025	7.4%	7.9%	8.3%	8.9%	7.4%	8.8%	7.9%	8.6%
2030	7.8%	8.2%	8.5%	8.9%	7.8%	8.9%	8.2%	8.7%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	60.6%	39.7%	43.9%	52.1%	25.9%	75.3%	58.0%	45.7%
2025	60.3%	39.9%	43.1%	53.8%	29.3%	71.7%	58.4%	44.5%
2030	60.1%	40.0%	42.4%	55.2%	32.1%	68.6%	58.6%	43.5%
2045	59.5%	40.5%	40.5%	59.5%	40.5%	59.5%	59.5%	40.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at Corporate Dr (Unadjusted TmTool)
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	16,500	42,500	8,300	37,500
24 HR EST. AADT	2025	17,000	44,500	8,500	39,000
24 HR EST. AADT	2030	18,000	46,500	8,700	40,500
24 HR EST. AADT	2045	20,000	52,000	9,400	44,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	16,500			42,500			8,300			37,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,500	8,300	42,500	16,500	37,500	8,300	42,500	16,500	37,500	8,300	42,500	16,500
		42%	9%	48%	26%	60%	13%	44%	17%	39%	12%	63%	25%
2025	2-WAY ADT	17,000			44,500			8,500			39,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,000	8,500	44,500	17,000	39,000	8,500	44,500	17,000	39,000	8,500	44,500	17,000
		42%	9%	48%	26%	60%	13%	44%	17%	39%	12%	64%	24%
2030	2-WAY ADT	18,000			46,500			8,700			40,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,500	8,700	46,500	18,000	40,500	8,700	46,500	18,000	40,500	8,700	46,500	18,000
		42%	9%	49%	27%	60%	13%	44%	17%	39%	12%	64%	25%
2045	2-WAY ADT	20,000			52,000			9,400			44,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,000	9,400	52,000	20,000	44,000	9,400	52,000	20,000	44,000	9,400	52,000	20,000
		42%	9%	49%	27%	60%	13%	45%	17%	38%	12%	64%	25%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	152	93	453	274	995	239	85	25	39	99	1,393	153
2025	EST. TURNS	180	93	491	293	1,054	240	105	29	50	112	1,502	183
2030	EST. TURNS	205	100	540	317	1,105	242	122	35	60	120	1,605	210
2045	EST. TURNS	269	116	678	387	1,240	252	188	58	94	139	1,918	284
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	123	37	336	500	1,397	79	292	62	197	64	1,190	193
2025	EST. TURNS	145	41	352	531	1,512	99	279	63	198	73	1,201	212
2030	EST. TURNS	167	45	379	583	1,617	113	268	65	199	82	1,215	234
2045	EST. TURNS	224	68	440	724	1,933	167	239	68	199	112	1,216	279

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		698	452	1,150	1,509	1,931	3,440	149	431	580	1,644	1,186	2,830
2019	TURN SUMMARY	698	452	1,150	1,509	1,931	3,440	149	431	580	1,644	1,186	2,830
CONTROL LINK VOLUMES		764	506	1,270	1,592	2,098	3,690	184	446	630	1,796	1,284	3,080
2025	TURN SUMMARY	764	506	1,270	1,588	2,098	3,686	184	446	630	1,798	1,284	3,082
CONTROL LINK VOLUMES		848	562	1,410	1,673	2,267	3,940	218	462	680	1,940	1,370	3,310
2030	TURN SUMMARY	845	562	1,407	1,664	2,267	3,931	217	462	679	1,935	1,370	3,305
CONTROL LINK VOLUMES		1,071	729	1,800	1,895	2,785	4,680	343	507	850	2,356	1,604	3,960
2045	TURN SUMMARY	1,064	729	1,793	1,879	2,785	4,664	341	507	848	2,341	1,604	3,945
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		495	755	1,250	1,972	1,818	3,790	550	180	730	1,443	1,717	3,160
2019	TURN SUMMARY	496	755	1,251	1,976	1,818	3,794	551	180	731	1,446	1,717	3,163
CONTROL LINK VOLUMES		535	805	1,340	2,138	1,832	3,970	539	211	750	1,485	1,855	3,340
2025	TURN SUMMARY	538	805	1,343	2,142	1,832	3,974	540	213	753	1,486	1,855	3,341
CONTROL LINK VOLUMES		589	881	1,470	2,297	1,863	4,160	530	240	770	1,527	1,983	3,510
2030	TURN SUMMARY	591	881	1,472	2,313	1,863	4,176	532	240	772	1,531	1,983	3,514
CONTROL LINK VOLUMES		729	1,071	1,800	2,785	1,895	4,680	503	347	850	1,604	2,356	3,960
2045	TURN SUMMARY	732	1,071	1,803	2,824	1,895	4,719	506	347	853	1,606	2,356	3,962

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at I-95 NB-SB Ramps (Unadjusted TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	237,000	40,500	228,000	42,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.40%**	**CGR**	**0.50%**	**CGR**	**0.25%**	**CGR**	**0.77%**	**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)

		NORTH LEG: 1	EAST LEG: 1	SOUTH LEG: 1	WEST LEG: 1
	YEAR	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT
	2019	237,000	40,500	228,000	42,500
NO. YEARS 6	2025	1.024 / 243,000	1.030 / 42,000	1.015 / 232,000	1.047 / 44,500
NO. YEARS 11	2030	1.045 / 248,000	1.056 / 43,000	1.028 / 235,000	1.088 / 46,500
NO. YEARS 26	2045	1.109 / 261,000	1.138 / 46,000	1.067 / 242,000	1.221 / 52,000

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)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		16,813			3,692			16,028			4,331		
4/10/2019		745	8,510	537	731	764	415	299	5,609	355	840	946	681	20,432
% TURNS:		8%	87%	5%	38%	40%	22%	5%	90%	6%	34%	38%	28%	
P.M.	2-Way Pk Hr Vol:		17,699			4,620			16,515			4,970		
4/10/2019		704	5,874	607	794	1,268	313	459	8,885	578	406	1,179	835	21,902
% TURNS:		10%	82%	8%	33%	53%	13%	5%	90%	6%	17%	49%	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	RIGHT	THRU	LEFT
A.M.												
2019	8%	87%	5%	38%	40%	22%	5%	90%	6%	34%	38%	28%
2025	8%	86%	6%	39%	37%	24%	6%	88%	6%	35%	35%	30%
2030	8%	85%	6%	39%	36%	25%	6%	88%	7%	35%	35%	30%
2045	9%	84%	7%	40%	35%	25%	6%	87%	7%	36%	33%	31%
P.M.												
2019	10%	82%	8%	33%	53%	13%	5%	90%	6%	17%	49%	35%
2025	10%	81%	9%	35%	49%	16%	5%	88%	7%	20%	45%	36%
2030	10%	81%	9%	35%	48%	17%	6%	88%	7%	20%	44%	36%
2045	11%	80%	9%	36%	46%	18%	6%	87%	7%	21%	42%	37%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.1%	7.5%	9.1%	11.4%	7.0%	7.2%	10.2%	11.7%
2025	7.5%	7.8%	9.1%	10.9%	7.5%	7.6%	9.9%	11.1%
2030	7.9%	8.1%	9.1%	10.4%	7.9%	8.0%	9.7%	10.6%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	58.2%	40.6%	51.7%	51.4%	39.1%	60.1%	57.0%	48.7%
2025	58.6%	40.5%	49.1%	53.3%	39.0%	60.4%	57.5%	46.8%
2030	59.0%	40.3%	47.0%	54.8%	38.9%	60.6%	58.0%	45.2%
2045	60.0%	40.0%	40.5%	59.5%	38.6%	61.4%	59.5%	40.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at I-95 NB-SB Ramps (Unadjusted Tr
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	237,000	40,500	228,000	42,500
24 HR EST. AADT	2025	243,000	42,000	232,000	44,500
24 HR EST. AADT	2030	248,000	43,000	235,000	46,500
24 HR EST. AADT	2045	261,000	46,000	242,000	52,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	237,000			40,500			228,000			42,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,500	228,000	40,500	237,000	42,500	228,000	40,500	237,000	42,500	228,000	40,500	237,000
		14%	73%	13%	47%	8%	45%	13%	74%	13%	45%	8%	47%
2025	2-WAY ADT	243,000			42,000			232,000			44,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,500	232,000	42,000	243,000	44,500	232,000	42,000	243,000	44,500	232,000	42,000	243,000
		14%	73%	13%	47%	9%	45%	13%	74%	14%	45%	8%	47%
2030	2-WAY ADT	248,000			43,000			235,000			46,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,500	235,000	43,000	248,000	46,500	235,000	43,000	248,000	46,500	235,000	43,000	248,000
		14%	72%	13%	47%	9%	44%	13%	73%	14%	45%	8%	47%
2045	2-WAY ADT	261,000			46,000			242,000			52,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		52,000	242,000	46,000	261,000	52,000	242,000	46,000	261,000	52,000	242,000	46,000	261,000
		15%	71%	14%	47%	9%	44%	13%	73%	14%	44%	8%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	744	8,511	536	730	764	415	299	5,607	355	841	945	681
2025	EST. TURNS	823	9,249	679	772	[651]	460	372	6,033	396	886	[893]	768
2030	EST. TURNS	875	9,929	764	782	[600]	[460]	405	6,432	411	908	[899]	819
2045	EST. TURNS	1,002	12,011	1,041	794	[469]	[431]	492	7,656	424	930	[930]	946
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	703	5,878	607	794	1,268	314	459	8,886	578	407	1,179	835
2025	EST. TURNS	791	6,218	645	880	[1,162]	384	518	9,556	672	450	[969]	884
2030	EST. TURNS	847	6,536	[645]	917	[1,127]	400	[517]	10,191	716	[454]	[859]	902
2045	EST. TURNS	974	7,569	[619]	1,014	[1,017]	420	[480]	12,193	795	[418]	[579]	[888]

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		9,792	7,018	16,810	1,910	1,780	3,690	6,263	9,767	16,030	2,467	1,863	4,330
2019	TURN SUMMARY	9,791	7,018	16,809	1,910	1,780	3,690	6,261	9,767	16,028	2,467	1,863	4,330
CONTROL LINK VOLUMES		10,737	7,573	18,310	1,876	1,944	3,820	6,766	10,594	17,360	2,539	1,871	4,410
2025	TURN SUMMARY	10,751	7,573	18,324	1,883	1,944	3,827	6,802	10,594	17,396	2,547	1,871	4,418
CONTROL LINK VOLUMES		11,557	8,033	19,590	1,832	2,068	3,900	7,184	11,296	18,480	2,614	1,886	4,500
2030	TURN SUMMARY	11,568	8,033	19,601	1,842	2,068	3,910	7,248	11,296	18,544	2,626	1,886	4,512
CONTROL LINK VOLUMES		14,094	9,396	23,490	1,677	2,463	4,140	8,407	13,373	21,780	2,785	1,895	4,680
2045	TURN SUMMARY	14,055	9,396	23,451	1,694	2,463	4,157	8,572	13,373	21,945	2,806	1,895	4,701
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		7,185	10,515	17,700	2,375	2,245	4,620	9,922	6,598	16,520	2,420	2,550	4,970
2019	TURN SUMMARY	7,188	10,515	17,703	2,376	2,245	4,621	9,924	6,598	16,522	2,421	2,550	4,971
CONTROL LINK VOLUMES		7,690	11,320	19,010	2,428	2,132	4,560	10,715	7,035	17,750	2,306	2,624	4,930
2025	TURN SUMMARY	7,654	11,320	18,974	2,426	2,132	4,558	10,746	7,053	17,799	2,303	2,624	4,927
CONTROL LINK VOLUMES		8,120	12,010	20,130	2,449	2,021	4,470	11,381	7,389	18,770	2,220	2,690	4,910
2030	TURN SUMMARY	8,027	12,010	20,037	2,444	2,021	4,465	11,424	7,389	18,813	2,214	2,690	4,904
CONTROL LINK VOLUMES		9,396	14,094	23,490	2,463	1,677	4,140	13,373	8,407	21,780	1,895	2,785	4,680
2045	TURN SUMMARY	9,162	14,094	23,256	2,450	1,677	4,127	13,467	8,407	21,874	1,885	2,785	4,670

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at Seacrest Blvd (Unadjusted TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	10,000	29,000	20,500	40,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.71%**	**CGR**	**0.76%**	**CGR**	**0.74%**	**CGR**	**0.50%**	**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)

		NORTH LEG: 1	EAST LEG: 1	SOUTH LEG: 1	WEST LEG: 1

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2019		10,000		29,000		20,500		40,500
NO. YEARS	6	2025	1.043	10,500	1.046	31,000	1.045	21,500	1.030	42,000
NO. YEARS	11	2030	1.081	11,000	1.087	32,000	1.084	22,500	1.056	43,000
NO. YEARS	26	2045	1.202	12,000	1.218	35,000	1.211	25,000	1.138	46,000

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)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		963			1,692			1,903			2,656		
4/10/2019		135	403	81	29	763	99	77	262	529	533	643	53	3,607
% TURNS:		22%	65%	13%	3%	86%	11%	9%	30%	61%	43%	52%	4%	
P.M.	2-Way Pk Hr Vol:		1,061			2,203			1,939			3,173		
4/10/2019		96	257	81	59	952	59	153	406	589	475	899	162	4,188
% TURNS:		22%	59%	19%	6%	89%	6%	13%	35%	51%	31%	59%	11%	

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.													
	2019	22%	65%	13%	3%	86%	11%	9%	30%	61%	43%	52%	4%
	2025	24%	61%	15%	4%	83%	13%	12%	28%	60%	42%	52%	6%
	2030	25%	60%	16%	5%	82%	13%	12%	28%	60%	42%	52%	6%
	2045	25%	58%	16%	5%	81%	14%	14%	27%	59%	42%	52%	6%
P.M.													
	2019	22%	59%	19%	6%	89%	6%	13%	35%	51%	31%	59%	11%
	2025	24%	56%	20%	6%	86%	8%	16%	33%	51%	31%	58%	11%
	2030	25%	55%	20%	7%	85%	9%	16%	33%	51%	31%	57%	11%
	2045	26%	53%	21%	7%	83%	10%	17%	32%	51%	32%	57%	12%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	9.6%	10.6%	5.8%	7.6%	9.3%	9.5%	6.6%	7.8%
2025	9.5%	10.2%	6.6%	7.9%	9.2%	9.4%	7.1%	8.1%
2030	9.4%	9.9%	7.2%	8.2%	9.2%	9.3%	7.6%	8.3%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	64.3%	40.9%	52.7%	48.6%	45.6%	59.2%	46.3%	48.4%
2025	63.2%	40.8%	54.2%	46.7%	44.4%	59.3%	44.9%	51.0%
2030	62.3%	40.7%	55.6%	45.2%	43.4%	59.3%	43.8%	53.1%
2045	59.5%	40.5%	59.5%	40.5%	40.5%	59.5%	40.5%	59.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at Seacrest Blvd (Unadjusted TmTool
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	10,000	29,000	20,500	40,500
24 HR EST. AADT	2025	10,500	31,000	21,500	42,000
24 HR EST. AADT	2030	11,000	32,000	22,500	43,000
24 HR EST. AADT	2045	12,000	35,000	25,000	46,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	10,000			29,000			20,500			40,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,500	20,500	29,000	10,000	40,500	20,500	29,000	10,000	40,500	20,500	29,000	10,000
		45%	23%	32%	14%	57%	29%	36%	13%	51%	34%	49%	17%
2025	2-WAY ADT	10,500			31,000			21,500			42,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,000	21,500	31,000	10,500	42,000	21,500	31,000	10,500	42,000	21,500	31,000	10,500
		44%	23%	33%	14%	57%	29%	37%	13%	50%	34%	49%	17%
2030	2-WAY ADT	11,000			32,000			22,500			43,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,000	22,500	32,000	11,000	43,000	22,500	32,000	11,000	43,000	22,500	32,000	11,000
		44%	23%	33%	14%	56%	29%	37%	13%	50%	34%	49%	17%
2045	2-WAY ADT	12,000			35,000			25,000			46,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,000	25,000	35,000	12,000	46,000	25,000	35,000	12,000	46,000	25,000	35,000	12,000
		43%	24%	33%	14%	55%	30%	38%	13%	49%	35%	49%	17%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	136	402	81	29	764	98	76	260	531	532	642	53
2025	EST. TURNS	158	386	99	48	942	142	107	249	546	571	729	74
2030	EST. TURNS	169	389	108	58	1,097	170	119	248	564	605	797	83
2045	EST. TURNS	189	380	125	92	1,673	261	143	241	601	698	1,007	104
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	96	257	81	59	950	59	153	405	588	476	897	162
2025	EST. TURNS	105	244	94	72	968	86	195	384	592	499	1,024	185
2030	EST. TURNS	107	225	99	75	971	93	216	376	601	524	1,123	194
2045	EST. TURNS	97	200	109	78	979	112	279	354	601	599	1,487	211

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		619	341	960	891	799	1,690	868	1,032	1,900	1,229	1,431	2,660
2019	TURN SUMMARY	618	341	959	890	799	1,689	867	1,032	1,899	1,227	1,431	2,658
CONTROL LINK VOLUMES		629	371	1,000	1,104	936	2,040	881	1,099	1,980	1,344	1,646	2,990
2025	TURN SUMMARY	644	371	1,015	1,131	936	2,067	902	1,099	2,001	1,375	1,646	3,021
CONTROL LINK VOLUMES		641	389	1,030	1,275	1,025	2,300	896	1,164	2,060	1,431	1,829	3,260
2030	TURN SUMMARY	666	389	1,055	1,325	1,025	2,350	931	1,164	2,095	1,486	1,829	3,315
CONTROL LINK VOLUMES		643	437	1,080	1,874	1,276	3,150	911	1,339	2,250	1,677	2,463	4,140
2045	TURN SUMMARY	694	437	1,131	2,026	1,276	3,302	985	1,339	2,324	1,809	2,463	4,272
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		434	626	1,060	1,070	1,130	2,200	1,148	792	1,940	1,536	1,634	3,170
2019	TURN SUMMARY	433	626	1,059	1,068	1,130	2,198	1,146	792	1,938	1,534	1,634	3,168
CONTROL LINK VOLUMES		439	641	1,080	1,147	1,313	2,460	1,192	818	2,010	1,735	1,665	3,400
2025	TURN SUMMARY	443	641	1,084	1,126	1,313	2,439	1,171	829	2,000	1,708	1,665	3,373
CONTROL LINK VOLUMES		445	645	1,090	1,183	1,437	2,620	1,237	843	2,080	1,901	1,679	3,580
2030	TURN SUMMARY	430	645	1,075	1,139	1,437	2,576	1,193	843	2,036	1,841	1,679	3,520
CONTROL LINK VOLUMES		437	643	1,080	1,276	1,874	3,150	1,339	911	2,250	2,463	1,677	4,140
2045	TURN SUMMARY	406	643	1,049	1,169	1,874	3,043	1,233	911	2,144	2,297	1,677	3,974

Note: Boxed number indicates manual adjustment.

Adjusted TMTool Sheets

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at Corporate Dr (Adjusted TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	16,500	42,500	8,300	37,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.77%**	**CGR**	**0.76%**	**CGR**	**0.50%**	**CGR**	**0.66%**	**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)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
				1		**1**		**1**		**1**
		2019		16,500		42,500		8,300		37,500
NO. YEARS	6	2025	1.047	17,000	1.047	44,500	1.030	8,500	1.040	39,000
NO. YEARS	11	2030	1.088	18,000	1.087	46,500	1.056	8,700	1.074	40,500
NO. YEARS	26	2045	1.221	20,000	1.218	52,000	1.138	9,400	1.185	44,000

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)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		1,152			3,439			575			2,834		
4/10/2019		153	92	453	275	998	236	85	25	39	98	1,392	154	4,000
% TURNS:		22%	13%	65%	18%	66%	16%	57%	17%	26%	6%	85%	9%	
P.M.	2-Way Pk Hr Vol:		1,247			3,785			730			3,158		
4/10/2019		123	37	335	498	1,395	79	291	62	197	64	1,187	192	4,460
% TURNS:		25%	7%	68%	25%	71%	4%	53%	11%	36%	4%	82%	13%	

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.													
	2019	22%	13%	65%	18%	66%	16%	57%	17%	26%	6%	85%	9%
	2025	24%	13%	63%	19%	66%	15%	56%	17%	27%	7%	83%	11%
	2030	24%	13%	63%	19%	65%	15%	55%	17%	28%	7%	82%	11%
	2045	25%	12%	62%	20%	65%	15%	55%	17%	28%	7%	81%	12%
P.M.													
	2019	25%	7%	68%	25%	71%	4%	53%	11%	36%	4%	82%	13%
	2025	27%	8%	66%	25%	70%	5%	52%	12%	36%	5%	80%	14%
	2030	27%	8%	65%	25%	69%	5%	52%	12%	36%	5%	80%	15%
	2045	28%	8%	65%	26%	69%	5%	52%	12%	36%	6%	79%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.0%	7.6%	8.1%	8.9%	6.9%	8.8%	7.6%	8.4%
2025	7.4%	7.9%	8.3%	8.9%	7.4%	8.8%	7.9%	8.6%
2030	7.8%	8.2%	8.5%	8.9%	7.8%	8.9%	8.2%	8.7%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	60.6%	39.7%	43.9%	52.1%	25.9%	75.3%	58.0%	45.7%
2025	60.3%	39.9%	43.1%	53.8%	29.3%	71.7%	58.4%	44.5%
2030	60.1%	40.0%	42.4%	55.2%	32.1%	68.6%	58.6%	43.5%
2045	59.5%	40.5%	40.5%	59.5%	40.5%	59.5%	59.5%	40.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at Corporate Dr (Adjusted TmTool)
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	16,500	42,500	8,300	37,500
24 HR EST. AADT	2025	17,000	44,500	8,500	39,000
24 HR EST. AADT	2030	18,000	46,500	8,700	40,500
24 HR EST. AADT	2045	20,000	52,000	9,400	44,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	16,500			42,500			8,300			37,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,500	8,300	42,500	16,500	37,500	8,300	42,500	16,500	37,500	8,300	42,500	16,500
		42%	9%	48%	26%	60%	13%	44%	17%	39%	12%	63%	25%
2025	2-WAY ADT	17,000			44,500			8,500			39,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,000	8,500	44,500	17,000	39,000	8,500	44,500	17,000	39,000	8,500	44,500	17,000
		42%	9%	48%	26%	60%	13%	44%	17%	39%	12%	64%	24%
2030	2-WAY ADT	18,000			46,500			8,700			40,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,500	8,700	46,500	18,000	40,500	8,700	46,500	18,000	40,500	8,700	46,500	18,000
		42%	9%	49%	27%	60%	13%	44%	17%	39%	12%	64%	25%
2045	2-WAY ADT	20,000			52,000			9,400			44,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,000	9,400	52,000	20,000	44,000	9,400	52,000	20,000	44,000	9,400	52,000	20,000
		42%	9%	49%	27%	60%	13%	45%	17%	38%	12%	64%	25%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	152	93	453	274	995	239	85	25	39	99	1,393	153
2025	EST. TURNS	180	97	491	293	1,054	242	105	29	50	112	1,502	183
2030	EST. TURNS	205	100	540	317	1,105	244	122	35	60	120	1,605	210
2045	EST. TURNS	269	116	678	387	1,240	252	188	58	94	139	1,918	284
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	123	37	336	500	1,397	79	292	62	197	64	1,190	193
2025	EST. TURNS	145	41	352	531	1,512	99	294	63	198	73	1,201	212
2030	EST. TURNS	167	45	379	583	1,617	113	295	65	203	82	1,215	234
2045	EST. TURNS	224	68	440	724	1,933	167	296	68	205	112	1,216	279

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		698	452	1,150	1,509	1,931	3,440	149	431	580	1,644	1,186	2,830
2019	TURN SUMMARY	698	452	1,150	1,509	1,931	3,440	149	431	580	1,644	1,186	2,830
CONTROL LINK VOLUMES		764	506	1,270	1,592	2,098	3,690	184	446	630	1,796	1,284	3,080
2025	TURN SUMMARY	768	506	1,274	1,590	2,098	3,688	184	452	636	1,798	1,284	3,082
CONTROL LINK VOLUMES		848	562	1,410	1,673	2,267	3,940	218	462	680	1,940	1,370	3,310
2030	TURN SUMMARY	845	562	1,407	1,666	2,267	3,933	217	464	681	1,935	1,370	3,305
CONTROL LINK VOLUMES		1,071	729	1,800	1,895	2,785	4,680	343	507	850	2,356	1,604	3,960
2045	TURN SUMMARY	1,064	729	1,793	1,879	2,785	4,664	341	507	848	2,341	1,604	3,945
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		495	755	1,250	1,972	1,818	3,790	550	180	730	1,443	1,717	3,160
2019	TURN SUMMARY	496	755	1,251	1,976	1,818	3,794	551	180	731	1,446	1,717	3,163
CONTROL LINK VOLUMES		535	805	1,340	2,138	1,832	3,970	539	211	750	1,485	1,855	3,340
2025	TURN SUMMARY	538	805	1,343	2,142	1,847	3,989	555	213	768	1,486	1,855	3,341
CONTROL LINK VOLUMES		589	881	1,470	2,297	1,863	4,160	530	240	770	1,527	1,983	3,510
2030	TURN SUMMARY	591	881	1,472	2,313	1,890	4,203	563	240	803	1,531	1,987	3,518
CONTROL LINK VOLUMES		729	1,071	1,800	2,785	1,895	4,680	503	347	850	1,604	2,356	3,960
2045	TURN SUMMARY	732	1,071	1,803	2,824	1,952	4,776	569	347	916	1,606	2,362	3,968

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at I-95 NB-SB Ramps (Balanced TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	237,000	40,500	228,000	42,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.40%**	**CGR**	**0.50%**	**CGR**	**0.25%**	**CGR**	**0.77%**	**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	NORTH LEG FACTOR	NORTH LEG AADT	EAST LEG FACTOR	EAST LEG AADT	SOUTH LEG FACTOR	SOUTH LEG AADT	WEST LEG FACTOR	WEST LEG AADT
				1		**1**		**1**		**1**
		2019		237,000		40,500		228,000		42,500
NO. YEARS	6	2025	1.024	243,000	1.030	42,000	1.015	232,000	1.047	44,500
NO. YEARS	11	2030	1.045	248,000	1.056	43,000	1.028	235,000	1.088	46,500
NO. YEARS	26	2045	1.109	261,000	1.138	46,000	1.067	242,000	1.221	52,000

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)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		16,813			3,692			16,028			4,331		
4/10/2019		745	8,510	537	731	764	415	299	5,609	355	840	946	681	20,432
% TURNS:		8%	87%	5%	38%	40%	22%	5%	90%	6%	34%	38%	28%	
P.M.	2-Way Pk Hr Vol:		17,699			4,620			16,515			4,970		
4/10/2019		704	5,874	607	794	1,268	313	459	8,885	578	406	1,179	835	21,902
% TURNS:		10%	82%	8%	33%	53%	13%	5%	90%	6%	17%	49%	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	RIGHT	THRU	LEFT
A.M.													
	2019	8%	87%	5%	38%	40%	22%	5%	90%	6%	34%	38%	28%
	2025	8%	86%	6%	39%	37%	24%	6%	88%	6%	35%	35%	30%
	2030	8%	85%	6%	39%	36%	25%	6%	88%	7%	35%	35%	30%
	2045	9%	84%	7%	40%	35%	25%	6%	87%	7%	36%	33%	31%
P.M.													
	2019	10%	82%	8%	33%	53%	13%	5%	90%	6%	17%	49%	35%
	2025	10%	81%	9%	35%	49%	16%	5%	88%	7%	20%	45%	36%
	2030	10%	81%	9%	35%	48%	17%	6%	88%	7%	20%	44%	36%
	2045	11%	80%	9%	36%	46%	18%	6%	87%	7%	21%	42%	37%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.1%	7.5%	9.1%	11.4%	7.0%	7.2%	10.2%	11.7%
2025	7.5%	7.8%	9.1%	10.9%	7.5%	7.6%	9.9%	11.1%
2030	7.9%	8.1%	9.1%	10.4%	7.9%	8.0%	9.7%	10.6%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	58.2%	40.6%	51.7%	51.4%	39.1%	60.1%	57.0%	48.7%
2025	58.6%	40.5%	49.1%	53.3%	39.0%	60.4%	57.5%	46.8%
2030	59.0%	40.3%	47.0%	54.8%	38.9%	60.6%	58.0%	45.2%
2045	60.0%	40.0%	40.5%	59.5%	38.6%	61.4%	59.5%	40.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at I-95 NB-SB Ramps (Balanced TmT
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	237,000	40,500	228,000	42,500
24 HR EST. AADT	2025	243,000	42,000	232,000	44,500
24 HR EST. AADT	2030	248,000	43,000	235,000	46,500
24 HR EST. AADT	2045	261,000	46,000	242,000	52,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	237,000			40,500			228,000			42,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,500	228,000	40,500	237,000	42,500	228,000	40,500	237,000	42,500	228,000	40,500	237,000
		14%	73%	13%	47%	8%	45%	13%	74%	13%	45%	8%	47%
2025	2-WAY ADT	243,000			42,000			232,000			44,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,500	232,000	42,000	243,000	44,500	232,000	42,000	243,000	44,500	232,000	42,000	243,000
		14%	73%	13%	47%	9%	45%	13%	74%	14%	45%	8%	47%
2030	2-WAY ADT	248,000			43,000			235,000			46,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,500	235,000	43,000	248,000	46,500	235,000	43,000	248,000	46,500	235,000	43,000	248,000
		14%	72%	13%	47%	9%	44%	13%	73%	14%	45%	8%	47%
2045	2-WAY ADT	261,000			46,000			242,000			52,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		52,000	242,000	46,000	261,000	52,000	242,000	46,000	261,000	52,000	242,000	46,000	261,000
		15%	71%	14%	47%	9%	44%	13%	73%	14%	44%	8%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	744	8,511	536	730	764	415	299	5,607	355	841	945	681
2025	EST. TURNS	821	9,217	680	775	766	460	371	6,033	394	883	946	768
2030	EST. TURNS	875	9,929	764	790	768	461	405	6,432	411	902	948	813
2045	EST. TURNS	1,009	12,011	1,049	800	769	462	485	7,656	419	920	949	956
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	703	5,878	607	794	1,268	314	459	8,886	578	407	1,179	835
2025	EST. TURNS	791	6,218	651	887	1,269	383	519	9,556	672	446	1,181	885
2030	EST. TURNS	847	6,536	653	917	1,271	400	521	10,191	716	448	1,183	893
2045	EST. TURNS	983	7,569	655	1,022	1,272	414	523	12,193	786	450	1,185	896

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		9,792	7,018	16,810	1,910	1,780	3,690	6,263	9,767	16,030	2,467	1,863	4,330
2019	TURN SUMMARY	9,791	7,018	16,809	1,910	1,780	3,690	6,261	9,767	16,028	2,467	1,863	4,330
CONTROL LINK VOLUMES		10,737	7,573	18,310	1,876	1,944	3,820	6,766	10,594	17,360	2,539	1,871	4,410
2025	TURN SUMMARY	10,718	7,576	18,294	2,001	1,997	3,998	6,799	10,559	17,358	2,597	1,982	4,579
CONTROL LINK VOLUMES		11,557	8,033	19,590	1,832	2,068	3,900	7,184	11,296	18,480	2,614	1,886	4,500
2030	TURN SUMMARY	11,568	8,035	19,603	2,019	2,117	4,136	7,248	11,291	18,539	2,663	2,054	4,717
CONTROL LINK VOLUMES		14,094	9,396	23,490	1,677	2,463	4,140	8,407	13,373	21,780	2,785	1,895	4,680
2045	TURN SUMMARY	14,070	9,412	23,482	2,031	2,483	4,514	8,560	13,394	21,954	2,825	2,197	5,022
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		7,185	10,515	17,700	2,375	2,245	4,620	9,922	6,598	16,520	2,420	2,550	4,970
2019	TURN SUMMARY	7,188	10,515	17,703	2,376	2,245	4,621	9,924	6,598	16,522	2,421	2,550	4,971
CONTROL LINK VOLUMES		7,690	11,320	19,010	2,428	2,132	4,560	10,715	7,035	17,750	2,306	2,624	4,930
2025	TURN SUMMARY	7,660	11,328	18,988	2,539	2,351	4,890	10,747	7,048	17,795	2,512	2,731	5,243
CONTROL LINK VOLUMES		8,120	12,010	20,130	2,449	2,021	4,470	11,381	7,389	18,770	2,220	2,690	4,910
2030	TURN SUMMARY	8,035	12,001	20,036	2,588	2,357	4,945	11,428	7,383	18,811	2,523	2,834	5,357
CONTROL LINK VOLUMES		9,396	14,094	23,490	2,463	1,677	4,140	13,373	8,407	21,780	1,895	2,785	4,680
2045	TURN SUMMARY	9,207	14,110	23,317	2,707	2,362	5,069	13,501	8,433	21,934	2,531	3,040	5,571

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at Seacrest Blvd (Adjusted TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	10,000	29,000	20,500	40,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.71%**	**CGR**	**0.76%**	**CGR**	**0.74%**	**CGR**	**0.50%**	**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)

		NORTH LEG: 1		EAST LEG: 1		SOUTH LEG: 1		WEST LEG: 1	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2019		10,000		29,000		20,500		40,500
NO. YEARS 6	2025	1.043	10,500	1.046	31,000	1.045	21,500	1.030	42,000
NO. YEARS 11	2030	1.081	11,000	1.087	32,000	1.084	22,500	1.056	43,000
NO. YEARS 26	2045	1.202	12,000	1.218	35,000	1.211	25,000	1.138	46,000

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)			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M. 2-Way Pk Hr Vol:		963			1,692			1,903			2,656		
4/10/2019	135	403	81	29	763	99	77	262	529	533	643	53	3,607
% TURNS:	22%	65%	13%	3%	86%	11%	9%	30%	61%	43%	52%	4%	
P.M. 2-Way Pk Hr Vol:		1,061			2,203			1,939			3,173		
4/10/2019	96	257	81	59	952	59	153	406	589	475	899	162	4,188
% TURNS:	22%	59%	19%	6%	89%	6%	13%	35%	51%	31%	59%	11%	

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.												
2019	22%	65%	13%	3%	86%	11%	9%	30%	61%	43%	52%	4%
2025	24%	61%	15%	4%	83%	13%	12%	28%	60%	42%	52%	6%
2030	25%	60%	16%	5%	82%	13%	12%	28%	60%	42%	52%	6%
2045	25%	58%	16%	5%	81%	14%	14%	27%	59%	42%	52%	6%
P.M.												
2019	22%	59%	19%	6%	89%	6%	13%	35%	51%	31%	59%	11%
2025	24%	56%	20%	6%	86%	8%	16%	33%	51%	31%	58%	11%
2030	25%	55%	20%	7%	85%	9%	16%	33%	51%	31%	57%	11%
2045	26%	53%	21%	7%	83%	10%	17%	32%	51%	32%	57%	12%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	9.6%	10.6%	5.8%	7.6%	9.3%	9.5%	6.6%	7.8%
2025	9.5%	10.2%	6.6%	7.9%	9.2%	9.4%	7.1%	8.1%
2030	9.4%	9.9%	7.2%	8.2%	9.2%	9.3%	7.6%	8.3%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	64.3%	40.9%	52.7%	48.6%	45.6%	59.2%	46.3%	48.4%
2025	63.2%	40.8%	54.2%	46.7%	44.4%	59.3%	44.9%	51.0%
2030	62.3%	40.7%	55.6%	45.2%	43.4%	59.3%	43.8%	53.1%
2045	59.5%	40.5%	59.5%	40.5%	40.5%	59.5%	40.5%	59.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at Seacrest Blvd (Adjusted TmTool)
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	10,000	29,000	20,500	40,500
24 HR EST. AADT	2025	10,500	31,000	21,500	42,000
24 HR EST. AADT	2030	11,000	32,000	22,500	43,000
24 HR EST. AADT	2045	12,000	35,000	25,000	46,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	10,000			29,000			20,500			40,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,500	20,500	29,000	10,000	40,500	20,500	29,000	10,000	40,500	20,500	29,000	10,000
		45%	23%	32%	14%	57%	29%	36%	13%	51%	34%	49%	17%
2025	2-WAY ADT	10,500			31,000			21,500			42,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,000	21,500	31,000	10,500	42,000	21,500	31,000	10,500	42,000	21,500	31,000	10,500
		44%	23%	33%	14%	57%	29%	37%	13%	50%	34%	49%	17%
2030	2-WAY ADT	11,000			32,000			22,500			43,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,000	22,500	32,000	11,000	43,000	22,500	32,000	11,000	43,000	22,500	32,000	11,000
		44%	23%	33%	14%	56%	29%	37%	13%	50%	34%	49%	17%
2045	2-WAY ADT	12,000			35,000			25,000			46,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,000	25,000	35,000	12,000	46,000	25,000	35,000	12,000	46,000	25,000	35,000	12,000
		43%	24%	33%	14%	55%	30%	38%	13%	49%	35%	49%	17%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	136	402	81	29	764	98	76	260	531	532	642	53
2025	EST. TURNS	162	403	96	45	936	137	103	262	555	580	719	74
2030	EST. TURNS	169	405	108	56	1,097	163	114	264	564	608	795	83
2045	EST. TURNS	194	406	127	94	1,679	251	138	265	590	685	1,010	108
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	96	257	81	59	950	59	153	405	588	476	897	162
2025	EST. TURNS	108	259	91	69	962	83	190	407	603	506	1,015	186
2030	EST. TURNS	109	261	96	72	974	93	207	408	604	525	1,123	194
2045	EST. TURNS	110	262	111	80	984	107	271	409	605	587	1,493	217

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		619	341	960	891	799	1,690	868	1,032	1,900	1,229	1,431	2,660
2019	TURN SUMMARY	618	341	959	890	799	1,689	867	1,032	1,899	1,227	1,431	2,658
CONTROL LINK VOLUMES		629	371	1,000	1,104	936	2,040	881	1,099	1,980	1,344	1,646	2,990
2025	TURN SUMMARY	662	381	1,043	1,117	919	2,036	920	1,120	2,040	1,374	1,653	3,027
CONTROL LINK VOLUMES		641	389	1,030	1,275	1,025	2,300	896	1,164	2,060	1,431	1,829	3,260
2030	TURN SUMMARY	682	403	1,085	1,316	1,018	2,334	942	1,176	2,118	1,487	1,829	3,316
CONTROL LINK VOLUMES		643	437	1,080	1,874	1,276	3,150	911	1,339	2,250	1,677	2,463	4,140
2045	TURN SUMMARY	727	467	1,194	2,024	1,276	3,300	993	1,342	2,335	1,803	2,463	4,266
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		434	626	1,060	1,070	1,130	2,200	1,148	792	1,940	1,536	1,634	3,170
2019	TURN SUMMARY	433	626	1,059	1,068	1,130	2,198	1,146	792	1,938	1,534	1,634	3,168
CONTROL LINK VOLUMES		439	641	1,080	1,147	1,313	2,460	1,192	818	2,010	1,735	1,665	3,400
2025	TURN SUMMARY	458	662	1,120	1,114	1,296	2,410	1,200	848	2,048	1,707	1,673	3,380
CONTROL LINK VOLUMES		445	645	1,090	1,183	1,437	2,620	1,237	843	2,080	1,901	1,679	3,580
2030	TURN SUMMARY	465	674	1,139	1,139	1,425	2,564	1,219	880	2,099	1,842	1,687	3,529
CONTROL LINK VOLUMES		437	643	1,080	1,276	1,874	3,150	1,339	911	2,250	2,463	1,677	4,140
2045	TURN SUMMARY	483	706	1,189	1,171	1,874	3,045	1,284	956	2,240	2,297	1,699	3,996

Note: Boxed number indicates manual adjustment.

Balanced TMTool Sheets

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at Corporate Dr (Balanced TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	16,500	42,500	8,300	37,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.77%**	**CGR**	**0.76%**	**CGR**	**0.50%**	**CGR**	**0.66%**	**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)

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		1		1		1		1	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2019		16,500		42,500		8,300		37,500
NO. YEARS 6	2025	1.047	17,000	1.047	44,500	1.030	8,500	1.040	39,000
NO. YEARS 11	2030	1.088	18,000	1.087	46,500	1.056	8,700	1.074	40,500
NO. YEARS 26	2045	1.221	20,000	1.218	52,000	1.138	9,400	1.185	44,000

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)			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M. 2-Way Pk Hr Vol:		1,152			3,439			575			2,834		
4/10/2019	153	92	453	275	998	236	85	25	39	98	1,392	154	4,000
% TURNS:	22%	13%	65%	18%	66%	16%	57%	17%	26%	6%	85%	9%	
P.M. 2-Way Pk Hr Vol:		1,247			3,785			730			3,158		
4/10/2019	123	37	335	498	1,395	79	291	62	197	64	1,187	192	4,460
% TURNS:	25%	7%	68%	25%	71%	4%	53%	11%	36%	4%	82%	13%	

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.												
2019	22%	13%	65%	18%	66%	16%	57%	17%	26%	6%	85%	9%
2025	24%	13%	63%	19%	66%	15%	56%	17%	27%	7%	83%	11%
2030	24%	13%	63%	19%	65%	15%	55%	17%	28%	7%	82%	11%
2045	25%	12%	62%	20%	65%	15%	55%	17%	28%	7%	81%	12%
P.M.												
2019	25%	7%	68%	25%	71%	4%	53%	11%	36%	4%	82%	13%
2025	27%	8%	66%	25%	70%	5%	52%	12%	36%	5%	80%	14%
2030	27%	8%	65%	25%	69%	5%	52%	12%	36%	5%	80%	15%
2045	28%	8%	65%	26%	69%	5%	52%	12%	36%	6%	79%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.0%	7.6%	8.1%	8.9%	6.9%	8.8%	7.6%	8.4%
2025	7.4%	7.9%	8.3%	8.9%	7.4%	8.8%	7.9%	8.6%
2030	7.8%	8.2%	8.5%	8.9%	7.8%	8.9%	8.2%	8.7%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	60.6%	39.7%	43.9%	52.1%	25.9%	75.3%	58.0%	45.7%
2025	60.3%	39.9%	43.1%	53.8%	29.3%	71.7%	58.4%	44.5%
2030	60.1%	40.0%	42.4%	55.2%	32.1%	68.6%	58.6%	43.5%
2045	59.5%	40.5%	40.5%	59.5%	40.5%	59.5%	59.5%	40.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at Corporate Dr (Balanced TmTool)
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	16,500	42,500	8,300	37,500
24 HR EST. AADT	2025	17,000	44,500	8,500	39,000
24 HR EST. AADT	2030	18,000	46,500	8,700	40,500
24 HR EST. AADT	2045	20,000	52,000	9,400	44,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT		16,500			42,500			8,300			37,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,500	8,300	42,500	16,500	37,500	8,300	42,500	16,500	37,500	8,300	42,500	16,500
		42%	9%	48%	26%	60%	13%	44%	17%	39%	12%	63%	25%
2025	2-WAY ADT		17,000			44,500			8,500			39,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		39,000	8,500	44,500	17,000	39,000	8,500	44,500	17,000	39,000	8,500	44,500	17,000
		42%	9%	48%	26%	60%	13%	44%	17%	39%	12%	64%	24%
2030	2-WAY ADT		18,000			46,500			8,700			40,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,500	8,700	46,500	18,000	40,500	8,700	46,500	18,000	40,500	8,700	46,500	18,000
		42%	9%	49%	27%	60%	13%	44%	17%	39%	12%	64%	25%
2045	2-WAY ADT		20,000			52,000			9,400			44,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,000	9,400	52,000	20,000	44,000	9,400	52,000	20,000	44,000	9,400	52,000	20,000
		42%	9%	49%	27%	60%	13%	45%	17%	38%	12%	64%	25%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	152	93	453	274	995	239	85	25	39	99	1,393	153
2025	EST. TURNS	184	96	497	296	1,049	242	106	30	51	115	1,498	187
2030	EST. TURNS	205	100	540	317	1,190	244	122	35	60	120	1,605	210
2045	EST. TURNS	268	115	640	455	1,612	312	178	58	94	139	1,818	282
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	123	37	336	500	1,397	79	292	62	197	64	1,190	193
2025	EST. TURNS	148	42	357	536	1,505	99	294	65	202	74	1,210	216
2030	EST. TURNS	167	45	379	583	1,617	113	295	65	203	82	1,265	234
2045	EST. TURNS	222	68	468	720	1,935	168	346	68	205	112	1,437	277

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		698	452	1,150	1,509	1,931	3,440	149	431	580	1,644	1,186	2,830
2019	TURN SUMMARY	698	452	1,150	1,509	1,931	3,440	149	431	580	1,644	1,186	2,830
CONTROL LINK VOLUMES		764	506	1,270	1,592	2,098	3,690	184	446	630	1,796	1,284	3,080
2025	TURN SUMMARY	777	514	1,291	1,588	2,101	3,689	187	454	641	1,801	1,284	3,085
CONTROL LINK VOLUMES		848	562	1,410	1,673	2,267	3,940	218	462	680	1,940	1,370	3,310
2030	TURN SUMMARY	845	562	1,407	1,751	2,267	4,018	217	464	681	1,935	1,455	3,390
CONTROL LINK VOLUMES		1,071	729	1,800	1,895	2,785	4,680	343	507	850	2,356	1,604	3,960
2045	TURN SUMMARY	1,024	795	1,819	2,379	2,637	5,016	331	566	897	2,239	1,975	4,214
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		495	755	1,250	1,972	1,818	3,790	550	180	730	1,443	1,717	3,160
2019	TURN SUMMARY	496	755	1,251	1,976	1,818	3,794	551	180	731	1,446	1,717	3,163
CONTROL LINK VOLUMES		535	805	1,340	2,138	1,832	3,970	539	211	750	1,485	1,855	3,340
2025	TURN SUMMARY	547	816	1,363	2,140	1,861	4,001	561	215	776	1,500	1,855	3,355
CONTROL LINK VOLUMES		589	881	1,470	2,297	1,863	4,160	530	240	770	1,527	1,983	3,510
2030	TURN SUMMARY	591	881	1,472	2,313	1,940	4,253	563	240	803	1,581	1,987	3,568
CONTROL LINK VOLUMES		729	1,071	1,800	2,785	1,895	4,680	503	347	850	1,604	2,356	3,960
2045	TURN SUMMARY	758	1,065	1,823	2,823	2,251	5,074	619	348	967	1,825	2,362	4,187

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	7/10/2020
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at I-95 NB-SB Ramps Balanced TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	237,000	40,500	228,000	42,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.40%**	**CGR**	**0.50%**	**CGR**	**0.25%**	**CGR**	**0.77%**	**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	NORTH LEG FACTOR	NORTH LEG AADT	EAST LEG FACTOR	EAST LEG AADT	SOUTH LEG FACTOR	SOUTH LEG AADT	WEST LEG FACTOR	WEST LEG AADT
			1		**1**		**1**		**1**	
		2019		237,000		40,500		228,000		42,500
NO. YEARS	6	2025	1.024	243,000	1.030	42,000	1.015	232,000	1.047	44,500
NO. YEARS	11	2030	1.045	248,000	1.056	43,000	1.028	235,000	1.088	46,500
NO. YEARS	26	2045	1.109	261,000	1.138	46,000	1.067	242,000	1.221	52,000

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)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:		16,813			3,692			16,028			4,331		
4/10/2019		745	8,510	537	731	764	415	299	5,609	355	840	946	681	20,432
% TURNS:		8%	87%	5%	38%	40%	22%	5%	90%	6%	34%	38%	28%	
P.M.	2-Way Pk Hr Vol:		17,699			4,620			16,515			4,970		
4/10/2019		704	5,874	607	794	1,268	313	459	8,885	578	406	1,179	835	21,902
% TURNS:		10%	82%	8%	33%	53%	13%	5%	90%	6%	17%	49%	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	RIGHT	THRU	LEFT
A.M.													
	2019	8%	87%	5%	38%	40%	22%	5%	90%	6%	34%	38%	28%
	2025	8%	86%	6%	39%	37%	24%	6%	88%	6%	35%	35%	30%
	2030	8%	85%	6%	39%	36%	25%	6%	88%	7%	35%	35%	30%
	2045	9%	84%	7%	40%	35%	25%	6%	87%	7%	36%	33%	31%
P.M.													
	2019	10%	82%	8%	33%	53%	13%	5%	90%	6%	17%	49%	35%
	2025	10%	81%	9%	35%	49%	16%	5%	88%	7%	20%	45%	36%
	2030	10%	81%	9%	35%	48%	17%	6%	88%	7%	20%	44%	36%
	2045	11%	80%	9%	36%	46%	18%	6%	87%	7%	21%	42%	37%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	7.1%	7.5%	9.1%	11.4%	7.0%	7.2%	10.2%	11.7%
2025	7.5%	7.8%	9.1%	10.9%	7.5%	7.6%	9.9%	11.1%
2030	7.9%	8.1%	9.1%	10.4%	7.9%	8.0%	9.7%	10.6%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	58.2%	40.6%	51.7%	51.4%	39.1%	60.1%	57.0%	48.7%
2025	58.6%	40.5%	49.1%	53.3%	39.0%	60.4%	57.5%	46.8%
2030	59.0%	40.3%	47.0%	54.8%	38.9%	60.6%	58.0%	45.2%
2045	60.0%	40.0%	40.5%	59.5%	38.6%	61.4%	59.5%	40.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at I-95 NB-SB Ramps Balanced TmTc
PREPARED BY: MZH
FILE: Version 1

DATE: 7/10/2020
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	2019	237,000	40,500	228,000	42,500
24 HR EST. AADT	2025	243,000	42,000	232,000	44,500
24 HR EST. AADT	2030	248,000	43,000	235,000	46,500
24 HR EST. AADT	2045	261,000	46,000	242,000	52,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	237,000			40,500			228,000			42,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,500	228,000	40,500	237,000	42,500	228,000	40,500	237,000	42,500	228,000	40,500	237,000
		14%	73%	13%	47%	8%	45%	13%	74%	13%	45%	8%	47%
2025	2-WAY ADT	243,000			42,000			232,000			44,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		44,500	232,000	42,000	243,000	44,500	232,000	42,000	243,000	44,500	232,000	42,000	243,000
		14%	73%	13%	47%	9%	45%	13%	74%	14%	45%	8%	47%
2030	2-WAY ADT	248,000			43,000			235,000			46,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,500	235,000	43,000	248,000	46,500	235,000	43,000	248,000	46,500	235,000	43,000	248,000
		14%	72%	13%	47%	9%	44%	13%	73%	14%	45%	8%	47%
2045	2-WAY ADT	261,000			46,000			242,000			52,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		52,000	242,000	46,000	261,000	52,000	242,000	46,000	261,000	52,000	242,000	46,000	261,000
		15%	71%	14%	47%	9%	44%	13%	73%	14%	44%	8%	48%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	744	8,511	536	730	764	415	299	5,607	355	841	945	681
2025	EST. TURNS	821	9,249	680	775	766	460	371	6,033	394	883	1,130	768
2030	EST. TURNS	875	9,929	764	782	918	461	405	6,432	411	908	1,300	819
2045	EST. TURNS	1,009	12,011	1,049	820	1,370	462	485	7,656	419	920	1,809	956
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	703	5,878	607	794	1,268	314	459	8,886	578	407	1,179	835
2025	EST. TURNS	791	6,218	651	887	1,349	383	519	9,556	667	446	1,181	885
2030	EST. TURNS	847	6,536	652	917	1,472	400	520	10,191	716	448	1,276	892
2045	EST. TURNS	983	7,569	655	1,022	1,840	414	523	12,193	786	450	1,560	896

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		9,792	7,018	16,810	1,910	1,780	3,690	6,263	9,767	16,030	2,467	1,863	4,330
2019	TURN SUMMARY	9,791	7,018	16,809	1,910	1,780	3,690	6,261	9,767	16,028	2,467	1,863	4,330
CONTROL LINK VOLUMES		10,737	7,573	18,310	1,876	1,944	3,820	6,766	10,594	17,360	2,539	1,871	4,410
2025	TURN SUMMARY	10,750	7,576	18,326	2,001	2,181	4,182	6,799	10,591	17,390	2,781	1,982	4,763
CONTROL LINK VOLUMES		11,557	8,033	19,590	1,832	2,068	3,900	7,184	11,296	18,480	2,614	1,886	4,500
2030	TURN SUMMARY	11,568	8,033	19,601	2,161	2,469	4,630	7,248	11,297	18,545	3,027	2,204	5,231
CONTROL LINK VOLUMES		14,094	9,396	23,490	1,677	2,463	4,140	8,407	13,373	21,780	2,785	1,895	4,680
2045	TURN SUMMARY	14,070	9,432	23,502	2,652	3,343	5,995	8,560	13,394	21,954	3,685	2,798	6,483
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		7,185	10,515	17,700	2,375	2,245	4,620	9,922	6,598	16,520	2,420	2,550	4,970
2019	TURN SUMMARY	7,188	10,515	17,703	2,376	2,245	4,621	9,924	6,598	16,522	2,421	2,550	4,971
CONTROL LINK VOLUMES		7,690	11,320	19,010	2,428	2,132	4,560	10,715	7,035	17,750	2,306	2,624	4,930
2025	TURN SUMMARY	7,660	11,328	18,988	2,619	2,351	4,970	10,742	7,048	17,790	2,512	2,806	5,318
CONTROL LINK VOLUMES		8,120	12,010	20,130	2,449	2,021	4,470	11,381	7,389	18,770	2,220	2,690	4,910
2030	TURN SUMMARY	8,034	12,000	20,034	2,789	2,448	5,237	11,427	7,383	18,810	2,615	3,035	5,650
CONTROL LINK VOLUMES		9,396	14,094	23,490	2,463	1,677	4,140	13,373	8,407	21,780	1,895	2,785	4,680
2045	TURN SUMMARY	9,207	14,110	23,317	3,275	2,737	6,012	13,501	8,433	21,934	2,906	3,608	6,514

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	MZH
FM NO.:		FILE:	Version 1
PROJECT LIMITS:	I-95 at Woolbright Rd IMR	DATE:	11/9/2019
DESIGN YEAR:	2045		
INTERSECTION:	Woolbright Rd at Seacrest Blvd (Unadjusted TmTool)		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:	2019	10,000	29,000	20,500	40,500

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Historic + Model Trend GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Base Year Model to Future Year Model GR =	N/A	CGR	N/A	CGR	N/A	CGR	N/A	CGR
Recommended Growth Rate:	**0.71%**	**CGR**	**0.76%**	**CGR**	**0.74%**	**CGR**	**0.50%**	**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)

		NORTH LEG: 1		EAST LEG: 1		SOUTH LEG: 1		WEST LEG: 1	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2019		10,000		29,000		20,500		40,500
NO. YEARS 6	2025	1.043	10,500	1.046	31,000	1.045	21,500	1.030	42,000
NO. YEARS 11	2030	1.081	11,000	1.087	32,000	1.084	22,500	1.056	43,000
NO. YEARS 26	2045	1.202	12,000	1.218	35,000	1.211	25,000	1.138	46,000

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)			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M. 2-Way Pk Hr Vol:		963			1,692			1,903			2,656		
4/10/2019	135	403	81	29	763	99	77	262	529	533	643	53	3,607
% TURNS:	22%	65%	13%	3%	86%	11%	9%	30%	61%	43%	52%	4%	
P.M. 2-Way Pk Hr Vol:		1,061			2,203			1,939			3,173		
4/10/2019	96	257	81	59	952	59	153	406	589	475	899	162	4,188
% TURNS:	22%	59%	19%	6%	89%	6%	13%	35%	51%	31%	59%	11%	

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.												
2019	22%	65%	13%	3%	86%	11%	9%	30%	61%	43%	52%	4%
2025	24%	61%	15%	4%	83%	13%	12%	28%	60%	42%	52%	6%
2030	25%	60%	16%	5%	82%	13%	12%	28%	60%	42%	52%	6%
2045	25%	58%	16%	5%	81%	14%	14%	27%	59%	42%	52%	6%
P.M.												
2019	22%	59%	19%	6%	89%	6%	13%	35%	51%	31%	59%	11%
2025	24%	56%	20%	6%	86%	8%	16%	33%	51%	31%	58%	11%
2030	25%	55%	20%	7%	85%	9%	16%	33%	51%	31%	57%	11%
2045	26%	53%	21%	7%	83%	10%	17%	32%	51%	32%	57%	12%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2019	9.6%	10.6%	5.8%	7.6%	9.3%	9.5%	6.6%	7.8%
2025	9.5%	10.2%	6.6%	7.9%	9.2%	9.4%	7.1%	8.1%
2030	9.4%	9.9%	7.2%	8.2%	9.2%	9.3%	7.6%	8.3%
2045	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2019	64.3%	40.9%	52.7%	48.6%	45.6%	59.2%	46.3%	48.4%
2025	63.2%	40.8%	54.2%	46.7%	44.4%	59.3%	44.9%	51.0%
2030	62.3%	40.7%	55.6%	45.2%	43.4%	59.3%	43.8%	53.1%
2045	59.5%	40.5%	59.5%	40.5%	40.5%	59.5%	40.5%	59.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: I-95 at Woolbright Rd IMR
DESIGN YEAR: 2045
INTERSECTION: Woolbright Rd at Seacrest Blvd (Unadjusted TmTool
PREPARED BY: MZH
FILE: Version 1

DATE: 11/9/2019
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	2019	10,000	29,000	20,500	40,500
24 HR EST. AADT	2025	10,500	31,000	21,500	42,000
24 HR EST. AADT	2030	11,000	32,000	22,500	43,000
24 HR EST. AADT	2045	12,000	35,000	25,000	46,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2019	2-WAY ADT	10,000			29,000			20,500			40,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		40,500	20,500	29,000	10,000	40,500	20,500	29,000	10,000	40,500	20,500	29,000	10,000
		45%	23%	32%	14%	57%	29%	36%	13%	51%	34%	49%	17%
2025	2-WAY ADT	10,500			31,000			21,500			42,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		42,000	21,500	31,000	10,500	42,000	21,500	31,000	10,500	42,000	21,500	31,000	10,500
		44%	23%	33%	14%	57%	29%	37%	13%	50%	34%	49%	17%
2030	2-WAY ADT	11,000			32,000			22,500			43,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,000	22,500	32,000	11,000	43,000	22,500	32,000	11,000	43,000	22,500	32,000	11,000
		44%	23%	33%	14%	56%	29%	37%	13%	50%	34%	49%	17%
2045	2-WAY ADT	12,000			35,000			25,000			46,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,000	25,000	35,000	12,000	46,000	25,000	35,000	12,000	46,000	25,000	35,000	12,000
		43%	24%	33%	14%	55%	30%	38%	13%	49%	35%	49%	17%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2019	EST. TURNS	136	402	81	29	764	98	76	260	531	532	642	53
2025	EST. TURNS	158	[404]	99	48	942	142	107	[261]	546	571	729	74
2030	EST. TURNS	169	[406]	108	58	1,097	170	119	[263]	564	605	797	83
2045	EST. TURNS	189	[407]	125	92	1,673	261	143	[265]	601	698	1,007	104
P.M. DESIGN HR. TURNS													
2019	EST. TURNS	96	257	81	59	950	59	153	405	588	476	897	162
2025	EST. TURNS	105	[258]	94	72	968	86	195	[406]	592	499	1,024	185
2030	EST. TURNS	[107]	[259]	99	75	971	93	216	[408]	601	524	1,123	194
2045	EST. TURNS	[109]	[261]	109	78	979	112	279	[410]	[602]	599	1,487	211

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		619	341	960	891	799	1,690	868	1,032	1,900	1,229	1,431	2,660
2019	TURN SUMMARY	618	341	959	890	799	1,689	867	1,032	1,899	1,227	1,431	2,658
CONTROL LINK VOLUMES		629	371	1,000	1,104	936	2,040	881	1,099	1,980	1,344	1,646	2,990
2025	TURN SUMMARY	662	383	1,045	1,131	936	2,067	914	1,117	2,031	1,375	1,646	3,021
CONTROL LINK VOLUMES		641	389	1,030	1,275	1,025	2,300	896	1,164	2,060	1,431	1,829	3,260
2030	TURN SUMMARY	683	404	1,087	1,325	1,025	2,350	946	1,181	2,127	1,486	1,829	3,315
CONTROL LINK VOLUMES		643	437	1,080	1,874	1,276	3,150	911	1,339	2,250	1,677	2,463	4,140
2045	TURN SUMMARY	721	461	1,182	2,026	1,276	3,302	1,009	1,366	2,375	1,809	2,463	4,272
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		434	626	1,060	1,070	1,130	2,200	1,148	792	1,940	1,536	1,634	3,170
2019	TURN SUMMARY	433	626	1,059	1,068	1,130	2,198	1,146	792	1,938	1,534	1,634	3,168
CONTROL LINK VOLUMES		439	641	1,080	1,147	1,313	2,460	1,192	818	2,010	1,735	1,665	3,400
2025	TURN SUMMARY	457	663	1,120	1,126	1,313	2,439	1,193	843	2,036	1,708	1,665	3,373
CONTROL LINK VOLUMES		445	645	1,090	1,183	1,437	2,620	1,237	843	2,080	1,901	1,679	3,580
2030	TURN SUMMARY	464	677	1,141	1,139	1,437	2,576	1,225	877	2,102	1,841	1,679	3,520
CONTROL LINK VOLUMES		437	643	1,080	1,276	1,874	3,150	1,339	911	2,250	2,463	1,677	4,140
2045	TURN SUMMARY	479	699	1,178	1,169	1,874	3,043	1,290	972	2,262	2,297	1,690	3,987

Note: Boxed number indicates manual adjustment.

Appendix F
No-Build Opening Year 2025 and Design Year 2045 HCS and Synchro Outputs

HCS Analysis

Opening Year 2025
AM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5255	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1434
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.61
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6111	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1658
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.70
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.1
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7782	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2124
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.90
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	57.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	36.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9003	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2442
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.03
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	6111	765
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	6632	823
Capacity (c), pc/h	9600	4000
Volume-to-Capacity Ratio (v/c)	0.69	0.21

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1990
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	72.9
Flow in Lanes 1 and 2 (v12), pc/h	2653	Ramp Junction Speed (S), mi/h	66.0
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	25.1
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	13.6

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	7782	1343
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	8497	1445
Capacity (c), pc/h	9600	2000
Volume-to-Capacity Ratio (v/c)	1.04	0.72

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	-
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2549
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	50.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.037	Outer Lanes Freeway Speed (SO), mi/h	62.0
Flow in Lanes 1 and 2 (v12), pc/h	3399	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	4844	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	33.3

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build AM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4562	1366	177	693
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	4951	1470	191	747
Weaving Flow Rate (v_w), pc/h	2217	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	5142	Density-Based Capacity (c_{IWL}), pc/h/ln		2203
Total Flow Rate (v), pc/h	7359	Demand Flow-Based Capacity (c_{IW}), pc/h		11628
Volume Ratio (VR)	0.301	Weaving Segment Capacity (c_W), veh/h		10712
Minimum Lane Change Rate (LC_{MIN}), lc/h	2217	Adjusted Weaving Area Capacity, pc/h		11015
Maximum Weaving Length (L_{MAX}), ft	4029	Volume-to-Capacity Ratio (v/c)		0.67

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	746	Average Weaving Speed (S_W),mi/h	52.4
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	882	Average Non-Weaving Speed (S_{NW}), mi/h	47.0
Weaving Lane Change Rate (LC_W), lc/h	2793	Average Speed (S), mi/h	48.5
Weaving Lane Change Rate (LC_{All}), lc/h	3675	Density (D), pc/mi/ln	30.3
Weaving Intensity Factor (W)	0.471	Level of Service (LOS)	D

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	No-Build 2025 AM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7782	1222	198	1303
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	8497	1317	213	1402
Weaving Flow Rate (v_w), pc/h	2719	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	8710	Density-Based Capacity (c_{IWL}), pc/h/ln		2184
Total Flow Rate (v), pc/h	11429	Demand Flow-Based Capacity (c_{IW}), pc/h		10084
Volume Ratio (VR)	0.238	Weaving Segment Capacity (c_W), veh/h		9756
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h		10084
Maximum Weaving Length (L_{MAX}), ft	4928	Volume-to-Capacity Ratio (v/c)		1.13

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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Opening Year 2025
PM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9442	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2562
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.08
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8256	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2254
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.95
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	55.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	40.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6273	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1702
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	25.9
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 Basic Segment SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	5435	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1484
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.63
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.9
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	9442	1186
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	10246	1277
Capacity (c), pc/h	9600	4000
Volume-to-Capacity Ratio (v/c)	1.07	0.32

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	-
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	56.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	70.2
Flow in Lanes 1 and 2 (v12), pc/h	4846	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	32.4

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	5435	829
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	5935	892
Capacity (c), pc/h	9600	2000
Volume-to-Capacity Ratio (v/c)	0.71	0.45

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.303
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1781
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	61.5
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.106	Outer Lanes Freeway Speed (SO), mi/h	65.4
Flow in Lanes 1 and 2 (v12), pc/h	2374	Ramp Junction Speed (S), mi/h	63.5
Flow Entering Ramp-Infl. Area (vR12), pc/h	3266	Average Density (D), pc/mi/ln	26.9
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	21.2

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	No-Build 2025 PM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6983	1550	222	1198
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	7578	1668	239	1291
Weaving Flow Rate (v_w), pc/h	2959	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	7817	Density-Based Capacity (c_{IWL}), pc/h/ln		2224
Total Flow Rate (v), pc/h	10776	Demand Flow-Based Capacity (c_{IW}), pc/h		12727
Volume Ratio (VR)	0.275	Weaving Segment Capacity (c_W), veh/h		10811
Minimum Lane Change Rate (LC_{MIN}), lc/h	2959	Adjusted Weaving Area Capacity, pc/h		11120
Maximum Weaving Length (L_{MAX}), ft	3751	Volume-to-Capacity Ratio (v/c)		0.97

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	No-Build 2025 PM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4729	706	164	1278
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	5164	761	177	1376
Weaving Flow Rate (v_w), pc/h	2137	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	5341	Density-Based Capacity (c_{IWL}), pc/h/ln		2145
Total Flow Rate (v), pc/h	7478	Demand Flow-Based Capacity (c_{IW}), pc/h		8392
Volume Ratio (VR)	0.286	Weaving Segment Capacity (c_W), veh/h		8125
Minimum Lane Change Rate (LC_{MIN}), lc/h	2137	Adjusted Weaving Area Capacity, pc/h		8392
Maximum Weaving Length (L_{MAX}), ft	5434	Volume-to-Capacity Ratio (v/c)		0.89

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1873	Average Weaving Speed (S_W),mi/h	57.5
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-501	Average Non-Weaving Speed (S_{NW}), mi/h	48.6
Weaving Lane Change Rate (LC_W), lc/h	3444	Average Speed (S), mi/h	50.8
Weaving Lane Change Rate (LC_{All}), lc/h	2943	Density (D), pc/mi/ln	24.5
Weaving Intensity Factor (W)	0.295	Level of Service (LOS)	C

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Design Year 2045
AM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7714	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2093
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.88
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	59.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	35.1
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6810	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1859
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.79
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	63.1
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.5
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	11363	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	3083
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.30
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10167	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2776
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.18
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	10167	1382
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	11102	1487
Capacity (c), pc/h	9600	2000
Volume-to-Capacity Ratio (v/c)	1.31	0.74

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	-
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	0.0
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.032	Outer Lanes Freeway Speed (SO), mi/h	61.1
Flow in Lanes 1 and 2 (v12), pc/h	5702	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	7189	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	51.5

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HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	7714	904
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	8371	973
Capacity (c), pc/h	9600	4000
Volume-to-Capacity Ratio (v/c)	0.87	0.24

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.451
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2512
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	70.9
Flow in Lanes 1 and 2 (v12), pc/h	3348	Ramp Junction Speed (S), mi/h	64.8
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	32.3
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	19.5

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build AM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6047	1599	177	763
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	6562	1721	191	822
Weaving Flow Rate (v_w), pc/h	2543	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	6753	Density-Based Capacity (c_{IWL}), pc/h/ln		2225
Total Flow Rate (v), pc/h	9296	Demand Flow-Based Capacity (c_{IW}), pc/h		12774
Volume Ratio (VR)	0.274	Weaving Segment Capacity (c_W), veh/h		10816
Minimum Lane Change Rate (LC_{MIN}), lc/h	2543	Adjusted Weaving Area Capacity, pc/h		11125
Maximum Weaving Length (L_{MAX}), ft	3741	Volume-to-Capacity Ratio (v/c)		0.84

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	979	Average Weaving Speed (S_W),mi/h	50.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1214	Average Non-Weaving Speed (S_{NW}), mi/h	42.8
Weaving Lane Change Rate (LC_W), lc/h	3119	Average Speed (S), mi/h	44.7
Weaving Lane Change Rate (LC_{All}), lc/h	4333	Density (D), pc/mi/ln	41.6
Weaving Intensity Factor (W)	0.536	Level of Service (LOS)	E

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	No-Build 2045 AM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	8861	1306	224	1834
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	9676	1407	241	1974
Weaving Flow Rate (v_w), pc/h	3381	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	9917	Density-Based Capacity (c_{IWL}), pc/h/ln		2171
Total Flow Rate (v), pc/h	13298	Demand Flow-Based Capacity (c_{IW}), pc/h		9449
Volume Ratio (VR)	0.254	Weaving Segment Capacity (c_W), veh/h		9144
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h		9449
Maximum Weaving Length (L_{MAX}), ft	5096	Volume-to-Capacity Ratio (v/c)		1.41

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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Design Year 2045
PM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build PM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	11891	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	3226
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.36
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build PM
Project Description	I-95 N of Woolbright Rd -NB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10582	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2889
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.22
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2025 No-Build PM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7509	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2037
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.86
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	60.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	33.6
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build PM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6641	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1813
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.77
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	62.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	29.0
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build PM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	11891	1309
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	12904	1409
Capacity (c), pc/h	9600	4000
Volume-to-Capacity Ratio (v/c)	1.34	0.35

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	-
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	70.2
Flow in Lanes 1 and 2 (v12), pc/h	7504	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	55.3

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 No-Build PM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	6641	864
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	7252	930
Capacity (c), pc/h	9600	2000
Volume-to-Capacity Ratio (v/c)	0.85	0.47

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.381
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2176
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	59.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.102	Outer Lanes Freeway Speed (SO), mi/h	64.0
Flow in Lanes 1 and 2 (v12), pc/h	2901	Ramp Junction Speed (S), mi/h	61.7
Flow Entering Ramp-Infl. Area (vR12), pc/h	3831	Average Density (D), pc/mi/ln	33.2
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	25.6

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	No-Build 2045 PM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	9260	1710	208	1322
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	10049	1840	224	1424
Weaving Flow Rate (v_w), pc/h	3264	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	10273	Density-Based Capacity (c_{IWL}), pc/h/ln		2251
Total Flow Rate (v), pc/h	13537	Demand Flow-Based Capacity (c_{IW}), pc/h		14523
Volume Ratio (VR)	0.241	Weaving Segment Capacity (c_W), veh/h		10939
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h		11255
Maximum Weaving Length (L_{MAX}), ft	3394	Volume-to-Capacity Ratio (v/c)		1.20

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	No-Build 2045 PM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5868	773	167	1471
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	6408	833	180	1583
Weaving Flow Rate (v_W), pc/h	2416	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	6588	Density-Based Capacity (c_{IWL}), pc/h/ln		2160
Total Flow Rate (v), pc/h	9004	Demand Flow-Based Capacity (c_{IW}), pc/h		8955
Volume Ratio (VR)	0.268	Weaving Segment Capacity (c_W), veh/h		8668
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity, pc/h		8955
Maximum Weaving Length (L_{MAX}), ft	5243	Volume-to-Capacity Ratio (v/c)		1.01

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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SYNCHRO Analysis

Opening Year 2025 AM Analysis

HCM 6TH Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1645		3433	1679	
Flt Permitted	0.25	1.00	1.00	0.10	1.00	1.00	0.57	1.00		0.95	1.00	
Satd. Flow (perm)	458	5085	1583	191	5085	1583	1069	1645		3433	1679	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
RTOR Reduction (vph)	0	0	74	0	0	127	0	101	0	0	58	0
Lane Group Flow (vph)	197	1577	47	255	1104	185	54	43	0	523	237	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Actuated Green, G (s)	54.6	54.6	54.6	62.2	62.2	83.2	20.5	13.8		21.0	28.1	
Effective Green, g (s)	54.6	54.6	54.6	62.2	62.2	83.2	20.5	13.8		21.0	28.1	
Actuated g/C Ratio	0.39	0.39	0.39	0.44	0.44	0.59	0.15	0.10		0.15	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	323	1983	617	345	2259	940	190	162		514	336	
v/s Ratio Prot	0.07	c0.31		c0.12	0.22	0.03	0.01	0.03		c0.15	c0.14	
v/s Ratio Perm	0.17		0.03	0.21		0.09	0.03					
v/c Ratio	0.61	0.80	0.08	0.74	0.49	0.20	0.28	0.27		1.02	0.70	
Uniform Delay, d1	38.6	37.8	26.8	36.8	27.6	13.1	52.6	58.4		59.5	52.1	
Progression Factor	1.00	1.00	1.00	1.41	1.73	7.38	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	3.4	0.2	5.9	0.6	0.0	0.3	0.3		44.2	5.4	
Delay (s)	40.9	41.2	27.1	57.8	48.5	96.3	52.9	58.7		103.7	57.5	
Level of Service	D	D	C	E	D	F	D	E		F	E	
Approach Delay (s)		40.2			58.8			57.1			87.0	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Future Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0					6.5		4.0
Lane Util. Factor		0.86	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		6408	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		6408	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1282	929	484	806	0	0	0	0	716	0	864
RTOR Reduction (vph)	0	0	374	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1282	555	484	806	0	0	0	0	716	0	864
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Actuated Green, G (s)		46.5	46.5	39.5	55.5					18.5		140.0
Effective Green, g (s)		46.5	46.5	39.5	49.0					18.5		140.0
Actuated g/C Ratio		0.33	0.33	0.28	0.35					0.13		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		2128	525	968	1238					453		1583
v/s Ratio Prot		0.20		0.14	c0.23					c0.21		
v/s Ratio Perm			c0.35									c0.55
v/c Ratio		0.60	1.06	0.50	0.65					1.58		0.55
Uniform Delay, d1		39.0	46.8	42.0	38.3					60.8		0.0
Progression Factor		0.69	1.98	0.73	0.83					1.00		1.00
Incremental Delay, d2		0.3	45.8	0.2	0.5					271.7		1.4
Delay (s)		27.3	138.6	30.9	32.4					332.4		1.4
Level of Service		C	F	C	C					F		A
Approach Delay (s)		74.0			31.9			0.0			151.4	
Approach LOS		E			C			A			F	

Intersection Summary			
HCM 2000 Control Delay	87.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Future Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.5		4.0			
Lane Util. Factor	0.97	0.95			0.86	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			6346	1568	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			6346	1568	3433		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	808	1189	0	0	876	816	415	0	391	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	338	0	0	0	0	0	0
Lane Group Flow (vph)	808	1189	0	0	876	478	415	0	391	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Actuated Green, G (s)	46.5	71.5			39.5	39.5	9.5		140.0			
Effective Green, g (s)	46.5	65.0			39.5	39.5	9.5		140.0			
Actuated g/C Ratio	0.33	0.46			0.28	0.28	0.07		1.00			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	1140	1643			1790	442	232		1583			
v/s Ratio Prot	0.24	c0.34			0.14		c0.12					
v/s Ratio Perm						c0.30			0.25			
v/c Ratio	0.71	0.72			0.49	1.08	1.79		0.25			
Uniform Delay, d1	40.8	30.3			41.9	50.2	65.2		0.0			
Progression Factor	0.67	0.60			1.17	1.41	1.00		1.00			
Incremental Delay, d2	0.7	0.5			0.1	55.6	371.8		0.4			
Delay (s)	28.0	18.7			49.1	126.3	437.0		0.4			
Level of Service	C	B			D	F	F		A			
Approach Delay (s)		22.5			86.3			225.2			0.0	
Approach LOS		C			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	82.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3479		3433	3385		1770	3387	
Flt Permitted	0.14	1.00	1.00	0.26	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	257	3505	1568	472	3479		3433	3385		1770	3387	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
RTOR Reduction (vph)	0	0	277	0	3	0	0	29	0	0	32	0
Lane Group Flow (vph)	78	767	324	149	1033	0	584	359	0	101	563	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	62.6	57.5	57.5	66.6	59.5		22.4	37.1		12.3	27.0	
Effective Green, g (s)	62.6	57.5	57.5	66.6	59.5		22.4	37.1		12.3	27.0	
Actuated g/C Ratio	0.45	0.41	0.41	0.48	0.42		0.16	0.27		0.09	0.19	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	169	1439	644	289	1478		549	897		155	653	
v/s Ratio Prot	0.02	0.22		c0.03	c0.30		c0.17	0.11		0.06	c0.17	
v/s Ratio Perm	0.19		0.21	0.22								
v/c Ratio	0.46	0.53	0.50	0.52	0.70		1.06	0.40		0.65	0.86	
Uniform Delay, d1	47.3	31.1	30.6	37.9	32.9		58.8	42.3		61.8	54.7	
Progression Factor	1.16	0.83	2.26	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	1.2	2.4	0.6	2.8		56.5	0.1		7.3	10.9	
Delay (s)	55.6	26.9	71.7	38.5	35.7		115.3	42.4		69.0	65.6	
Level of Service	E	C	E	D	D		F	D		E	E	
Approach Delay (s)		47.0			36.1			86.2			66.1	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	56.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

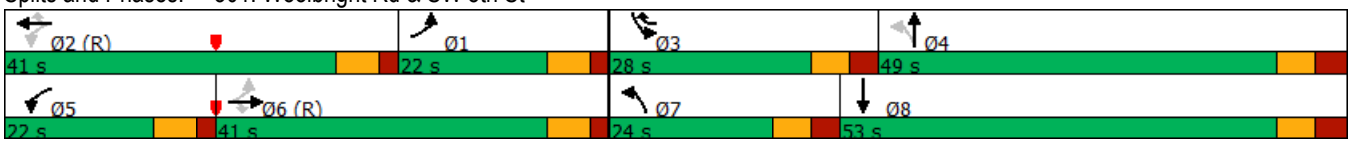
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1645	0	3433	1678	0
Flt Permitted	0.246			0.102			0.574			0.950		
Satd. Flow (perm)	458	5085	1583	190	5085	1583	1069	1645	0	3433	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			140			312		112			73	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	1577	121	255	1104	312	54	144	0	523	295	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	25.0	11.0	48.5		25.0	43.5	
Total Split (s)	22.0	41.0	41.0	22.0	41.0	28.0	24.0	49.0		28.0	53.0	
Total Split (%)	15.7%	29.3%	29.3%	15.7%	29.3%	20.0%	17.1%	35.0%		20.0%	37.9%	
Maximum Green (s)	15.5	34.5	34.5	15.5	34.5	21.0	17.0	41.5		21.0	45.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	56.0	56.0	56.0	63.6	63.6	84.1	20.6	12.4		21.0	28.1	
Actuated g/C Ratio	0.40	0.40	0.40	0.45	0.45	0.60	0.15	0.09		0.15	0.20	
v/c Ratio	0.60	0.78	0.17	0.74	0.48	0.29	0.28	0.58		1.02	0.75	
Control Delay	51.7	40.6	4.1	59.5	48.8	6.9	38.8	25.4		102.1	51.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	51.7	40.6	4.1	59.5	48.8	6.9	38.8	25.4		102.1	51.8	
LOS	D	D	A	E	D	A	D	C		F	D	
Approach Delay		39.4			42.6			29.0			83.9	
Approach LOS		D			D			C			F	
Queue Length 50th (ft)	116	436	0	196	313	94	37	28		~258	202	
Queue Length 95th (ft)	#219	#668	35	295	385	168	63	90		#375	288	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	328	2034	717	346	2308	1074	313	566		514	594	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.60	0.78	0.17	0.74	0.48	0.29	0.17	0.25		1.02	0.50	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 1 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.02
Intersection Signal Delay: 48.1 Intersection LOS: D
Intersection Capacity Utilization 87.6% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: Woolbright Rd & SW 8th St



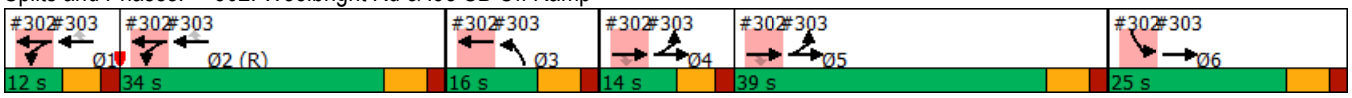
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Future Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	0		0	0		400
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			560									662
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			437			828	
Travel Time (s)		23.6			11.3			8.5			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1282	929	484	806	0	0	0	0	716	0	864
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1282	929	484	806	0	0	0	0	716	0	864
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Detector Phase		4 5	4 5	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										25.0		
Total Split (%)										17.9%		
Maximum Green (s)										18.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										2.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	24.5
Total Split (s)	12.0	34.0	16.0	14.0	39.0
Total Split (%)	9%	24%	11%	10%	28%
Maximum Green (s)	6.0	27.5	9.5	8.0	32.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										3.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		47.0	47.0	40.0	56.0					18.5		140.0
Actuated g/C Ratio		0.34	0.34	0.29	0.40					0.13		1.00
v/c Ratio		0.60	1.03	0.49	0.57					1.58		0.55
Control Delay		27.5	62.3	31.4	28.1					309.9		1.4
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		27.5	62.3	31.4	28.1					309.9		1.4
LOS		C	E	C	C					F		A
Approach Delay		42.1			29.3						141.2	
Approach LOS		D			C						F	
Queue Length 50th (ft)		269	~728	90	133					~476		0
Queue Length 95th (ft)		m300	m#994	m95	m129					#602		0
Internal Link Dist (ft)		1302			580			357			748	
Turn Bay Length (ft)												400
Base Capacity (vph)		2151	903	980	1415					453		1583
Starvation Cap Reductn		0	0	0	0					0		0
Spillback Cap Reductn		11	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.60	1.03	0.49	0.57					1.58		0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.79			
Intersection Signal Delay: 69.7		Intersection LOS: E	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

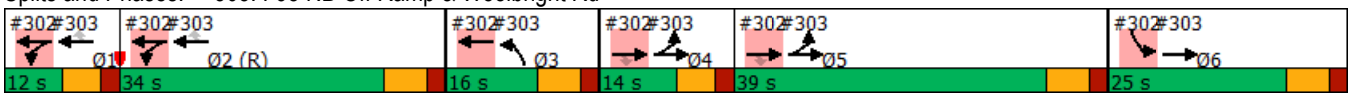
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Future Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		675	0		400	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						471			391			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			547	
Travel Time (s)		11.3			14.9			17.9			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	808	1189	0	0	876	816	415	0	391	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	808	1189	0	0	876	816	415	0	391	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Detector Phase	4 5	4 5 6			1 2	1 2	3					
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							16.0					
Total Split (%)							11.4%					
Maximum Green (s)							9.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	24.5	24.5
Total Split (s)	12.0	34.0	14.0	39.0	25.0
Total Split (%)	9%	24%	10%	28%	18%
Maximum Green (s)	6.0	27.5	8.0	32.5	18.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	4.0	2.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	47.0	72.0			40.0	40.0	9.5		140.0			
Actuated g/C Ratio	0.34	0.51			0.29	0.29	0.07		1.00			
v/c Ratio	0.70	0.65			0.48	1.04	1.79		0.25			
Control Delay	28.5	15.7			49.2	61.9	406.9		0.4			
Queue Delay	0.0	0.5			0.0	0.0	0.0		0.0			
Total Delay	28.5	16.2			49.2	61.9	406.9		0.4			
LOS	C	B			D	E	F		A			
Approach Delay		21.2			55.3			209.7				
Approach LOS		C			E			F				
Queue Length 50th (ft)	151	127			162	~366	~290		0			
Queue Length 95th (ft)	m146	m120			m175	m#432	#400		0			
Internal Link Dist (ft)		580			792			839			467	
Turn Bay Length (ft)						675			400			
Base Capacity (vph)	1152	1820			1813	784	232		1583			
Starvation Cap Reductn	0	235			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	0.70	0.75			0.48	1.04	1.79		0.25			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.79			
Intersection Signal Delay: 67.8		Intersection LOS: E	
Intersection Capacity Utilization 102.6%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

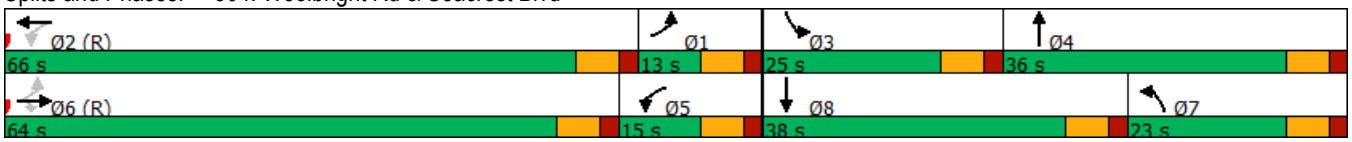
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.993			0.956			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3480	0	3433	3383	0	1770	3387	0
Flt Permitted	0.140			0.256			0.950			0.950		
Satd. Flow (perm)	258	3505	1568	472	3480	0	3433	3383	0	1770	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			470		5			40			40	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	767	601	149	1036	0	584	388	0	101	595	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	13.0	64.0	64.0	15.0	66.0		23.0	36.0		25.0	38.0	
Total Split (%)	9.3%	45.7%	45.7%	10.7%	47.1%		16.4%	25.7%		17.9%	27.1%	
Maximum Green (s)	6.5	57.5	57.5	8.5	59.5		16.5	29.5		18.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	62.6	57.5	57.5	66.6	59.5		22.4	37.0		12.3	27.0	
Actuated g/C Ratio	0.45	0.41	0.41	0.48	0.42		0.16	0.26		0.09	0.19	
v/c Ratio	0.46	0.53	0.65	0.52	0.70		1.07	0.42		0.65	0.87	
Control Delay	40.4	27.1	18.6	33.3	35.9		111.3	40.5		80.1	64.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.4	27.1	18.6	33.3	35.9		111.3	40.5		80.1	64.7	
LOS	D	C	B	C	D		F	D		F	E	
Approach Delay		24.3			35.6			83.1			67.0	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	49	320	70	71	399		~303	137		91	261	
Queue Length 95th (ft)	m75	384	507	111	480		#491	201		149	321	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	187	1439	920	306	1481		548	924		233	793	
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	0.42	0.53	0.65	0.49	0.70		1.07	0.42		0.43	0.75	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 127 (91%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.07
Intersection Signal Delay: 47.6 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Opening Year 2025 PM Analysis

HCM 6TH Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1634		3433	1645	
Flt Permitted	0.06	1.00	1.00	0.16	1.00	1.00	0.55	1.00		0.95	1.00	
Satd. Flow (perm)	118	5085	1583	293	5085	1583	1025	1634		3433	1645	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
RTOR Reduction (vph)	0	0	44	0	0	277	0	123	0	0	97	0
Lane Group Flow (vph)	227	1274	34	104	1584	287	213	254	0	376	103	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Actuated Green, G (s)	81.9	66.1	66.1	66.0	56.7	76.4	43.3	27.4		19.7	31.2	
Effective Green, g (s)	81.9	66.1	66.1	66.0	56.7	76.4	43.3	27.4		19.7	31.2	
Actuated g/C Ratio	0.55	0.44	0.44	0.44	0.38	0.51	0.29	0.18		0.13	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	270	2240	697	220	1922	806	374	298		450	342	
v/s Ratio Prot	c0.10	0.25		0.03	0.31	0.05	0.06	c0.16		c0.11	c0.06	
v/s Ratio Perm	c0.35		0.02	0.18		0.13	0.10					
v/c Ratio	0.84	0.57	0.05	0.47	0.82	0.36	0.57	0.85		0.84	0.30	
Uniform Delay, d1	45.3	31.3	24.0	25.8	42.1	22.1	43.2	59.3		63.6	50.2	
Progression Factor	1.00	1.00	1.00	1.72	1.56	3.34	1.00	1.00		1.00	1.00	
Incremental Delay, d2	19.7	1.1	0.1	0.3	2.4	0.1	1.2	19.5		12.1	0.2	
Delay (s)	64.9	32.4	24.1	44.8	68.2	73.7	44.4	78.8		75.7	50.4	
Level of Service	E	C	C	D	E	E	D	E		E	D	
Approach Delay (s)		36.6			68.5			66.4			66.9	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	58.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	95.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Future Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0					6.5		4.0
Lane Util. Factor		0.86	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		6408	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		6408	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1489	469	403	1420	0	0	0	0	685	0	833
RTOR Reduction (vph)	0	0	288	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1489	181	403	1420	0	0	0	0	685	0	833
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Actuated Green, G (s)		47.5	47.5	38.5	61.5					21.5		150.0
Effective Green, g (s)		47.5	47.5	38.5	55.0					21.5		150.0
Actuated g/C Ratio		0.32	0.32	0.26	0.37					0.14		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										4.0		
Lane Grp Cap (vph)		2029	501	881	1297					492		1583
v/s Ratio Prot		c0.23		0.12	c0.40					c0.20		
v/s Ratio Perm			0.11									0.53
v/c Ratio		0.73	0.36	0.46	1.09					1.39		0.53
Uniform Delay, d1		45.6	39.6	47.0	47.5					64.2		0.0
Progression Factor		1.20	3.95	0.83	0.77					1.00		1.00
Incremental Delay, d2		1.1	0.4	0.0	44.1					188.7		1.3
Delay (s)		56.0	156.6	39.2	80.4					252.9		1.3
Level of Service		E	F	D	F					F		A
Approach Delay (s)		80.1			71.3			0.0			114.8	
Approach LOS		F			E			A			F	

Intersection Summary			
HCM 2000 Control Delay	87.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	114.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Future Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.5		4.0			
Lane Util. Factor	0.97	0.95			0.86	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			6346	1568	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			6346	1568	3433		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	932	1243	0	0	1121	934	702	0	546	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	395	0	0	0	0	0	0
Lane Group Flow (vph)	932	1243	0	0	1121	539	702	0	546	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Actuated Green, G (s)	47.5	75.5			38.5	38.5	16.5		150.0			
Effective Green, g (s)	47.5	69.0			38.5	38.5	16.5		150.0			
Actuated g/C Ratio	0.32	0.46			0.26	0.26	0.11		1.00			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	1087	1627			1628	402	377		1583			
v/s Ratio Prot	c0.27	c0.35			0.18		c0.20					
v/s Ratio Perm						c0.34			0.34			
v/c Ratio	0.86	0.76			0.69	1.34	1.86		0.34			
Uniform Delay, d1	48.1	33.7			50.3	55.8	66.8		0.0			
Progression Factor	0.61	0.42			1.22	1.68	1.00		1.00			
Incremental Delay, d2	2.6	0.8			0.7	162.1	398.0		0.6			
Delay (s)	31.8	14.9			62.3	255.7	464.7		0.6			
Level of Service	C	B			E	F	F		A			
Approach Delay (s)		22.2			150.2			261.7			0.0	
Approach LOS		C			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	124.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.24		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	114.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3471		3433	3367		1770	3383	
Flt Permitted	0.12	1.00	1.00	0.08	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	227	3505	1568	142	3471		3433	3367		1770	3383	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
RTOR Reduction (vph)	0	0	267	0	3	0	0	40	0	0	32	0
Lane Group Flow (vph)	195	1078	266	91	1191	0	635	592	0	96	355	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	65.9	65.9	65.9	61.5	61.5		26.1	36.4		12.0	22.3	
Effective Green, g (s)	65.9	65.9	65.9	61.5	61.5		26.1	36.4		12.0	22.3	
Actuated g/C Ratio	0.44	0.44	0.44	0.41	0.41		0.17	0.24		0.08	0.15	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	243	1539	688	162	1423		597	817		141	502	
v/s Ratio Prot	0.08	c0.31		0.04	c0.34		c0.18	c0.18		0.05	0.10	
v/s Ratio Perm	0.28		0.17	0.19								
v/c Ratio	0.80	0.70	0.39	0.56	0.84		1.06	0.72		0.68	0.71	
Uniform Delay, d1	51.8	34.1	28.4	33.5	39.7		62.0	52.2		67.1	60.7	
Progression Factor	0.92	0.99	1.84	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.4	2.2	1.3	4.4	6.0		54.9	3.2		12.7	4.5	
Delay (s)	61.9	36.0	53.5	37.9	45.8		116.9	55.4		79.8	65.2	
Level of Service	E	D	D	D	D		F	E		E	E	
Approach Delay (s)		44.0			45.2			86.2			68.1	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	57.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

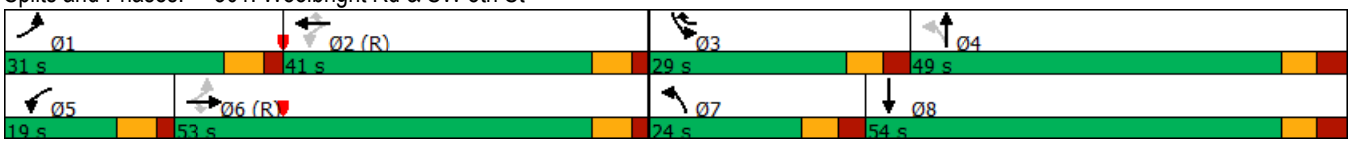
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877			0.883	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1634	0	3433	1645	0
Flt Permitted	0.063			0.157			0.550			0.950		
Satd. Flow (perm)	117	5085	1583	292	5085	1583	1025	1634	0	3433	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			564		151			123	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	1274	78	104	1584	564	213	377	0	376	200	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	31.0	53.0	53.0	19.0	41.0	29.0	24.0	49.0		29.0	54.0	
Total Split (%)	20.7%	35.3%	35.3%	12.7%	27.3%	19.3%	16.0%	32.7%		19.3%	36.0%	
Maximum Green (s)	24.5	46.5	46.5	12.5	34.5	22.0	17.0	41.5		22.0	46.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	81.6	66.1	66.1	65.9	56.7	82.9	43.7	27.4		19.7	31.2	
Actuated g/C Ratio	0.54	0.44	0.44	0.44	0.38	0.55	0.29	0.18		0.13	0.21	
v/c Ratio	0.84	0.57	0.10	0.47	0.82	0.50	0.56	0.90		0.83	0.46	
Control Delay	66.5	35.0	0.4	40.5	66.5	7.6	39.3	58.7		79.8	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.5	35.0	0.4	40.5	66.5	7.6	39.3	58.7		79.8	21.4	
LOS	E	C	A	D	E	A	D	E		E	C	
Approach Delay		37.8			50.5			51.7			59.5	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	169	339	0	81	544	86	148	230		186	63	
Queue Length 95th (ft)	270	480	2	m107	m#791	m145	187	330		243	128	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	338	2241	771	261	1920	1142	391	561		503	594	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.67	0.57	0.10	0.40	0.82	0.49	0.54	0.67		0.75	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 2 (1%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.90
Intersection Signal Delay: 47.7 Intersection LOS: D
Intersection Capacity Utilization 95.7% ICU Level of Service F
Analysis Period (min) 15
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.

Splits and Phases: 301: Woolbright Rd & SW 8th St



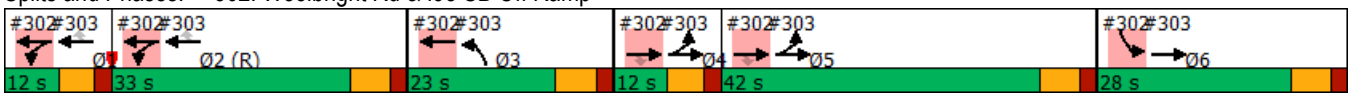
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Future Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	0		0	0		400
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			421									618
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			437			828	
Travel Time (s)		23.6			11.3			8.5			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1489	469	403	1420	0	0	0	0	685	0	833
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1489	469	403	1420	0	0	0	0	685	0	833
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Detector Phase		4 5	4 5	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										28.0		
Total Split (%)										18.7%		
Maximum Green (s)										21.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										4.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	16.5
Total Split (s)	12.0	33.0	23.0	12.0	42.0
Total Split (%)	8%	22%	15%	8%	28%
Maximum Green (s)	6.0	26.5	16.5	6.0	35.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										4.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)										5.0		
Flash Dont Walk (s)										10.0		
Pedestrian Calls (#/hr)										0		
Act Effct Green (s)		48.0	48.0	39.0	62.0					21.5		150.0
Actuated g/C Ratio		0.32	0.32	0.26	0.41					0.14		1.00
v/c Ratio		0.73	0.59	0.45	0.97					1.39		0.53
Control Delay		56.4	24.9	39.2	36.4					233.9		1.3
Queue Delay		0.0	0.0	0.0	41.4					0.0		0.0
Total Delay		56.5	24.9	39.2	77.9					233.9		1.3
LOS		E	C	D	E					F		A
Approach Delay		48.9			69.3						106.3	
Approach LOS		D			E						F	
Queue Length 50th (ft)		419	193	84	704					~458		0
Queue Length 95th (ft)		459	376	m97	m190					#585		0
Internal Link Dist (ft)		1302			580			357			748	
Turn Bay Length (ft)												400
Base Capacity (vph)		2050	792	892	1462					492		1583
Starvation Cap Reductn		0	0	0	176					0		0
Spillback Cap Reductn		22	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.73	0.59	0.45	1.10					1.39		0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.86			
Intersection Signal Delay: 72.4		Intersection LOS: E	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	4.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			
Flash Dont Walk (s)		10.0			
Pedestrian Calls (#/hr)		0			
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

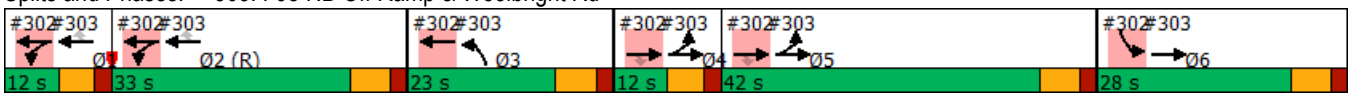
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Future Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		675	0		400	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						532			500			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			547	
Travel Time (s)		11.3			14.9			17.9			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	932	1243	0	0	1121	934	702	0	546	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	932	1243	0	0	1121	934	702	0	546	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Detector Phase	4 5	4 5 6			1 2	1 2	3					
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							23.0					
Total Split (%)							15.3%					
Maximum Green (s)							16.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	16.5	24.5
Total Split (s)	12.0	33.0	12.0	42.0	28.0
Total Split (%)	8%	22%	8%	28%	19%
Maximum Green (s)	6.0	26.5	6.0	35.5	21.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	48.0	76.0			39.0	39.0	16.5		150.0			
Actuated g/C Ratio	0.32	0.51			0.26	0.26	0.11		1.00			
v/c Ratio	0.85	0.69			0.68	1.17	1.86		0.34			
Control Delay	32.4	12.7			62.6	112.4	432.1		0.6			
Queue Delay	0.0	0.8			1.3	0.0	0.0		0.0			
Total Delay	32.4	13.5			63.9	112.4	432.1		0.6			
LOS	C	B			E	F	F		A			
Approach Delay		21.6			85.9			243.3				
Approach LOS		C			F			F				
Queue Length 50th (ft)	165	107			335	~437	~536		0			
Queue Length 95th (ft)	m191	m105			m356	m#1156	#664		0			
Internal Link Dist (ft)		580			792			839			467	
Turn Bay Length (ft)						675			400			
Base Capacity (vph)	1098	1793			1649	801	377		1583			
Starvation Cap Reductn	0	256			0	0	0		0			
Spillback Cap Reductn	0	0			304	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.85	0.81			0.83	1.17	1.86		0.34			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 135			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.86			
Intersection Signal Delay: 96.2		Intersection LOS: F	
Intersection Capacity Utilization 114.6%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	4.0	3.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

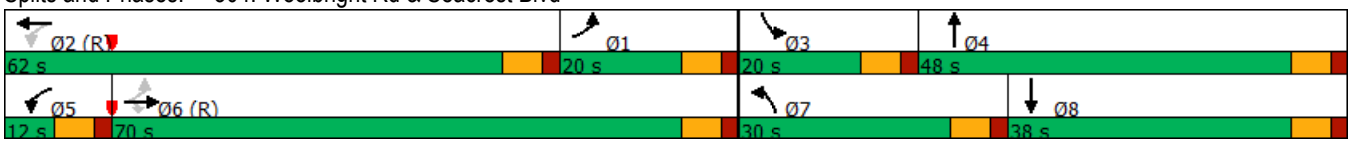
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.990			0.951			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3470	0	3433	3366	0	1770	3383	0
Flt Permitted	0.123			0.077			0.950			0.950		
Satd. Flow (perm)	227	3505	1568	142	3470	0	3433	3366	0	1770	3383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			476		5			53			38	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1078	533	91	1194	0	635	632	0	96	387	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	20.0	70.0	70.0	12.0	62.0		30.0	48.0		20.0	38.0	
Total Split (%)	13.3%	46.7%	46.7%	8.0%	41.3%		20.0%	32.0%		13.3%	25.3%	
Maximum Green (s)	13.5	63.5	63.5	5.5	55.5		23.5	41.5		13.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	65.9	65.9	65.9	61.5	61.5		26.1	36.4		12.0	22.3	
Actuated g/C Ratio	0.44	0.44	0.44	0.41	0.41		0.17	0.24		0.08	0.15	
v/c Ratio	0.81	0.70	0.56	0.56	0.84		1.06	0.74		0.68	0.72	
Control Delay	69.9	36.6	9.4	42.9	46.1		112.0	53.9		90.3	62.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.9	36.6	9.4	42.9	46.1		112.0	53.9		90.3	62.3	
LOS	E	D	A	D	D		F	D		F	E	
Approach Delay		32.2			45.8			83.0			67.9	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	93	288	66	53	525		~382	289		92	174	
Queue Length 95th (ft)	#233	366	151	#125	#679		#507	341		157	220	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	244	1538	955	162	1426		597	973		159	740	
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	0.80	0.70	0.56	0.56	0.84		1.06	0.65		0.60	0.52	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.06
Intersection Signal Delay: 52.7 Intersection LOS: D
Intersection Capacity Utilization 91.4% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Design Year 2045 AM Analysis

HCM 6TH Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1652		3433	1667	
Flt Permitted	0.10	1.00	1.00	0.10	1.00	1.00	0.67	1.00		0.95	1.00	
Satd. Flow (perm)	189	5085	1583	194	5085	1583	1242	1652		3433	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
RTOR Reduction (vph)	0	0	105	0	0	203	0	98	0	0	61	0
Lane Group Flow (vph)	297	1914	41	328	1697	276	99	150	0	674	342	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Actuated Green, G (s)	54.5	39.5	39.5	52.5	38.5	80.6	16.9	16.9		42.1	48.1	
Effective Green, g (s)	54.5	39.5	39.5	52.5	38.5	80.6	16.9	16.9		42.1	48.1	
Actuated g/C Ratio	0.39	0.28	0.28	0.38	0.28	0.58	0.12	0.12		0.30	0.34	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	242	1434	446	230	1398	911	191	199		1032	572	
v/s Ratio Prot	0.13	0.38		c0.14	0.33	0.09	0.04	c0.09		c0.20	c0.21	
v/s Ratio Perm	0.35		0.03	c0.39		0.08	0.02					
v/c Ratio	1.23	1.33	0.09	1.43	1.21	0.30	0.52	0.75		0.65	0.60	
Uniform Delay, d1	41.6	50.2	37.0	40.7	50.8	15.3	57.3	59.5		42.6	38.0	
Progression Factor	1.00	1.00	1.00	1.15	0.66	5.70	1.00	1.00		1.00	1.00	
Incremental Delay, d2	133.1	155.5	0.4	203.6	99.6	0.0	1.0	13.2		1.1	1.1	
Delay (s)	174.7	205.7	37.4	250.5	133.0	87.1	58.3	72.7		43.7	39.1	
Level of Service	F	F	D	F	F	F	E	E		D	D	
Approach Delay (s)		191.4			139.6			68.6			42.0	
Approach LOS		F			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	138.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	107.6%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Future Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0					6.5		4.0
Lane Util. Factor		0.86	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		6408	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		6408	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1806	968	486	1442	0	0	0	0	1104	0	1062
RTOR Reduction (vph)	0	0	459	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1806	509	486	1442	0	0	0	0	1104	0	1062
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Actuated Green, G (s)		37.5	37.5	39.5	56.5					26.5		140.0
Effective Green, g (s)		37.5	37.5	39.5	50.0					26.5		140.0
Actuated g/C Ratio		0.27	0.27	0.28	0.36					0.19		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		1716	424	968	1263					649		1583
v/s Ratio Prot		0.28		0.14	c0.41					c0.32		
v/s Ratio Perm			c0.32									0.67
v/c Ratio		1.05	1.20	0.50	1.14					1.70		0.67
Uniform Delay, d1		51.2	51.2	42.0	45.0					56.8		0.0
Progression Factor		0.85	1.73	0.75	0.58					1.00		1.00
Incremental Delay, d2		25.4	92.4	0.0	64.8					322.1		2.3
Delay (s)		69.0	181.0	31.7	90.7					378.8		2.3
Level of Service		E	F	C	F					F		A
Approach Delay (s)		108.1			75.8			0.0			194.2	
Approach LOS		F			E			A			F	

Intersection Summary			
HCM 2000 Control Delay	126.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	115.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Future Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.5		4.0			
Lane Util. Factor	0.97	0.95			0.86	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			6346	1568	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			6346	1568	3433		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1006	1904	0	0	1487	863	441	0	511	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	425	0	0	0	0	0	0
Lane Group Flow (vph)	1006	1904	0	0	1487	438	441	0	511	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Actuated Green, G (s)	37.5	70.5			39.5	39.5	10.5		140.0			
Effective Green, g (s)	37.5	64.0			39.5	39.5	10.5		140.0			
Actuated g/C Ratio	0.27	0.46			0.28	0.28	0.08		1.00			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	919	1617			1790	442	257		1583			
v/s Ratio Prot	0.29	c0.54			0.23		c0.13					
v/s Ratio Perm						c0.28			0.32			
v/c Ratio	1.09	1.18			0.83	0.99	1.72		0.32			
Uniform Delay, d1	51.2	38.0			47.1	50.1	64.8		0.0			
Progression Factor	1.01	0.38			1.01	1.07	1.00		1.00			
Incremental Delay, d2	44.5	80.5			0.3	10.8	338.2		0.5			
Delay (s)	96.5	94.9			48.0	64.2	402.9		0.5			
Level of Service	F	F			D	E	F		A			
Approach Delay (s)		95.5			53.9			186.9			0.0	
Approach LOS		F			D			F			A	

Intersection Summary			
HCM 2000 Control Delay	93.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	115.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3476		3433	3353		1770	3368	
Flt Permitted	0.08	1.00	1.00	0.08	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	142	3505	1568	142	3476		3433	3353		1770	3368	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
RTOR Reduction (vph)	0	0	217	0	3	0	0	51	0	0	42	0
Lane Group Flow (vph)	143	1339	518	275	1756	0	633	379	0	134	589	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	58.5	58.5	58.5	61.5	61.5		18.1	32.8		13.2	27.9	
Effective Green, g (s)	58.5	58.5	58.5	61.5	61.5		18.1	32.8		13.2	27.9	
Actuated g/C Ratio	0.42	0.42	0.42	0.44	0.44		0.13	0.23		0.09	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	134	1464	655	171	1526		443	785		166	671	
v/s Ratio Prot	0.05	c0.38		c0.11	0.51		c0.18	0.11		0.08	c0.17	
v/s Ratio Perm	0.40		0.33	c0.60								
v/c Ratio	1.07	0.91	0.79	1.61	1.15		1.43	0.48		0.81	0.88	
Uniform Delay, d1	62.4	38.4	35.4	39.0	39.2		61.0	46.3		62.2	54.4	
Progression Factor	0.79	0.70	0.94	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	68.5	4.8	4.1	299.1	75.9		205.7	0.2		23.0	12.0	
Delay (s)	117.8	31.7	37.4	338.1	115.2		266.7	46.4		85.1	66.4	
Level of Service	F	C	D	F	F		F	D		F	E	
Approach Delay (s)		39.1			145.3			177.6			69.7	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	102.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1652	0	3433	1667	0
Flt Permitted	0.101			0.104			0.667			0.950		
Satd. Flow (perm)	188	5085	1583	194	5085	1583	1242	1652	0	3433	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			199			479		112			93	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	1914	146	328	1697	479	99	248	0	674	403	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	25.0	11.0	48.5		25.0	43.5	
Total Split (s)	18.0	46.0	46.0	17.0	45.0	28.0	20.0	49.0		28.0	57.0	
Total Split (%)	12.9%	32.9%	32.9%	12.1%	32.1%	20.0%	14.3%	35.0%		20.0%	40.7%	
Maximum Green (s)	11.5	39.5	39.5	10.5	38.5	21.0	13.0	41.5		21.0	49.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	54.5	39.5	39.5	52.5	38.5	80.1	17.4	16.9		42.1	48.0	
Actuated g/C Ratio	0.39	0.28	0.28	0.38	0.28	0.57	0.12	0.12		0.30	0.34	
v/c Ratio	1.22	1.33	0.25	1.42	1.21	0.43	0.51	0.84		0.65	0.64	
Control Delay	166.2	194.9	2.3	236.2	130.9	4.9	64.0	54.8		47.5	34.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	166.2	194.9	2.3	236.2	130.9	4.9	64.0	54.8		47.5	34.9	
LOS	F	F	A	F	F	A	E	D		D	C	
Approach Delay		179.4			120.6			57.4			42.8	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	~241	~828	0	~305	~703	98	85	125		285	250	
Queue Length 95th (ft)	#517	#923	15	m#473	m#745	m118	135	210		366	351	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	243	1434	589	231	1398	1110	212	568		1031	662	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	1.22	1.33	0.25	1.42	1.21	0.43	0.47	0.44		0.65	0.61	

Intersection Summary

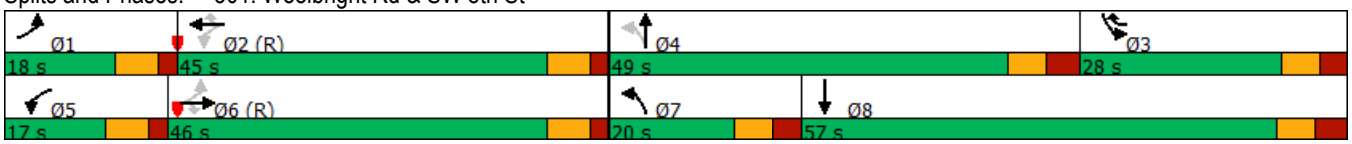
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 36 (26%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.42
Intersection Signal Delay: 125.8 Intersection LOS: F
Intersection Capacity Utilization 107.6% ICU Level of Service G
Analysis Period (min) 15

~ 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.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Future Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	0		0	0		400
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			627									624
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			437			828	
Travel Time (s)		23.6			11.3			8.5			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1806	968	486	1442	0	0	0	0	1104	0	1062
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1806	968	486	1442	0	0	0	0	1104	0	1062
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Detector Phase		4 5	4 5	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										33.0		
Total Split (%)										23.6%		
Maximum Green (s)										26.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										2.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	24.5
Total Split (s)	16.0	30.0	17.0	13.0	31.0
Total Split (%)	11%	21%	12%	9%	22%
Maximum Green (s)	10.0	23.5	10.5	7.0	24.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										3.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		38.0	38.0	40.0	57.0					26.5		140.0
Actuated g/C Ratio		0.27	0.27	0.29	0.41					0.19		1.00
v/c Ratio		1.04	1.09	0.50	1.00					1.70		0.67
Control Delay		62.0	69.0	31.8	32.4					356.2		2.3
Queue Delay		25.1	0.0	0.0	35.9					0.0		0.0
Total Delay		87.1	69.0	31.8	68.3					356.2		2.3
LOS		F	E	C	E					F		A
Approach Delay		80.8			59.1						182.7	
Approach LOS		F			E						F	
Queue Length 50th (ft)		~494	~279	79	~738					~758		0
Queue Length 95th (ft)		m240	m242	m110	m707					#894		0
Internal Link Dist (ft)		1302			580			357			748	
Turn Bay Length (ft)												400
Base Capacity (vph)		1739	886	980	1440					649		1583
Starvation Cap Reductn		0	0	0	144					0		0
Spillback Cap Reductn		197	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		1.17	1.09	0.50	1.11					1.70		0.67

Intersection Summary

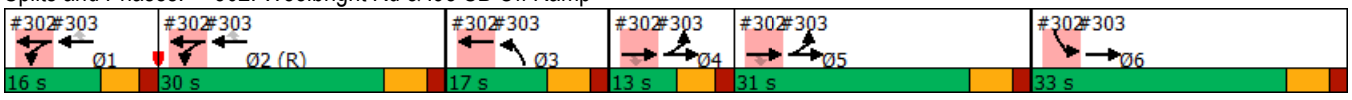
Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.72
Intersection Signal Delay: 106.8 Intersection LOS: F
Intersection Capacity Utilization 115.5% ICU Level of Service H
Analysis Period (min) 15

~ 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.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

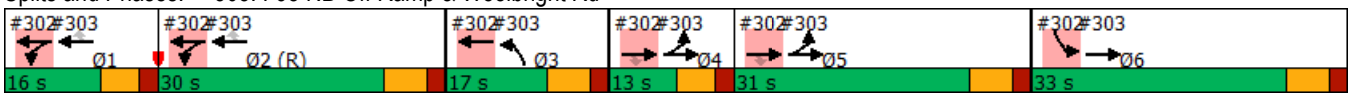
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Future Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		675	0		400	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						592			474			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			547	
Travel Time (s)		11.3			14.9			17.9			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1006	1904	0	0	1487	863	441	0	511	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1006	1904	0	0	1487	863	441	0	511	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Detector Phase	4 5	4 5 6			1 2	1 2	3					
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							17.0					
Total Split (%)							12.1%					
Maximum Green (s)							10.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	24.5	24.5
Total Split (s)	16.0	30.0	13.0	31.0	33.0
Total Split (%)	11%	21%	9%	22%	24%
Maximum Green (s)	10.0	23.5	7.0	24.5	26.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	4.0	2.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	38.0	71.0			40.0	40.0	10.5		140.0			
Actuated g/C Ratio	0.27	0.51			0.29	0.29	0.08		1.00			
v/c Ratio	1.08	1.06			0.82	0.99	1.72		0.32			
Control Delay	86.7	44.6			47.8	24.1	374.7		0.5			
Queue Delay	0.0	16.6			3.9	0.0	0.0		0.0			
Total Delay	86.7	61.2			51.8	24.1	374.7		0.5			
LOS	F	E			D	C	F		A			
Approach Delay		70.0			41.6			173.9				
Approach LOS		E			D			F				
Queue Length 50th (ft)	~509	~976			331	250	~304		0			
Queue Length 95th (ft)	m259	m123			m279	m152	#414		0			
Internal Link Dist (ft)		580			792			839			467	
Turn Bay Length (ft)						675			400			
Base Capacity (vph)	931	1794			1813	870	257		1583			
Starvation Cap Reductn	0	299			0	0	0		0			
Spillback Cap Reductn	0	0			247	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	1.08	1.27			0.95	0.99	1.72		0.32			

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.72			
Intersection Signal Delay: 75.2		Intersection LOS: E	
Intersection Capacity Utilization 115.5%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

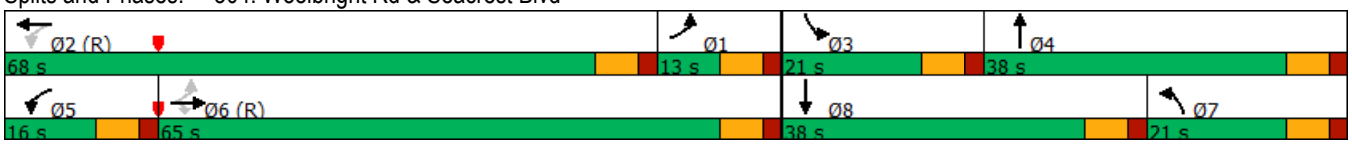
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.947			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3352	0	1770	3369	0
Flt Permitted	0.077			0.077			0.950			0.950		
Satd. Flow (perm)	142	3505	1568	142	3477	0	3433	3352	0	1770	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			372		5			67			53	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1339	735	275	1759	0	633	430	0	134	631	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	13.0	65.0	65.0	16.0	68.0		21.0	38.0		21.0	38.0	
Total Split (%)	9.3%	46.4%	46.4%	11.4%	48.6%		15.0%	27.1%		15.0%	27.1%	
Maximum Green (s)	6.5	58.5	58.5	9.5	61.5		14.5	31.5		14.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	58.5	58.5	58.5	61.5	61.5		18.1	32.8		13.2	27.9	
Actuated g/C Ratio	0.42	0.42	0.42	0.44	0.44		0.13	0.23		0.09	0.20	
v/c Ratio	1.07	0.91	0.84	1.61	1.15		1.43	0.51		0.80	0.88	
Control Delay	111.1	32.2	21.1	325.4	111.8		247.0	41.9		94.1	64.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	111.1	32.2	21.1	325.4	111.8		247.0	41.9		94.1	64.6	
LOS	F	C	C	F	F		F	D		F	E	
Approach Delay		33.6			140.6			164.0			69.8	
Approach LOS		C			F			F			E	
Queue Length 50th (ft)	~106	672	104	~309	~990		~408	154		120	272	
Queue Length 95th (ft)	m#123	m656	m558	#495	#1130		#565	211		#220	338	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	134	1464	871	171	1530		444	836		183	799	
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	1.07	0.91	0.84	1.61	1.15		1.43	0.51		0.73	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 140
Actuated Cycle Length: 140
Offset: 120 (86%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.61
Intersection Signal Delay: 96.8 Intersection LOS: F
Intersection Capacity Utilization 110.4% ICU Level of Service H
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Design Year 2045 PM Analysis

HCM 6TH Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1629		3433	1649	
Flt Permitted	0.08	1.00	1.00	0.10	1.00	1.00	0.31	1.00		0.95	1.00	
Satd. Flow (perm)	154	5085	1583	178	5085	1583	573	1629		3433	1649	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
RTOR Reduction (vph)	0	0	77	0	0	301	0	133	0	0	77	0
Lane Group Flow (vph)	292	1513	41	177	2037	457	216	303	0	493	229	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Actuated Green, G (s)	71.5	52.2	52.2	54.6	41.8	68.1	31.2	31.2		26.3	39.3	
Effective Green, g (s)	71.5	52.2	52.2	54.6	41.8	68.1	31.2	31.2		26.3	39.3	
Actuated g/C Ratio	0.48	0.35	0.35	0.36	0.28	0.45	0.21	0.21		0.18	0.26	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	323	1769	550	200	1417	718	264	338		601	432	
v/s Ratio Prot	c0.14	c0.30		0.08	c0.40	0.11	0.10	c0.19		c0.14	0.14	
v/s Ratio Perm	0.29		0.03	0.25		0.18	0.07					
v/c Ratio	0.90	0.86	0.07	0.89	1.44	0.64	0.82	0.90		0.82	0.53	
Uniform Delay, d1	46.7	45.4	32.7	37.4	54.1	31.4	53.9	57.8		59.6	47.4	
Progression Factor	1.00	1.00	1.00	1.36	0.90	1.48	1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.6	5.5	0.3	4.5	197.3	0.1	16.8	24.3		8.4	0.5	
Delay (s)	73.3	50.9	33.0	55.5	245.9	46.6	70.6	82.1		67.9	48.0	
Level of Service	E	D	C	E	F	D	E	F		E	D	
Approach Delay (s)		53.2			183.7			78.3			60.3	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	117.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	113.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Future Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	6.0	6.0					6.5		4.0
Lane Util. Factor		0.86	1.00	0.97	0.95					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		6408	1583	3433	3539					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		6408	1583	3433	3539					3433		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1896	474	436	1937	0	0	0	0	689	0	1035
RTOR Reduction (vph)	0	0	229	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1896	245	436	1937	0	0	0	0	689	0	1035
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Actuated Green, G (s)		45.5	45.5	36.5	61.5					23.5		150.0
Effective Green, g (s)		45.5	45.5	36.5	55.0					23.5		150.0
Actuated g/C Ratio		0.30	0.30	0.24	0.37					0.16		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										4.0		
Lane Grp Cap (vph)		1943	480	835	1297					537		1583
v/s Ratio Prot		c0.30		0.13	c0.55					c0.20		
v/s Ratio Perm			0.16									0.65
v/c Ratio		0.98	0.51	0.52	1.49					1.28		0.65
Uniform Delay, d1		51.7	43.1	49.2	47.5					63.2		0.0
Progression Factor		0.94	1.20	1.06	0.54					1.00		1.00
Incremental Delay, d2		9.8	0.5	0.1	222.4					141.1		2.1
Delay (s)		58.4	52.3	52.3	248.1					204.3		2.1
Level of Service		E	D	D	F					F		A
Approach Delay (s)		57.2			212.1			0.0			82.9	
Approach LOS		E			F			A			F	

Intersection Summary			
HCM 2000 Control Delay	120.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	126.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Future Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	6.0	6.5		4.0			
Lane Util. Factor	0.97	0.95			0.86	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	3539			6346	1568	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	3539			6346	1568	3433		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	943	1642	0	0	1545	1076	827	0	551	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	431	0	0	0	0	0	0
Lane Group Flow (vph)	943	1642	0	0	1545	645	827	0	551	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Actuated Green, G (s)	45.5	75.5			36.5	36.5	18.5		150.0			
Effective Green, g (s)	45.5	69.0			36.5	36.5	18.5		150.0			
Actuated g/C Ratio	0.30	0.46			0.24	0.24	0.12		1.00			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	1041	1627			1544	381	423		1583			
v/s Ratio Prot	0.27	c0.46			0.24		c0.24					
v/s Ratio Perm						c0.41			0.35			
v/c Ratio	0.91	1.01			1.00	1.69	1.96		0.35			
Uniform Delay, d1	50.2	40.5			56.8	56.8	65.8		0.0			
Progression Factor	0.79	0.36			0.88	1.63	1.00		1.00			
Incremental Delay, d2	1.2	9.1			7.0	312.5	438.3		0.6			
Delay (s)	41.0	23.7			56.9	405.2	504.1		0.6			
Level of Service	D	C			E	F	F		A			
Approach Delay (s)		30.0			199.9			302.8			0.0	
Approach LOS		C			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	154.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	126.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3475		3433	3324		1770	3346	
Flt Permitted	0.08	1.00	1.00	0.08	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	148	3505	1568	148	3475		3433	3324		1770	3346	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
RTOR Reduction (vph)	0	0	251	0	3	0	0	80	0	0	59	0
Lane Group Flow (vph)	222	1565	375	118	1686	0	700	646	0	117	375	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	69.5	69.5	69.5	56.5	56.5		25.9	29.5		18.5	22.1	
Effective Green, g (s)	69.5	69.5	69.5	56.5	56.5		25.9	29.5		18.5	22.1	
Actuated g/C Ratio	0.46	0.46	0.46	0.38	0.38		0.17	0.20		0.12	0.15	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	277	1623	726	125	1308		592	653		218	492	
v/s Ratio Prot	0.10	c0.45		0.04	c0.49		c0.20	c0.19		0.07	0.11	
v/s Ratio Perm	0.27		0.24	0.31								
v/c Ratio	0.80	0.96	0.52	0.94	1.29		1.18	0.99		0.54	0.76	
Uniform Delay, d1	58.5	39.0	28.4	39.9	46.8		62.1	60.1		61.7	61.4	
Progression Factor	0.92	0.88	1.37	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.1	12.0	1.8	62.8	135.9		98.5	32.0		2.5	6.9	
Delay (s)	64.8	46.5	40.8	102.7	182.6		160.6	92.1		64.3	68.3	
Level of Service	E	D	D	F	F		F	F		E	E	
Approach Delay (s)		46.7			177.4			125.7			67.5	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	104.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

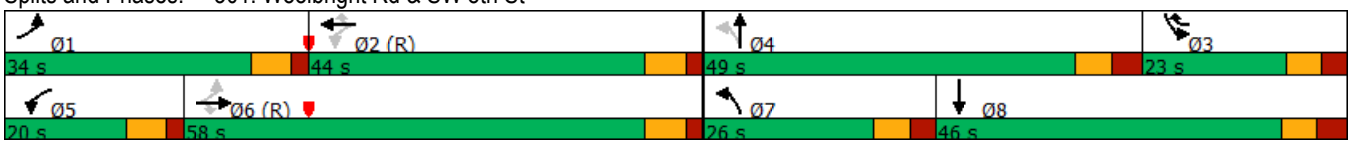
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.875			0.885	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583	1770	1630	0	3433	1649	0
Flt Permitted	0.083			0.096			0.308			0.950		
Satd. Flow (perm)	155	5085	1583	179	5085	1583	574	1630	0	3433	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			552		168			105	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1513	118	177	2037	758	216	436	0	493	306	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	34.0	58.0	58.0	20.0	44.0	23.0	26.0	49.0		23.0	46.0	
Total Split (%)	22.7%	38.7%	38.7%	13.3%	29.3%	15.3%	17.3%	32.7%		15.3%	30.7%	
Maximum Green (s)	27.5	51.5	51.5	13.5	37.5	16.0	19.0	41.5		16.0	38.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	71.2	52.2	52.2	54.5	41.8	67.5	31.7	31.2		26.3	39.3	
Actuated g/C Ratio	0.47	0.35	0.35	0.36	0.28	0.45	0.21	0.21		0.18	0.26	
v/c Ratio	0.90	0.86	0.18	0.89	1.44	0.75	0.81	0.92		0.82	0.60	
Control Delay	73.0	51.3	0.6	58.3	234.2	9.9	74.8	60.9		70.9	37.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.0	51.3	0.6	58.3	234.2	9.9	74.8	60.9		70.9	37.0	
LOS	E	D	A	E	F	A	E	E		E	D	
Approach Delay		51.5			166.5			65.5			57.9	
Approach LOS		D			F			E			E	
Queue Length 50th (ft)	229	506	0	131	~993	181	190	275		244	176	
Queue Length 95th (ft)	#363	571	0	m133	m#821	m147	257	391		#441	282	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	369	1769	671	209	1415	1016	273	572		601	509	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.79	0.86	0.18	0.85	1.44	0.75	0.79	0.76		0.82	0.60	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 31 (21%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.44
Intersection Signal Delay: 107.6 Intersection LOS: F
Intersection Capacity Utilization 113.9% ICU Level of Service H
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: Woolbright Rd & SW 8th St



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑	↱	↰↰	↑↑					↰↰		↱
Traffic Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Future Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		0	0		0	0		0	0		400
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	100			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	6408	1583	3433	3539	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			328									614
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			437			828	
Travel Time (s)		23.6			11.3			8.5			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1896	474	436	1937	0	0	0	0	689	0	1035
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1896	474	436	1937	0	0	0	0	689	0	1035
Turn Type		NA	Perm	Prot	NA					Prot		Free
Protected Phases		4 5		1 2	1 2 3					6		
Permitted Phases			4 5									Free
Detector Phase		4 5	4 5	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										30.0		
Total Split (%)										20.0%		
Maximum Green (s)										23.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										4.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	16.5
Total Split (s)	12.0	31.0	25.0	12.0	40.0
Total Split (%)	8%	21%	17%	8%	27%
Maximum Green (s)	6.0	24.5	18.5	6.0	33.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										4.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)										5.0		
Flash Dont Walk (s)										10.0		
Pedestrian Calls (#/hr)										0		
Act Effct Green (s)		46.0	46.0	37.0	62.0					23.5		150.0
Actuated g/C Ratio		0.31	0.31	0.25	0.41					0.16		1.00
v/c Ratio		0.96	0.67	0.52	1.32					1.28		0.65
Control Delay		56.6	18.6	52.4	171.3					189.8		2.1
Queue Delay		0.0	0.0	0.0	0.5					0.0		0.0
Total Delay		56.6	18.6	52.4	171.8					189.8		2.1
LOS		E	B	D	F					F		A
Approach Delay		49.0			149.9						77.1	
Approach LOS		D			F						E	
Queue Length 50th (ft)		554	245	126	~1244					~439		0
Queue Length 95th (ft)		#623	m341	m107	m#912					#567		0
Internal Link Dist (ft)		1302			580			357			748	
Turn Bay Length (ft)												400
Base Capacity (vph)		1965	712	846	1462					537		1583
Starvation Cap Reductn		0	0	0	182					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.96	0.67	0.52	1.51					1.28		0.65

Intersection Summary

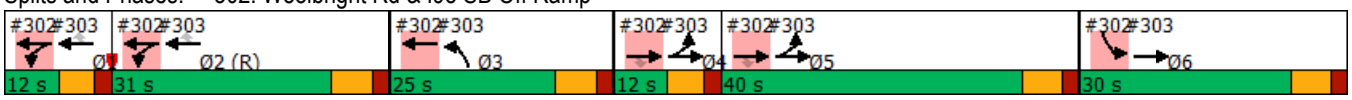
Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.96
Intersection Signal Delay: 93.5 Intersection LOS: F
Intersection Capacity Utilization 126.7% ICU Level of Service H
Analysis Period (min) 15

~ 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.

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	4.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			
Flash Dont Walk (s)		10.0			
Pedestrian Calls (#/hr)		0			
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

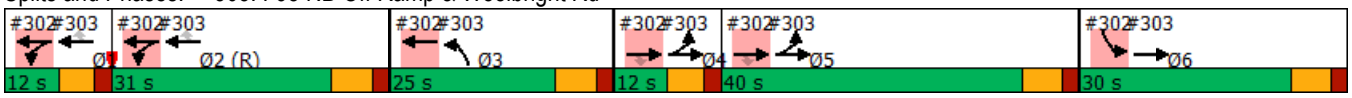
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Future Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	350		675	0		400	0		0
Storage Lanes	2		0	1		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	1.00	1.00	0.86	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	3539	0	0	6346	1568	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						570			485			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			547	
Travel Time (s)		11.3			14.9			17.9			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	943	1642	0	0	1545	1076	827	0	551	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	943	1642	0	0	1545	1076	827	0	551	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		Free			
Protected Phases	4 5	4 5 6			1 2		3					
Permitted Phases						1 2			Free			
Detector Phase	4 5	4 5 6			1 2	1 2	3					
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							25.0					
Total Split (%)							16.7%					
Maximum Green (s)							18.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	16.5	24.5
Total Split (s)	12.0	31.0	12.0	40.0	30.0
Total Split (%)	8%	21%	8%	27%	20%
Maximum Green (s)	6.0	24.5	6.0	33.5	23.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	46.0	76.0			37.0	37.0	18.5		150.0			
Actuated g/C Ratio	0.31	0.51			0.25	0.25	0.12		1.00			
v/c Ratio	0.90	0.92			0.99	1.32	1.96		0.35			
Control Delay	41.1	13.8			53.9	171.2	470.5		0.6			
Queue Delay	0.0	33.6			39.6	0.0	0.0		0.0			
Total Delay	41.1	47.4			93.5	171.2	470.5		0.6			
LOS	D	D			F	F	F		A			
Approach Delay		45.1			125.4			282.6				
Approach LOS		D			F			F				
Queue Length 50th (ft)	223	110			466	~1275	~643		0			
Queue Length 95th (ft)	m229	m106			m388	m#880	#775		0			
Internal Link Dist (ft)		580			792			839			467	
Turn Bay Length (ft)						675			400			
Base Capacity (vph)	1052	1793			1565	816	423		1583			
Starvation Cap Reductn	0	260			0	0	0		0			
Spillback Cap Reductn	0	0			343	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.90	1.07			1.26	1.32	1.96		0.35			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.96			
Intersection Signal Delay: 126.8		Intersection LOS: F	
Intersection Capacity Utilization 126.7%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	4.0	3.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

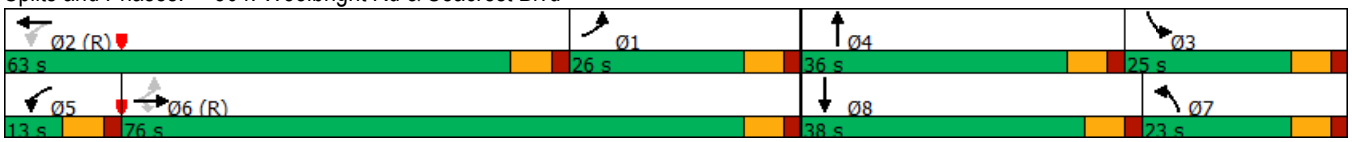
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.939			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3323	0	1770	3345	0
Flt Permitted	0.080			0.080			0.950			0.950		
Satd. Flow (perm)	148	3505	1568	148	3477	0	3433	3323	0	1770	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			468		5			100			69	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1565	626	118	1689	0	700	726	0	117	434	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	26.0	76.0	76.0	13.0	63.0		23.0	36.0		25.0	38.0	
Total Split (%)	17.3%	50.7%	50.7%	8.7%	42.0%		15.3%	24.0%		16.7%	25.3%	
Maximum Green (s)	19.5	69.5	69.5	6.5	56.5		16.5	29.5		18.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	69.5	69.5	69.5	56.5	56.5		25.9	29.5		18.5	22.1	
Actuated g/C Ratio	0.46	0.46	0.46	0.38	0.38		0.17	0.20		0.12	0.15	
v/c Ratio	0.80	0.96	0.64	0.94	1.29		1.18	0.99		0.54	0.79	
Control Delay	67.2	46.7	11.8	102.4	173.7		149.9	82.1		71.6	62.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	67.2	46.7	11.8	102.4	173.7		149.9	82.1		71.6	62.0	
LOS	E	D	B	F	F		F	F		E	E	
Approach Delay		39.5			169.0			115.4			64.0	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	142	528	106	77	~1106		~420	332		109	185	
Queue Length 95th (ft)	m161	#929	m176	#198	#1245		#628	#472		179	236	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	277	1623	977	125	1312		592	733		218	756	
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	0.80	0.96	0.64	0.94	1.29		1.18	0.99		0.54	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 90 (60%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.29			
Intersection Signal Delay: 96.9		Intersection LOS: F	
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Appendix G
Build Alternative Opening Year 2025 and Design Year 2045 HCS and Synchro Outputs

HCS Analysis

Opening Year 2025
AM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6798	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1230
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.52
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.2
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10592	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1916
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.81
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	62.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	30.5
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6033	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1098
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.46
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.8
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	16.4
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9249	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1683
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.72
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	63.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.3
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	6798	765
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	7377	823
Capacity (c), pc/h	14400	4000
Volume-to-Capacity Ratio (v/c)	0.51	0.21

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.437
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1660
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	57.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	74.2
Flow in Lanes 1 and 2 (v12), pc/h	2213	Ramp Junction Speed (S), mi/h	66.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	18.5
Level of Service (LOS)	A	Density in Ramp Influence Area (DR), pc/mi/ln	9.8

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	9249	1343
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	10099	1445
Capacity (c), pc/h	14400	2000
Volume-to-Capacity Ratio (v/c)	0.80	0.72

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.543
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2272
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	54.8
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.037	Outer Lanes Freeway Speed (SO), mi/h	63.6
Flow in Lanes 1 and 2 (v12), pc/h	3030	Ramp Junction Speed (S), mi/h	58.9
Flow Entering Ramp-Infl. Area (vR12), pc/h	4475	Average Density (D), pc/mi/ln	32.7
Level of Service (LOS)	D	Density in Ramp Influence Area (DR), pc/mi/ln	30.4

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5340	1366	177	693
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	5795	1470	191	747
Weaving Flow Rate (v_w), pc/h	2217	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	5986	Density-Based Capacity (c_{IWL}), pc/h/ln		2228
Total Flow Rate (v), pc/h	8203	Demand Flow-Based Capacity (c_{IW}), pc/h		12963
Volume Ratio (VR)	0.270	Weaving Segment Capacity (c_W), veh/h		12603
Minimum Lane Change Rate (LC_{MIN}), lc/h	2217	Adjusted Weaving Area Capacity, pc/h		12963
Maximum Weaving Length (L_{MAX}), ft	3698	Volume-to-Capacity Ratio (v/c)		0.63

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	868	Average Weaving Speed (S_W),mi/h	51.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	478	Average Non-Weaving Speed (S_{NW}), mi/h	49.1
Weaving Lane Change Rate (LC_W), lc/h	3691	Average Speed (S), mi/h	49.7
Weaving Lane Change Rate (LC_{All}), lc/h	4169	Density (D), pc/mi/ln	20.6
Weaving Intensity Factor (W)	0.520	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build AM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	8027	1222	198	1303
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	8765	1317	213	1402
Weaving Flow Rate (v_w), pc/h	2719	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	8978	Density-Based Capacity (c_{IWL}), pc/h/ln		2308
Total Flow Rate (v), pc/h	11697	Demand Flow-Based Capacity (c_{IW}), pc/h		15086
Volume Ratio (VR)	0.232	Weaving Segment Capacity (c_W), veh/h		14594
Minimum Lane Change Rate (LC_{MIN}), lc/h	2719	Adjusted Weaving Area Capacity, pc/h		15086
Maximum Weaving Length (L_{MAX}), ft	3300	Volume-to-Capacity Ratio (v/c)		0.78

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	3149	Average Weaving Speed (S_W),mi/h	47.4
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3691	Average Non-Weaving Speed (S_{NW}), mi/h	43.4
Weaving Lane Change Rate (LC_W), lc/h	5042	Average Speed (S), mi/h	44.3
Weaving Lane Change Rate (LC_{All}), lc/h	8733	Density (D), pc/mi/ln	33.0
Weaving Intensity Factor (W)	0.696	Level of Service (LOS)	D

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Opening Year 2025
PM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	10742	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1943
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.82
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	62.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	31.2
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7047	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1274
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	18.8
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	9556	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1739
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.73
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	64.6
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	26.9
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 Basic Segment SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	6218	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1132
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	17.4
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	B
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	10742	1186
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	11657	1277
Capacity (c), pc/h	14400	4000
Volume-to-Capacity Ratio (v/c)	0.81	0.32

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.478
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2623
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	56.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	70.5
Flow in Lanes 1 and 2 (v12), pc/h	3497	Ramp Junction Speed (S), mi/h	64.2
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	30.3
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	20.8

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	6218	829
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	6790	892
Capacity (c), pc/h	14400	2000
Volume-to-Capacity Ratio (v/c)	0.53	0.45

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.274
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1528
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	62.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.106	Outer Lanes Freeway Speed (SO), mi/h	66.3
Flow in Lanes 1 and 2 (v12), pc/h	2037	Ramp Junction Speed (S), mi/h	64.3
Flow Entering Ramp-Infl. Area (vR12), pc/h	2929	Average Density (D), pc/mi/ln	19.9
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	18.6

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	Build 2025 PM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	8358	1550	222	1198
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	9070	1668	239	1291
Weaving Flow Rate (v_w), pc/h	2959	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	9309	Density-Based Capacity (c_{IWL}), pc/h/ln		2251
Total Flow Rate (v), pc/h	12268	Demand Flow-Based Capacity (c_{IW}), pc/h		14523
Volume Ratio (VR)	0.241	Weaving Segment Capacity (c_W), veh/h		14116
Minimum Lane Change Rate (LC_{MIN}), lc/h	2959	Adjusted Weaving Area Capacity, pc/h		14523
Maximum Weaving Length (L_{MAX}), ft	3394	Volume-to-Capacity Ratio (v/c)		0.84

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1350	Average Weaving Speed (S_W),mi/h	48.6
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	963	Average Non-Weaving Speed (S_{NW}), mi/h	41.3
Weaving Lane Change Rate (LC_W), lc/h	4433	Average Speed (S), mi/h	42.9
Weaving Lane Change Rate (LC_{All}), lc/h	5396	Density (D), pc/mi/ln	35.7
Weaving Intensity Factor (W)	0.637	Level of Service (LOS)	E

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2025
Jurisdiction	District 4	Time Period Analyzed	2025 Build PM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5512	706	164	1278
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	6019	761	177	1376
Weaving Flow Rate (v_w), pc/h	2137	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	6196	Density-Based Capacity (c_{IWL}), pc/h/ln		2169
Total Flow Rate (v), pc/h	8333	Demand Flow-Based Capacity (c_{IW}), pc/h		9375
Volume Ratio (VR)	0.256	Weaving Segment Capacity (c_W), veh/h		9073
Minimum Lane Change Rate (LC_{MIN}), lc/h	2137	Adjusted Weaving Area Capacity, pc/h		9375
Maximum Weaving Length (L_{MAX}), ft	5117	Volume-to-Capacity Ratio (v/c)		0.89

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	2173	Average Weaving Speed (S_W),mi/h	49.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3071	Average Non-Weaving Speed (S_{NW}), mi/h	49.6
Weaving Lane Change Rate (LC_W), lc/h	4460	Average Speed (S), mi/h	49.4
Weaving Lane Change Rate (LC_{All}), lc/h	7531	Density (D), pc/mi/ln	21.1
Weaving Intensity Factor (W)	0.619	Level of Service (LOS)	C

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Design Year 2045
AM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8560	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1548
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.65
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.9
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	23.1
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	13393	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2422
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.02
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 Basic Segment Between NB Off-Ramp and NB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7656	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1393
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	66.7
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	20.9
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	12011	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2186
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.93
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.3
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	38.8
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	8560	904
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	9289	973
Capacity (c), pc/h	14400	4000
Volume-to-Capacity Ratio (v/c)	0.65	0.24

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	0.451
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2090
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	57.4
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	72.5
Flow in Lanes 1 and 2 (v12), pc/h	2787	Ramp Junction Speed (S), mi/h	65.6
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	23.6
Level of Service (LOS)	B	Density in Ramp Influence Area (DR), pc/mi/ln	14.7

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	12011	1382
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	13115	1487
Capacity (c), pc/h	14400	2000
Volume-to-Capacity Ratio (v/c)	1.01	0.74

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	-
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	23.6
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.032	Outer Lanes Freeway Speed (SO), mi/h	61.1
Flow in Lanes 1 and 2 (v12), pc/h	4436	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	5923	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	41.7

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6893	1599	177	763
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	7480	1721	191	822
Weaving Flow Rate (v_w), pc/h	2543	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	7671	Density-Based Capacity (c_{IWL}), pc/h/ln		2245
Total Flow Rate (v), pc/h	10214	Demand Flow-Based Capacity (c_{IW}), pc/h		14056
Volume Ratio (VR)	0.249	Weaving Segment Capacity (c_W), veh/h		13663
Minimum Lane Change Rate (LC_{MIN}), lc/h	2543	Adjusted Weaving Area Capacity, pc/h		14056
Maximum Weaving Length (L_{MAX}), ft	3477	Volume-to-Capacity Ratio (v/c)		0.73

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1112	Average Weaving Speed (S_W),mi/h	49.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	825	Average Non-Weaving Speed (S_{NW}), mi/h	45.6
Weaving Lane Change Rate (LC_W), lc/h	4017	Average Speed (S), mi/h	46.6
Weaving Lane Change Rate (LC_{All}), lc/h	4842	Density (D), pc/mi/ln	27.4
Weaving Intensity Factor (W)	0.585	Level of Service (LOS)	C

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build AM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	10705	1306	224	1834
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	11689	1407	241	1974
Weaving Flow Rate (v_w), pc/h	3381	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	11930	Density-Based Capacity (c_{IWL}), pc/h/ln		2317
Total Flow Rate (v), pc/h	15311	Demand Flow-Based Capacity (c_{IW}), pc/h		15837
Volume Ratio (VR)	0.221	Weaving Segment Capacity (c_W), veh/h		15318
Minimum Lane Change Rate (LC_{MIN}), lc/h	3381	Adjusted Weaving Area Capacity, pc/h		15837
Maximum Weaving Length (L_{MAX}), ft	3186	Volume-to-Capacity Ratio (v/c)		0.97

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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Design Year 2045
PM Peak Hour

Mainline Capacity Analysis

HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 S of Woolbright-NB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	13501	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2442
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	1.03
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	-
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	-
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	F
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 S of Woolbright -SB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	0.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	67.7
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	8433	Heavy Vehicle Adjustment Factor (f_{HV})	0.970
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1525
Total Trucks, %	3.10	Capacity (c), pc/h/ln	2377
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2377
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.64
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	67.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	22.8
Total Ramp Density Adjustment	2.3	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	67.7		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 N of Woolbright Rd -NB		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.00
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	66.8
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	12193	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	2219
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2368
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2368
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.94
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	56.4
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	39.3
Total Ramp Density Adjustment	3.2	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	66.8		

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HCS7 Basic Freeway Report

Project Information

Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 Basic Segment Between SB Off-Ramp and SB On-Ramp		

Geometric Data

Number of Lanes, ln	6	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Base	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	70.0	Total Ramp Density (TRD), ramps/mi	1.67
Lane Width, ft	12	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	10		

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

Demand Volume veh/h	7569	Heavy Vehicle Adjustment Factor (f_{HV})	0.964
Peak Hour Factor	0.95	Flow Rate (V_p), pc/h/ln	1378
Total Trucks, %	3.70	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.59
Passenger Car Equivalent (E_T)	2.000		

Speed and Density

Lane Width Adjustment (f_{LW})	0.0	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	0.0	Density (D), pc/mi/ln	21.2
Total Ramp Density Adjustment	5.0	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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Ramp Analysis

HCS7 Freeway Diverge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 at Woolbright Rd-NB Diverge		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	2
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Deceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	13502	1309
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.10	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.970	0.978
Flow Rate (vi),pc/h	14652	1409
Capacity (c), pc/h	14400	4000
Volume-to-Capacity Ratio (v/c)	1.02	0.35

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	-	Speed Index (DS)	-
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	2700
Distance to Downstream Ramp (LDOWN), ft	-	Off-Ramp Influenece Area Speed (SR), mi/h	56.3
Prop. Freeway Vehicles in Lane 1 and 2 (PFD)	0.260	Outer Lanes Freeway Speed (SO), mi/h	70.2
Flow in Lanes 1 and 2 (v12), pc/h	5589	Ramp Junction Speed (S), mi/h	-
Flow Entering Ramp-Infl. Area (vR12), pc/h	-	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (DR), pc/mi/ln	38.8

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HCS7 Freeway Merge Report

Project Information			
Analyst	LL	Date	05/31/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 at Woolbright SB Merge Ramp		

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	6	1
Free-Flow Speed (FFS), mi/h	70.0	40.0
Segment Length (L) / Acceleration Length (LA),ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Side	Freeway	Right

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Final Capacity Adjustment Factor (CAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000

Demand and Capacity		
Demand Volume (Vi)	7569	864
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.70	2.30
Single-Unit Trucks (SUT), %	-	-
Tractor-Trailers (TT), %	-	-
Heavy Vehicle Adjustment Factor (fHV)	0.964	0.978
Flow Rate (vi),pc/h	8265	930
Capacity (c), pc/h	14400	2000
Volume-to-Capacity Ratio (v/c)	0.64	0.47

Speed and Density			
Upstream Equilibrium Distance (LEQ), ft	-	Number of Outer Lanes on Freeway (NO)	2
Distance to Upstream Ramp (LUP), ft	3551	Speed Index (MS)	0.319
Downstream Equilibrium Distance (LEQ), ft	-	Flow Outer Lanes (vOA), pc/mi/ln	1859
Distance to Downstream Ramp (LDOWN), ft	-	On-Ramp Influenece Area Speed (SR), mi/h	61.1
Prop. Freeway Vehicles in Lane 1 and 2 (PFM)	0.102	Outer Lanes Freeway Speed (SO), mi/h	65.1
Flow in Lanes 1 and 2 (v12), pc/h	2480	Ramp Junction Speed (S), mi/h	63.1
Flow Entering Ramp-Infl. Area (vR12), pc/h	3410	Average Density (D), pc/mi/ln	24.3
Level of Service (LOS)	C	Density in Ramp Influence Area (DR), pc/mi/ln	22.3

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Weaving Analysis

HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 NB Between Woolbright Road and Boyton Beach Blvd		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	1450	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.00	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	10871	1710	208	1322
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.10	2.30	2.40	2.40
Heavy Vehicle Adjustment Factor (f_{HV})	0.970	0.978	0.977	0.977
Flow Rate (v_i), pc/h	11797	1840	224	1424
Weaving Flow Rate (v_w), pc/h	3264	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	12021	Density-Based Capacity (c_{IWL}), pc/h/ln		2273
Total Flow Rate (v), pc/h	15285	Demand Flow-Based Capacity (c_{IW}), pc/h		16355
Volume Ratio (VR)	0.214	Weaving Segment Capacity (c_W), veh/h		15893
Minimum Lane Change Rate (LC_{MIN}), lc/h	3264	Adjusted Weaving Area Capacity, pc/h		16356
Maximum Weaving Length (L_{MAX}), ft	3114	Volume-to-Capacity Ratio (v/c)		0.93

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W),mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Weaving Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS7 Freeway Weaving Report

Project Information

Analyst	LL	Date	07/16/2020
Agency	FDOT	Analysis Year	2045
Jurisdiction	District 4	Time Period Analyzed	2045 Build PM
Project Description	I-95 SB Between Boyton Beach Blvd and Woolbright Road		

Geometric Data

Number of Lanes (N), ln	8	Segment Type	Freeway
Segment Length (L_S), ft	2100	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.67	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Final Capacity Adjustment Factor (CAF)	1.000
Incident Type	No Incident	Demand Adjustment Factor (DAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6796	773	167	1471
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.70	2.40	2.30	2.30
Heavy Vehicle Adjustment Factor (f_{HV})	0.964	0.977	0.978	0.978
Flow Rate (v_i), pc/h	7421	833	180	1583
Weaving Flow Rate (v_w), pc/h	2416	Freeway Max Capacity (c_{IFL}), pc/h/ln		2400
Non-Weaving Flow Rate (v_{NW}), pc/h	7601	Density-Based Capacity (c_{IWL}), pc/h/ln		2301
Total Flow Rate (v), pc/h	10017	Demand Flow-Based Capacity (c_{IW}), pc/h		14523
Volume Ratio (VR)	0.241	Weaving Segment Capacity (c_W), veh/h		14051
Minimum Lane Change Rate (LC_{MIN}), lc/h	2416	Adjusted Weaving Area Capacity, pc/h		14522
Maximum Weaving Length (L_{MAX}), ft	3394	Volume-to-Capacity Ratio (v/c)		0.69

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	2666	Average Weaving Speed (S_W),mi/h	48.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3384	Average Non-Weaving Speed (S_{NW}), mi/h	46.6
Weaving Lane Change Rate (LC_W), lc/h	4739	Average Speed (S), mi/h	47.0
Weaving Lane Change Rate (LC_{All}), lc/h	8123	Density (D), pc/mi/ln	26.6
Weaving Intensity Factor (W)	0.657	Level of Service (LOS)	C

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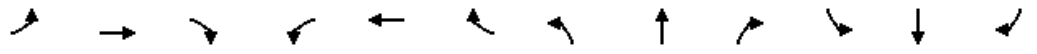
SYNCHRO Analysis

Alternative 1 - Tight Diamond Interchange (TDI)

Opening Year 2025 AM Analysis

HCM 6th Edition Methodology



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1645		3433	1679	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.58	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1080	1645		3433	1679	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
RTOR Reduction (vph)	0	0	71	0	0	110	0	103	0	0	54	0
Lane Group Flow (vph)	197	1577	50	255	1104	202	54	41	0	523	241	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	13.0	61.5	61.5	21.0	69.5	97.0	19.3	12.5		27.5	33.2	
Effective Green, g (s)	13.0	61.5	61.5	21.0	69.5	97.0	19.3	12.5		27.5	33.2	
Actuated g/C Ratio	0.09	0.41	0.41	0.14	0.46	0.65	0.13	0.08		0.18	0.22	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	297	2084	649	480	2969	1023	170	137		629	371	
v/s Ratio Prot	c0.06	c0.31		c0.07	0.17	0.04	0.01	0.03		c0.15	c0.14	
v/s Ratio Perm			0.03			0.09	0.03					
v/c Ratio	0.66	0.76	0.08	0.53	0.37	0.20	0.32	0.30		0.83	0.65	
Uniform Delay, d1	66.4	37.9	27.0	59.9	26.1	10.7	58.7	64.6		59.0	53.1	
Progression Factor	1.00	1.00	1.00	1.23	1.56	2.19	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	2.6	0.2	0.5	0.3	0.0	0.4	0.5		8.8	3.1	
Delay (s)	70.7	40.5	27.2	74.0	41.0	23.5	59.1	65.1		67.8	56.2	
Level of Service	E	D	C	E	D	C	E	E		E	E	
Approach Delay (s)		42.8			42.8			63.5			63.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	47.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Future Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	6.5	6.0	6.0					6.5		4.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.94		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					4990		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					4990		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1282	929	484	806	0	0	0	0	716	0	864
RTOR Reduction (vph)	0	0	22	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1282	907	484	806	0	0	0	0	716	0	864
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Actuated Green, G (s)		43.5	107.5	29.5	54.5					32.5		150.0
Effective Green, g (s)		43.5	102.5	29.5	48.0					32.5		150.0
Actuated g/C Ratio		0.29	0.68	0.20	0.32					0.22		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		2187	1081	675	1627					1081		1583
v/s Ratio Prot		0.17	c0.57	c0.14	0.16					0.14		
v/s Ratio Perm												0.55
v/c Ratio		0.59	0.84	0.72	0.50					0.66		0.55
Uniform Delay, d1		45.6	17.6	56.3	41.2					53.7		0.0
Progression Factor		1.13	2.24	0.86	0.56					1.00		1.00
Incremental Delay, d2		0.3	3.9	2.9	0.2					1.2		1.4
Delay (s)		51.9	43.5	51.5	23.3					54.9		1.4
Level of Service		D	D	D	C					D		A
Approach Delay (s)		48.4			33.9			0.0			25.6	
Approach LOS		D			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	37.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Future Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			6.0	4.0	6.5		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.94		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7471	1568	4990		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7471	1568	4990		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	808	1189	0	0	876	816	415	0	391	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	74	0	0	0
Lane Group Flow (vph)	808	1189	0	0	876	816	415	0	317	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Actuated Green, G (s)	43.5	82.5			29.5	150.0	18.5		54.5			
Effective Green, g (s)	43.5	76.0			29.5	150.0	18.5		48.0			
Actuated g/C Ratio	0.29	0.51			0.20	1.00	0.12		0.32			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	995	2576			1469	1568	615		506			
v/s Ratio Prot	c0.24	0.23			0.12		0.08		c0.20			
v/s Ratio Perm						c0.52						
v/c Ratio	0.81	0.46			0.60	0.52	0.67		0.63			
Uniform Delay, d1	49.5	23.8			54.8	0.0	62.9		43.4			
Progression Factor	0.73	0.19			0.62	1.00	1.00		1.00			
Incremental Delay, d2	4.2	0.1			0.3	0.6	2.9		2.4			
Delay (s)	40.2	4.7			34.5	0.6	65.8		45.8			
Level of Service	D	A			C	A	E		D			
Approach Delay (s)		19.1			18.2			56.1			0.0	
Approach LOS		B			B			E			A	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	37.0
Intersection Capacity Utilization	96.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3479		3433	3385		1770	3387	
Flt Permitted	0.15	1.00	1.00	0.26	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	281	3505	1568	489	3479		3433	3385		1770	3387	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
RTOR Reduction (vph)	0	0	275	0	3	0	0	28	0	0	30	0
Lane Group Flow (vph)	78	767	326	149	1033	0	584	360	0	101	565	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	69.4	64.5	64.5	77.4	68.5		22.0	37.7		12.9	28.6	
Effective Green, g (s)	69.4	64.5	64.5	77.4	68.5		22.0	37.7		12.9	28.6	
Actuated g/C Ratio	0.46	0.43	0.43	0.52	0.46		0.15	0.25		0.09	0.19	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	178	1507	674	327	1588		503	850		152	645	
v/s Ratio Prot	0.01	0.22		c0.03	c0.30		c0.17	0.11		0.06	c0.17	
v/s Ratio Perm	0.19		0.21	0.21								
v/c Ratio	0.44	0.51	0.48	0.46	0.65		1.16	0.42		0.66	0.88	
Uniform Delay, d1	47.2	31.2	30.8	35.4	31.5		64.0	47.0		66.5	59.0	
Progression Factor	0.85	0.82	1.29	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	1.1	2.2	0.4	2.1		92.6	0.1		8.2	12.4	
Delay (s)	40.9	26.8	41.8	35.8	33.6		156.6	47.2		74.6	71.3	
Level of Service	D	C	D	D	C		F	D		E	E	
Approach Delay (s)		33.8			33.9			112.9			71.8	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	57.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

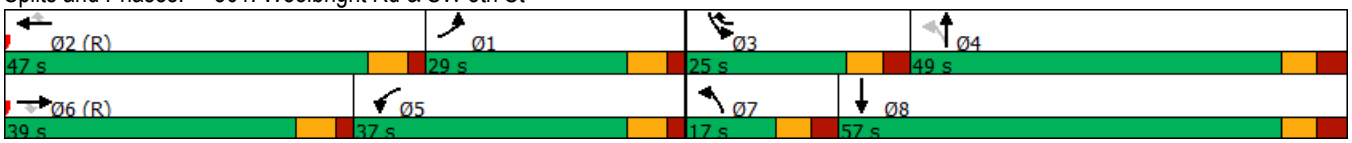
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1645	0	3433	1678	0
Flt Permitted	0.950			0.950			0.580			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1080	1645	0	3433	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			229			312		112			69	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		893			656			626			469	
Travel Time (s)		20.3			14.9			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	1577	121	255	1104	312	54	144	0	523	295	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	25.0	11.0	48.5		25.0	43.5	
Total Split (s)	29.0	39.0	39.0	37.0	47.0	25.0	17.0	49.0		25.0	57.0	
Total Split (%)	19.3%	26.0%	26.0%	24.7%	31.3%	16.7%	11.3%	32.7%		16.7%	38.0%	
Maximum Green (s)	22.5	32.5	32.5	30.5	40.5	18.0	10.0	41.5		18.0	49.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	13.0	62.9	62.9	21.0	70.9	98.0	19.4	11.1		27.5	33.2	
Actuated g/C Ratio	0.09	0.42	0.42	0.14	0.47	0.65	0.13	0.07		0.18	0.22	
v/c Ratio	0.67	0.74	0.15	0.53	0.36	0.27	0.31	0.64		0.83	0.70	
Control Delay	77.2	40.0	0.4	76.8	40.9	2.2	42.9	30.7		71.2	51.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	77.2	40.0	0.4	76.8	40.9	2.2	42.9	30.7		71.2	51.1	
LOS	E	D	A	E	D	A	D	C		E	D	
Approach Delay		41.4			39.2			34.0			64.0	
Approach LOS		D			D			C			E	
Queue Length 50th (ft)	97	450	0	114	265	0	39	31		257	219	
Queue Length 95th (ft)	138	609	0	152	322	16	67	96		#381	309	
Internal Link Dist (ft)		813			576			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	514	2133	797	698	3030	1141	202	536		630	599	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.38	0.74	0.15	0.37	0.36	0.27	0.27	0.27		0.83	0.49	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 146 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 44.3 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 301: Woolbright Rd & SW 8th St



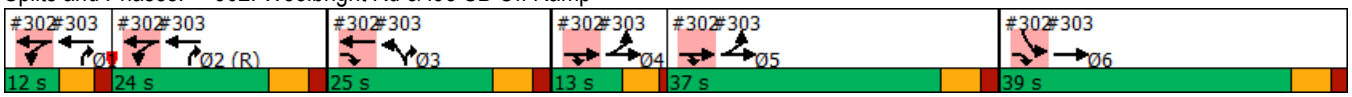
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰↰		↱
Traffic Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Future Volume (vph)	0	1218	883	460	766	0	0	0	0	680	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		600	0		0	0		0	300		400
Storage Lanes	2		1	2		0	0		0	1		1
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.94	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			69									707
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		726			660			637			828	
Travel Time (s)		16.5			15.0			12.4			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1282	929	484	806	0	0	0	0	716	0	864
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1282	929	484	806	0	0	0	0	716	0	864
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Detector Phase		4 5	3 4 5 6	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										39.0		
Total Split (%)										26.0%		
Maximum Green (s)										32.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										2.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	1.0	6.0	10.0
Minimum Split (s)	12.0	21.5	13.0	11.0	24.5
Total Split (s)	12.0	24.0	25.0	13.0	37.0
Total Split (%)	8%	16%	17%	9%	25%
Maximum Green (s)	6.0	17.5	18.5	8.0	30.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										3.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		45.0	107.5	30.0	55.0					32.5		150.0
Actuated g/C Ratio		0.30	0.72	0.20	0.37					0.22		1.00
v/c Ratio		0.57	0.81	0.71	0.43					0.66		0.55
Control Delay		51.1	35.2	53.3	20.7					57.2		1.4
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		51.1	35.2	53.3	20.7					57.2		1.4
LOS		D	D	D	C					E		A
Approach Delay		44.4			33.0						26.7	
Approach LOS		D			C						C	
Queue Length 50th (ft)		249	497	117	67					229		0
Queue Length 95th (ft)		276	1052	166	86					276		0
Internal Link Dist (ft)		646			580			557			748	
Turn Bay Length (ft)			600							300		400
Base Capacity (vph)		2263	1154	686	1864					1081		1583
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		0.57	0.81	0.71	0.43					0.66		0.55

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 30 (20%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 36.0		Intersection LOS: D	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

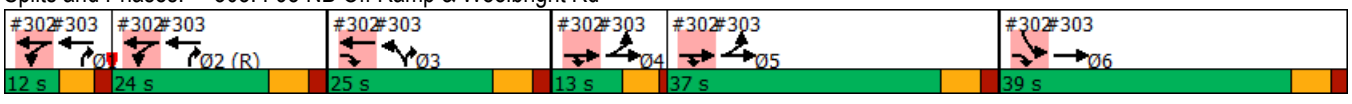
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Future Volume (vph)	768	1130	0	0	832	775	394	0	371	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	400		675	400		400	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850	*0.001		
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)						729			109			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		660			872			919			796	
Travel Time (s)		15.0			19.8			17.9			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	808	1189	0	0	876	816	415	0	391	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	808	1189	0	0	876	816	415	0	391	0	0	0
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Detector Phase	4 5	4 5 6			1 2		3		1 2 3			
Switch Phase												
Minimum Initial (s)							1.0					
Minimum Split (s)							13.0					
Total Split (s)							25.0					
Total Split (%)							16.7%					
Maximum Green (s)							18.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	21.5	11.0	24.5	24.5
Total Split (s)	12.0	24.0	13.0	37.0	39.0
Total Split (%)	8%	16%	9%	25%	26%
Maximum Green (s)	6.0	17.5	8.0	30.5	32.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	4.0	2.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	45.0	84.0			30.0	150.0	18.5		55.0			
Actuated g/C Ratio	0.30	0.56			0.20	1.00	0.12		0.37			
v/c Ratio	0.79	0.42			0.59	0.52	0.67		0.60			
Control Delay	40.2	4.0			34.9	3.3	69.0		31.6			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	40.2	4.0			34.9	3.3	69.0		31.6			
LOS	D	A			C	A	E		C			
Approach Delay		18.7			19.6			50.9				
Approach LOS		B			B			D				
Queue Length 50th (ft)	179	18			157	19	140		225			
Queue Length 95th (ft)	220	50			m181	m219	179		341			
Internal Link Dist (ft)		580			792			839			716	
Turn Bay Length (ft)						675	400		400			
Base Capacity (vph)	1029	2847			1494	1568	615		649			
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	0.42			0.59	0.52	0.67		0.60			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 30 (20%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 96.6%		ICU Level of Service F	
Analysis Period (min) 15			
* User Entered Value			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

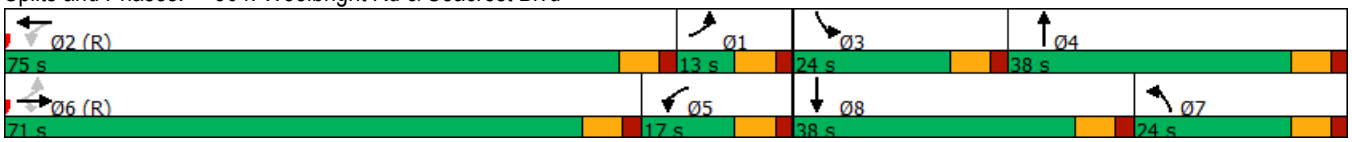
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.993			0.956			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3480	0	3433	3383	0	1770	3387	0
Flt Permitted	0.153			0.265			0.950			0.950		
Satd. Flow (perm)	282	3505	1568	489	3480	0	3433	3383	0	1770	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			482		5			38			37	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		34.0			14.8			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	767	601	149	1036	0	584	388	0	101	595	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	13.0	71.0	71.0	17.0	75.0		24.0	38.0		24.0	38.0	
Total Split (%)	8.7%	47.3%	47.3%	11.3%	50.0%		16.0%	25.3%		16.0%	25.3%	
Maximum Green (s)	6.5	64.5	64.5	10.5	68.5		17.5	31.5		17.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	69.4	64.5	64.5	77.4	68.5		21.9	37.7		12.9	28.6	
Actuated g/C Ratio	0.46	0.43	0.43	0.52	0.46		0.15	0.25		0.09	0.19	
v/c Ratio	0.44	0.51	0.63	0.46	0.65		1.17	0.44		0.66	0.88	
Control Delay	29.0	27.0	11.0	29.9	33.7		147.8	45.1		86.4	70.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	29.0	27.0	11.0	29.9	33.7		147.8	45.1		86.4	70.2	
LOS	C	C	B	C	C		F	D		F	E	
Approach Delay		20.5			33.3			106.8			72.6	
Approach LOS		C			C			F			E	
Queue Length 50th (ft)	34	215	99	73	405		~355	152		97	282	
Queue Length 95th (ft)	m54	242	97	112	481		#523	216		158	347	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	197	1507	948	345	1591		501	877		208	748	
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	0.40	0.51	0.63	0.43	0.65		1.17	0.44		0.49	0.80	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.17
Intersection Signal Delay: 51.9 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Opening Year 2025 PM Analysis

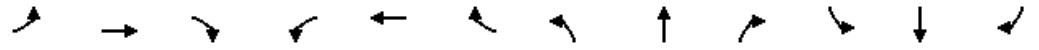
HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1634		3433	1645	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.43	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	810	1634		3433	1645	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
RTOR Reduction (vph)	0	0	44	0	0	256	0	118	0	0	95	0
Lane Group Flow (vph)	227	1274	34	104	1584	308	213	259	0	376	105	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	12.7	65.8	65.8	8.7	61.8	82.0	27.8	27.8		20.2	29.4	
Effective Green, g (s)	12.7	65.8	65.8	8.7	61.8	82.0	27.8	27.8		20.2	29.4	
Actuated g/C Ratio	0.08	0.44	0.44	0.06	0.41	0.55	0.19	0.19		0.13	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	290	2230	694	199	2640	939	269	302		462	322	
v/s Ratio Prot	c0.07	c0.25		0.03	0.25	0.04	0.10	c0.16		c0.11	0.06	
v/s Ratio Perm			0.02			0.15	0.05					
v/c Ratio	0.78	0.57	0.05	0.52	0.60	0.33	0.79	0.86		0.81	0.33	
Uniform Delay, d1	67.3	31.5	24.2	68.6	34.4	18.8	56.7	59.2		63.1	51.8	
Progression Factor	1.00	1.00	1.00	0.83	0.68	0.80	1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.0	1.1	0.1	0.9	0.8	0.1	13.8	19.9		10.0	0.2	
Delay (s)	79.3	32.6	24.3	57.9	24.3	15.1	70.4	79.1		73.1	52.0	
Level of Service	E	C	C	E	C	B	E	E		E	D	
Approach Delay (s)		38.9			23.5			76.0			65.8	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Future Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.5	6.0	6.0					6.5		4.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.94		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					4990		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					4990		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1489	469	403	1420	0	0	0	0	685	0	833
RTOR Reduction (vph)	0	0	36	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1489	433	403	1420	0	0	0	0	685	0	833
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Actuated Green, G (s)		38.5	103.5	33.5	60.0					25.5		150.0
Effective Green, g (s)		38.5	97.5	33.5	60.0					25.5		150.0
Actuated g/C Ratio		0.26	0.65	0.22	0.40					0.17		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										4.0		
Lane Grp Cap (vph)		1936	1028	766	2034					848		1583
v/s Ratio Prot		c0.20	0.27	0.12	c0.28					c0.14		
v/s Ratio Perm												0.53
v/c Ratio		0.77	0.42	0.53	0.70					0.81		0.53
Uniform Delay, d1		51.6	12.7	51.3	37.5					59.9		0.0
Progression Factor		0.67	2.18	0.50	0.46					1.00		1.00
Incremental Delay, d2		1.5	0.2	0.4	0.7					6.0		1.3
Delay (s)		35.9	27.8	26.2	17.8					65.9		1.3
Level of Service		D	C	C	B					E		A
Approach Delay (s)		34.0			19.7			0.0			30.4	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Future Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	4.0	6.5		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.94		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7471	1568	4990		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7471	1568	4990		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	932	1243	0	0	1121	934	702	0	546	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	70	0	0	0
Lane Group Flow (vph)	932	1243	0	0	1121	934	702	0	476	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Actuated Green, G (s)	38.5	64.0			33.5	150.0	26.5		60.0			
Effective Green, g (s)	38.5	64.0			33.5	150.0	26.5		60.0			
Actuated g/C Ratio	0.26	0.43			0.22	1.00	0.18		0.40			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	881	2169			1668	1568	881		633			
v/s Ratio Prot	c0.27	0.24			0.15		c0.14		c0.30			
v/s Ratio Perm						c0.60						
v/c Ratio	1.06	0.57			0.67	0.60	0.80		0.75			
Uniform Delay, d1	55.8	32.6			53.2	0.0	59.2		38.6			
Progression Factor	0.49	0.40			0.80	1.00	1.00		1.00			
Incremental Delay, d2	40.6	0.2			0.6	0.9	5.1		5.0			
Delay (s)	68.0	13.4			43.2	0.9	64.2		43.7			
Level of Service	E	B			D	A	E		D			
Approach Delay (s)		36.8			24.0			55.2			0.0	
Approach LOS		D			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	36.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	66.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3471		3433	3367		1770	3383	
Flt Permitted	0.08	1.00	1.00	0.12	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	145	3505	1568	216	3471		3433	3367		1770	3383	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
RTOR Reduction (vph)	0	0	313	0	3	0	0	42	0	0	32	0
Lane Group Flow (vph)	195	1078	220	91	1191	0	635	590	0	96	355	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	76.1	62.0	62.0	73.9	60.9		26.9	32.3		16.7	22.1	
Effective Green, g (s)	76.1	62.0	62.0	73.9	60.9		26.9	32.3		16.7	22.1	
Actuated g/C Ratio	0.51	0.41	0.41	0.49	0.41		0.18	0.22		0.11	0.15	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	224	1448	648	239	1409		615	725		197	498	
v/s Ratio Prot	c0.08	0.31		0.03	0.34		c0.18	0.18		0.05	c0.10	
v/s Ratio Perm	c0.36		0.14	0.15								
v/c Ratio	0.87	0.74	0.34	0.38	0.85		1.03	0.81		0.49	0.71	
Uniform Delay, d1	55.6	37.3	30.0	49.6	40.3		61.5	56.0		62.6	60.9	
Progression Factor	0.95	0.89	1.36	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.8	2.8	1.1	1.0	6.4		44.9	7.0		1.9	4.8	
Delay (s)	76.7	36.1	42.0	50.7	46.7		106.5	62.9		64.5	65.7	
Level of Service	E	D	D	D	D		F	E		E	E	
Approach Delay (s)		42.3			47.0			84.7			65.5	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	56.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

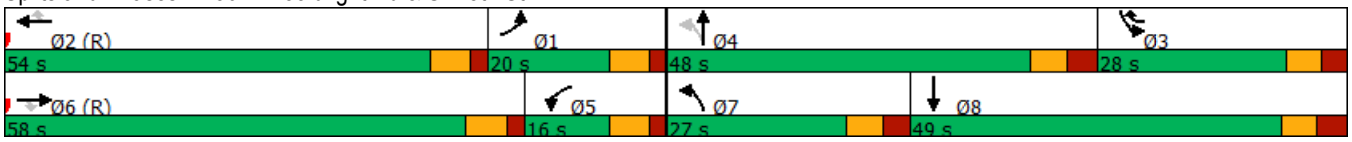
Synchro Methodology

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877			0.883	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1634	0	3433	1645	0
Flt Permitted	0.950			0.950			0.435			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	810	1634	0	3433	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			564		145			118	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	1274	78	104	1584	564	213	377	0	376	200	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	36.5	11.0	11.0	43.5		11.0	43.5	
Total Split (s)	20.0	58.0	58.0	16.0	54.0	28.0	27.0	48.0		28.0	49.0	
Total Split (%)	13.3%	38.7%	38.7%	10.7%	36.0%	18.7%	18.0%	32.0%		18.7%	32.7%	
Maximum Green (s)	13.5	51.5	51.5	9.5	47.5	21.0	20.0	40.5		21.0	41.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		23.0			29.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	12.7	65.8	65.8	8.7	61.8	88.5	28.3	27.8		20.2	29.3	
Actuated g/C Ratio	0.08	0.44	0.44	0.06	0.41	0.59	0.19	0.19		0.13	0.20	
v/c Ratio	0.78	0.57	0.10	0.52	0.60	0.48	0.78	0.90		0.82	0.48	
Control Delay	86.0	34.8	0.2	64.4	25.7	2.3	74.6	59.8		77.7	23.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	86.0	34.8	0.2	64.4	25.7	2.3	74.6	59.8		77.7	23.7	
LOS	F	C	A	E	C	A	E	E		E	C	
Approach Delay		40.4			21.6			65.1			58.9	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	113	345	0	54	261	0	194	235		186	69	
Queue Length 95th (ft)	#163	457	0	m82	308	103	258	335		243	136	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	308	2231	798	217	2641	1147	285	547		496	540	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	0.57	0.10	0.48	0.60	0.49	0.75	0.69		0.76	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 144 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 37.0		Intersection LOS: D	
Intersection Capacity Utilization 82.6%		ICU Level of Service E	
Analysis Period (min) 15			
# 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.			

Splits and Phases: 301: Woolbright Rd & SW 8th St



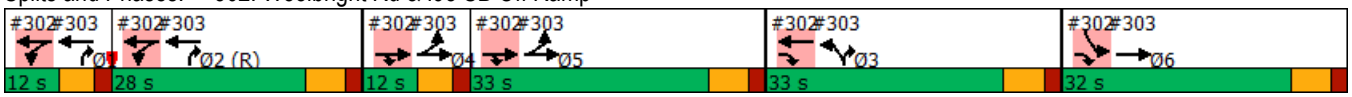
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰↰		↱
Traffic Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Future Volume (vph)	0	1415	446	383	1349	0	0	0	0	651	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		600	0		0	0		0	300		400
Storage Lanes	2		1	2		0	0		0	1		1
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.94	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			103									569
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			554			828	
Travel Time (s)		23.6			11.3			10.8			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1489	469	403	1420	0	0	0	0	685	0	833
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1489	469	403	1420	0	0	0	0	685	0	833
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Detector Phase		4 5	3 4 5 6	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										32.0		
Total Split (%)										21.3%		
Maximum Green (s)										25.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										4.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	24.5
Total Split (s)	12.0	28.0	33.0	12.0	33.0
Total Split (%)	8%	19%	22%	8%	22%
Maximum Green (s)	6.0	21.5	26.5	6.0	26.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										4.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		39.0	103.5	34.0	61.0					25.5		150.0
Actuated g/C Ratio		0.26	0.69	0.23	0.41					0.17		1.00
v/c Ratio		0.76	0.42	0.52	0.69					0.81		0.53
Control Delay		36.5	17.6	27.3	9.9					68.3		1.3
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		36.5	17.6	27.3	9.9					68.3		1.3
LOS		D	B	C	A					E		A
Approach Delay		32.0			13.7						31.5	
Approach LOS		C			B						C	
Queue Length 50th (ft)		350	331	98	53					231		0
Queue Length 95th (ft)		331	105	m130	90					280		0
Internal Link Dist (ft)		1302			580			474			748	
Turn Bay Length (ft)			600							300		400
Base Capacity (vph)		1961	1124	778	2067					848		1583
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		0.76	0.42	0.52	0.69					0.81		0.53

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	4.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		500			500
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

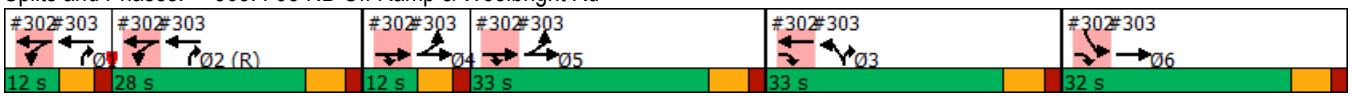
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Future Volume (vph)	885	1181	0	0	1065	887	667	0	519	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	400		675	400		400	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)						777			116			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			680	
Travel Time (s)		11.3			14.9			17.9			13.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	932	1243	0	0	1121	934	702	0	546	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	932	1243	0	0	1121	934	702	0	546	0	0	0
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Detector Phase	4 5	4 5 6			1 2		3		1 2 3			
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							33.0					
Total Split (%)							22.0%					
Maximum Green (s)							26.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	24.5	24.5
Total Split (s)	12.0	28.0	12.0	33.0	32.0
Total Split (%)	8%	19%	8%	22%	21%
Maximum Green (s)	6.0	21.5	6.0	26.5	25.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	39.0	65.0			34.0	150.0	26.5		61.0			
Actuated g/C Ratio	0.26	0.43			0.23	1.00	0.18		0.41			
v/c Ratio	1.04	0.56			0.66	0.60	0.80		0.77			
Control Delay	64.6	7.2			43.5	2.5	66.9		24.1			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	64.6	7.2			43.5	2.5	66.9		24.1			
LOS	E	A			D	A	E		C			
Approach Delay		31.7			24.9			48.1				
Approach LOS		C			C			D				
Queue Length 50th (ft)	~201	42			216	26	236		198			
Queue Length 95th (ft)	#615	69			m234	m55	285		285			
Internal Link Dist (ft)		580			792			839			600	
Turn Bay Length (ft)						675	400		400			
Base Capacity (vph)	892	2203			1693	1568	881		712			
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	1.04	0.56			0.66	0.60	0.80		0.77			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay: 32.9		Intersection LOS: C	
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	4.0	3.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		500		500	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

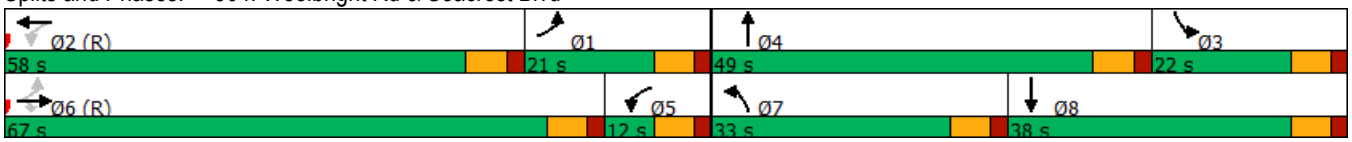
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.990			0.951			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3470	0	3433	3366	0	1770	3383	0
Flt Permitted	0.079			0.117			0.950			0.950		
Satd. Flow (perm)	146	3505	1568	216	3470	0	3433	3366	0	1770	3383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			533		5			54			38	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1078	533	91	1194	0	635	632	0	96	387	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	21.0	67.0	67.0	12.0	58.0		33.0	49.0		22.0	38.0	
Total Split (%)	14.0%	44.7%	44.7%	8.0%	38.7%		22.0%	32.7%		14.7%	25.3%	
Maximum Green (s)	14.5	60.5	60.5	5.5	51.5		26.5	42.5		15.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	75.4	62.0	62.0	73.2	60.9		26.9	32.3		16.7	22.1	
Actuated g/C Ratio	0.50	0.41	0.41	0.49	0.41		0.18	0.22		0.11	0.15	
v/c Ratio	0.87	0.74	0.55	0.38	0.85		1.03	0.82		0.49	0.73	
Control Delay	79.6	36.3	4.9	39.7	47.4		103.6	60.5		71.9	62.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	79.6	36.3	4.9	39.7	47.4		103.6	60.5		71.9	62.6	
LOS	E	D	A	D	D		F	E		E	E	
Approach Delay		31.7			46.8			82.1			64.5	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	122	508	27	41	542		~346	288		91	176	
Queue Length 95th (ft)	m#259	578	231	#95	#776		#471	340		152	216	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	228	1459	964	237	1410		615	992		198	740	
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	0.86	0.74	0.55	0.38	0.85		1.03	0.64		0.48	0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay: 52.2		Intersection LOS: D	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			

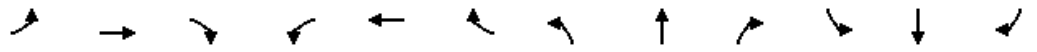
Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Alternative 2 - Diverging Diamond Interchange (DDI)

Opening Year 2025 AM Analysis

HCM 6th Edition Methodology



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1645		3433	1679	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.58	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1080	1645		3433	1679	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
RTOR Reduction (vph)	0	0	66	0	0	121	0	102	0	0	56	0
Lane Group Flow (vph)	197	1577	55	255	1104	191	54	42	0	523	239	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	17.6	68.6	68.6	15.6	66.6	91.8	20.4	13.1		25.2	31.0	
Effective Green, g (s)	17.6	68.6	68.6	15.6	66.6	91.8	20.4	13.1		25.2	31.0	
Actuated g/C Ratio	0.12	0.46	0.46	0.10	0.44	0.61	0.14	0.09		0.17	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	402	2325	723	357	2845	968	180	143		576	346	
v/s Ratio Prot	0.06	c0.31		c0.07	0.17	0.03	0.01	0.03		c0.15	c0.14	
v/s Ratio Perm			0.03			0.09	0.03					
v/c Ratio	0.49	0.68	0.08	0.71	0.39	0.20	0.30	0.29		0.91	0.69	
Uniform Delay, d1	62.0	32.0	22.9	65.0	28.0	12.8	57.7	64.1		61.3	55.1	
Progression Factor	1.00	1.00	1.00	0.86	1.30	5.97	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.9	1.6	0.2	6.2	0.4	0.1	0.9	1.1		18.0	5.6	
Delay (s)	62.9	33.6	23.1	62.0	36.8	76.7	58.7	65.2		79.3	60.7	
Level of Service	E	C	C	E	D	E	E	E		E	E	
Approach Delay (s)		36.0			48.1			63.5			72.6	
Approach LOS		D			D			E			E	

Intersection Summary					
HCM 2000 Control Delay	48.1	HCM 2000 Level of Service		D	
HCM 2000 Volume to Capacity ratio	0.74				
Actuated Cycle Length (s)	150.0	Sum of lost time (s)		27.5	
Intersection Capacity Utilization	81.0%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1218	0	0	0	0	0	766	0	0	0	0
Future Volume (vph)	0	1218	0	0	0	0	0	766	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0				
Lane Util. Factor		0.91						0.91				
Frt		1.00						1.00				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		5085						5085				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		5085						5085				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1282	0	0	0	0	0	806	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1282	0	0	0	0	0	806	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Actuated Green, G (s)		74.0						64.0				
Effective Green, g (s)		74.0						64.0				
Actuated g/C Ratio		0.49						0.43				
Clearance Time (s)		6.0						6.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		2508						2169				
v/s Ratio Prot		c0.25						c0.16				
v/s Ratio Perm												
v/c Ratio		0.51						0.37				
Uniform Delay, d1		25.7						29.3				
Progression Factor		1.20						0.61				
Incremental Delay, d2		0.5						0.5				
Delay (s)		31.3						18.3				
Level of Service		C						B				
Approach Delay (s)		31.3			0.0			18.3			0.0	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	832	0	0	0	0	0	1130	0
Future Volume (vph)	0	0	0	0	832	0	0	0	0	0	1130	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0						6.0	
Lane Util. Factor					0.91						0.91	
Frt					1.00						1.00	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5036						5085	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5036						5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	876	0	0	0	0	0	1189	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	876	0	0	0	0	0	1189	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Actuated Green, G (s)					64.0						74.0	
Effective Green, g (s)					64.0						74.0	
Actuated g/C Ratio					0.43						0.49	
Clearance Time (s)					6.0						6.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					2148						2508	
v/s Ratio Prot					c0.17						c0.23	
v/s Ratio Perm												
v/c Ratio					0.41						0.47	
Uniform Delay, d1					29.8						25.1	
Progression Factor					0.88						1.43	
Incremental Delay, d2					0.3						0.6	
Delay (s)					26.7						36.6	
Level of Service					C						D	
Approach Delay (s)		0.0			26.7			0.0			36.6	
Approach LOS		A			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3479		3433	3385		1770	3387	
Flt Permitted	0.15	1.00	1.00	0.27	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	284	3505	1568	489	3479		3433	3385		1770	3387	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
RTOR Reduction (vph)	0	0	274	0	3	0	0	29	0	0	30	0
Lane Group Flow (vph)	78	767	327	149	1033	0	584	359	0	101	565	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	70.9	65.0	65.0	80.9	70.0		21.0	36.5		13.6	29.1	
Effective Green, g (s)	70.9	65.0	65.0	80.9	70.0		21.0	36.5		13.6	29.1	
Actuated g/C Ratio	0.47	0.43	0.43	0.54	0.47		0.14	0.24		0.09	0.19	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	191	1518	679	355	1623		480	823		160	657	
v/s Ratio Prot	0.02	0.22		c0.03	c0.30		c0.17	0.11		0.06	c0.17	
v/s Ratio Perm	0.18		0.21	0.20								
v/c Ratio	0.41	0.51	0.48	0.42	0.64		1.22	0.44		0.63	0.86	
Uniform Delay, d1	45.8	30.8	30.4	33.0	30.4		64.5	48.0		65.8	58.5	
Progression Factor	0.79	0.61	0.70	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.4	1.2	2.4	0.8	1.9		115.3	1.7		7.9	11.1	
Delay (s)	37.7	19.9	23.6	33.8	32.3		179.8	49.7		73.7	69.6	
Level of Service	D	B	C	C	C		F	D		E	E	
Approach Delay (s)		22.4			32.5			127.9			70.2	
Approach LOS		C			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	56.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	83.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1218	0	0	680	0
Future Volume (vph)	0	1218	0	0	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.91			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		5085			3433	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		5085			3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1282	0	0	716	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1282	0	0	716	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Actuated Green, G (s)		74.0			64.0	
Effective Green, g (s)		74.0			64.0	
Actuated g/C Ratio		0.49			0.43	
Clearance Time (s)		6.0			6.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		2508			1464	
v/s Ratio Prot		c0.25			c0.21	
v/s Ratio Perm						
v/c Ratio		0.51			0.49	
Uniform Delay, d1		25.7			31.2	
Progression Factor		0.14			1.00	
Incremental Delay, d2		0.7			1.2	
Delay (s)		4.2			32.3	
Level of Service		A			C	
Approach Delay (s)		4.2	0.0		32.3	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑↑			↱↱
Traffic Volume (vph)	0	0	766	0	0	821
Future Volume (vph)	0	0	766	0	0	821
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5085			2787
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	806	0	0	864
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	806	0	0	864
Turn Type			NA			Prot
Protected Phases			Free!			2!
Permitted Phases						
Actuated Green, G (s)			150.0			74.0
Effective Green, g (s)			150.0			74.0
Actuated g/C Ratio			1.00			0.49
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)			5085			1374
v/s Ratio Prot			0.16			c0.31
v/s Ratio Perm						
v/c Ratio			0.16			0.63
Uniform Delay, d1			0.0			27.9
Progression Factor			1.00			1.00
Incremental Delay, d2			0.1			2.2
Delay (s)			0.1			30.1
Level of Service			A			C
Approach Delay (s)		0.0	0.1		30.1	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	15.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.9%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	832	394	0
Future Volume (vph)	0	0	0	832	394	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.91	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				5085	3433	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				5085	3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	876	415	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	876	415	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Actuated Green, G (s)				64.0	74.0	
Effective Green, g (s)				64.0	74.0	
Actuated g/C Ratio				0.43	0.49	
Clearance Time (s)				6.0	6.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2169	1693	
v/s Ratio Prot				c0.17	c0.12	
v/s Ratio Perm						
v/c Ratio				0.40	0.25	
Uniform Delay, d1				29.8	21.9	
Progression Factor				0.00	1.00	
Incremental Delay, d2				0.5	0.3	
Delay (s)				0.5	22.2	
Level of Service				A	C	
Approach Delay (s)	0.0			0.5	22.2	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	37.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↱↱
Traffic Volume (vph)	1130	0	0	0	0	371
Future Volume (vph)	1130	0	0	0	0	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0					6.0
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1189	0	0	0	0	391
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1189	0	0	0	0	391
Turn Type	NA					Prot
Protected Phases	Free!					1!
Permitted Phases						
Actuated Green, G (s)	150.0					64.0
Effective Green, g (s)	150.0					64.0
Actuated g/C Ratio	1.00					0.43
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)	5085					1189
v/s Ratio Prot	0.23					c0.14
v/s Ratio Perm						
v/c Ratio	0.23					0.33
Uniform Delay, d1	0.0					28.7
Progression Factor	1.00					1.00
Incremental Delay, d2	0.1					0.7
Delay (s)	0.1					29.4
Level of Service	A					C
Approach Delay (s)	0.1			0.0	29.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	47.9%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Synchro Methodology

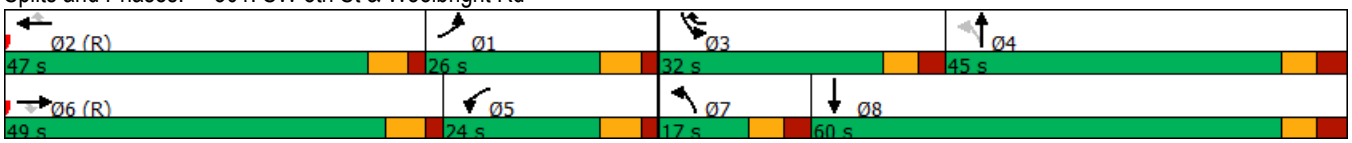
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1645	0	3433	1678	0
Flt Permitted	0.950			0.950			0.580			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1080	1645	0	3433	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			312		112			71	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1182			877			918			751	
Travel Time (s)		17.9			13.3			13.9			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	1577	121	255	1104	312	54	144	0	523	295	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	43.5		11.0	43.5	
Total Split (s)	26.0	49.0	49.0	24.0	47.0	32.0	17.0	45.0		32.0	60.0	
Total Split (%)	17.3%	32.7%	32.7%	16.0%	31.3%	21.3%	11.3%	30.0%		21.3%	40.0%	
Maximum Green (s)	19.5	42.5	42.5	17.5	40.5	25.0	10.0	37.5		25.0	52.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			29.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	17.6	70.0	70.0	15.6	68.0	92.7	20.7	11.7		25.2	31.0	
Actuated g/C Ratio	0.12	0.47	0.47	0.10	0.45	0.62	0.14	0.08		0.17	0.21	
v/c Ratio	0.49	0.66	0.14	0.71	0.38	0.28	0.29	0.62		0.91	0.73	
Control Delay	66.0	34.0	0.7	66.5	37.2	5.5	42.0	29.4		81.3	53.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	66.0	34.0	0.7	66.5	37.2	5.5	42.0	29.4		81.3	53.5	
LOS	E	C	A	E	D	A	D	C		F	D	
Approach Delay		35.2			35.7			32.9			71.3	
Approach LOS		D			D			C			E	
Queue Length 50th (ft)	93	422	0	114	249	55	39	31		260	219	
Queue Length 95th (ft)	135	562	4	166	325	97	67	97		#365	305	
Internal Link Dist (ft)		1102			797			838			671	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	446	2372	835	400	2904	1100	205	495		585	633	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.44	0.66	0.14	0.64	0.38	0.28	0.26	0.29		0.89	0.47	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 140 (93%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 41.7 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 301: SW 8th St & Woolbright Rd

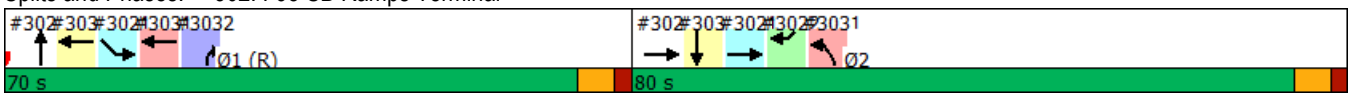


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1218	0	0	0	0	0	766	0	0	0	0
Future Volume (vph)	0	1218	0	0	0	0	0	766	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		152			231			237			102	
Travel Time (s)		2.3			3.5			3.6			1.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1282	0	0	0	0	0	806	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1282	0	0	0	0	0	806	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Detector Phase		2						1				
Switch Phase												
Minimum Initial (s)		12.0						12.0				
Minimum Split (s)		42.0						42.0				
Total Split (s)		80.0						70.0				
Total Split (%)		53.3%						46.7%				
Maximum Green (s)		74.0						64.0				
Yellow Time (s)		4.0						4.0				
All-Red Time (s)		2.0						2.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag		Lag						Lead				
Lead-Lag Optimize?		Yes						Yes				
Vehicle Extension (s)		3.0						3.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)		3.0						3.0				
Time Before Reduce (s)		0.0						0.0				
Time To Reduce (s)		0.0						0.0				
Recall Mode		Max						C-Max				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		29.0						29.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		74.0						64.0				
Actuated g/C Ratio		0.49						0.43				
v/c Ratio		0.51						0.37				
Control Delay		31.5						18.4				
Queue Delay		0.0						0.0				
Total Delay		31.5						18.4				
LOS		C						B				
Approach Delay		31.5						18.4				
Approach LOS		C						B				
Queue Length 50th (ft)		253						100				
Queue Length 95th (ft)		471						116				
Internal Link Dist (ft)		72			151			157			22	
Turn Bay Length (ft)												
Base Capacity (vph)		2508						2169				
Starvation Cap Reductn		0						0				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.51						0.37				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 26.4		Intersection LOS: C	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 302: I-95 SB Ramps Terminal

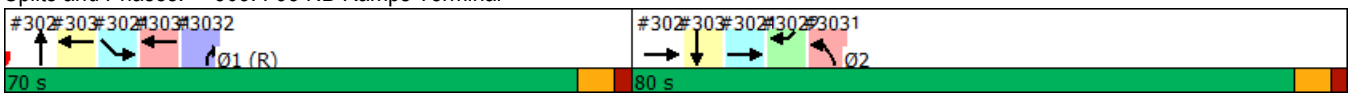


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	832	0	0	0	0	0	1130	0
Future Volume (vph)	0	0	0	0	832	0	0	0	0	0	1130	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	5036	0	0	0	0	0	5085	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5036	0	0	0	0	0	5085	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		226			265			146			224	
Travel Time (s)		3.4			4.0			2.2			3.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	876	0	0	0	0	0	1189	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	876	0	0	0	0	0	1189	0
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Detector Phase					1						2	
Switch Phase												
Minimum Initial (s)					12.0						12.0	
Minimum Split (s)					42.0						42.0	
Total Split (s)					70.0						80.0	
Total Split (%)					46.7%						53.3%	
Maximum Green (s)					64.0						74.0	
Yellow Time (s)					4.0						4.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					6.0						6.0	
Lead/Lag					Lead						Lag	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)					3.0						3.0	
Time Before Reduce (s)					0.0						0.0	
Time To Reduce (s)					0.0						0.0	
Recall Mode					C-Max						Max	
Walk Time (s)					7.0						7.0	
Flash Dont Walk (s)					29.0						29.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)					64.0						74.0	
Actuated g/C Ratio					0.43						0.49	
v/c Ratio					0.41						0.47	
Control Delay					26.8						36.8	
Queue Delay					0.0						0.0	
Total Delay					26.8						36.8	
LOS					C						D	
Approach Delay					26.8						36.8	
Approach LOS					C						D	
Queue Length 50th (ft)					278						346	
Queue Length 95th (ft)					m261						362	
Internal Link Dist (ft)		146			185			66			144	
Turn Bay Length (ft)												
Base Capacity (vph)					2148						2508	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.41						0.47	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 32.6		Intersection LOS: C	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 303: I-95 NB Ramps Terminal



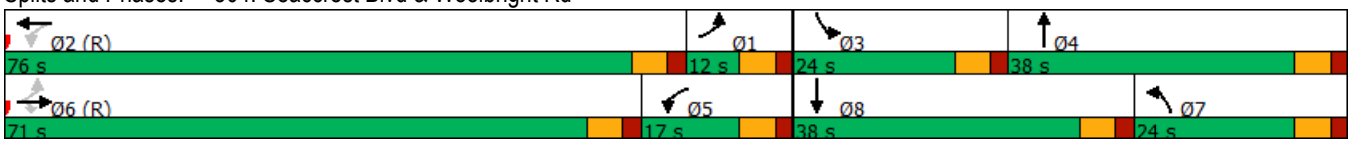
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.993			0.956			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3480	0	3433	3383	0	1770	3387	0
Flt Permitted	0.154			0.265			0.950			0.950		
Satd. Flow (perm)	284	3505	1568	489	3480	0	3433	3383	0	1770	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			484		5			38			37	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1533			1295			835			637	
Travel Time (s)		23.2			19.6			12.7			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	767	601	149	1036	0	584	388	0	101	595	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	37.0		10.0	34.0		10.0	37.0	
Total Split (s)	12.0	71.0	71.0	17.0	76.0		24.0	38.0		24.0	38.0	
Total Split (%)	8.0%	47.3%	47.3%	11.3%	50.7%		16.0%	25.3%		16.0%	25.3%	
Maximum Green (s)	6.0	65.0	65.0	11.0	70.0		18.0	32.0		18.0	32.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		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	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)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	70.9	65.0	65.0	80.9	70.0		21.0	36.5		13.6	29.1	
Actuated g/C Ratio	0.47	0.43	0.43	0.54	0.47		0.14	0.24		0.09	0.19	
v/c Ratio	0.41	0.51	0.63	0.42	0.64		1.22	0.46		0.63	0.87	
Control Delay	25.6	20.0	7.4	27.6	32.4		166.5	46.1		82.3	68.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	25.6	20.0	7.4	27.6	32.4		166.5	46.1		82.3	68.6	
LOS	C	C	A	C	C		F	D		F	E	
Approach Delay		15.1			31.8			118.4			70.6	
Approach LOS		B			C			F			E	
Queue Length 50th (ft)	16	190	73	70	396		~380	155		97	278	
Queue Length 95th (ft)	45	244	115	109	472		#517	216		158	349	
Internal Link Dist (ft)		1453			1215			755			557	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	193	1518	953	356	1626		480	851		212	751	
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	0.40	0.51	0.63	0.42	0.64		1.22	0.46		0.48	0.79	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.22
Intersection Signal Delay: 52.0 Intersection LOS: D
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Seaccrest Blvd & Woolbright Rd

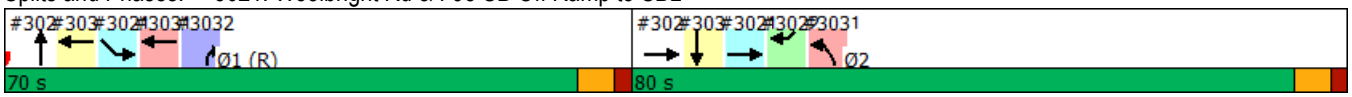


Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1218	0	0	680	0
Future Volume (vph)	0	1218	0	0	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	2	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	0	0	3433	0
Right Turn on Red				Yes	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		45	
Link Distance (ft)		231	433		169	
Travel Time (s)		3.5	6.6		2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1282	0	0	716	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1282	0	0	716	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Detector Phase		2			1	
Switch Phase						
Minimum Initial (s)		12.0			12.0	
Minimum Split (s)		42.0			42.0	
Total Split (s)		80.0			70.0	
Total Split (%)		53.3%			46.7%	
Maximum Green (s)		74.0			64.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Minimum Gap (s)		3.0			3.0	
Time Before Reduce (s)		0.0			0.0	
Time To Reduce (s)		0.0			0.0	
Recall Mode		Max			C-Max	
Walk Time (s)		7.0			7.0	
Flash Dont Walk (s)		29.0			29.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)		74.0			64.0	
Actuated g/C Ratio		0.49			0.43	
v/c Ratio		0.51			0.49	
Control Delay		4.2			32.6	
Queue Delay		0.0			0.0	
Total Delay		4.2			32.6	
LOS		A			C	
Approach Delay		4.2			32.6	
Approach LOS		A			C	
Queue Length 50th (ft)		26			258	
Queue Length 95th (ft)		25			318	
Internal Link Dist (ft)		151	353		89	
Turn Bay Length (ft)						
Base Capacity (vph)		2508			1464	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.51			0.49	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 14.4		Intersection LOS: B	
Intersection Capacity Utilization 60.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL

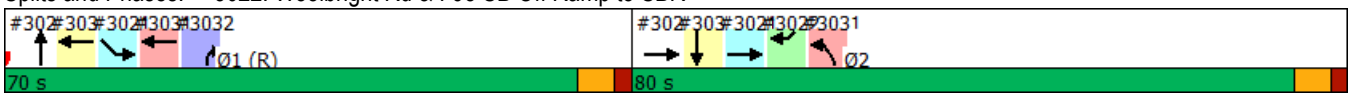


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Lane Configurations			↑↑↑			↱↱	
Traffic Volume (vph)	0	0	766	0	0	821	
Future Volume (vph)	0	0	766	0	0	821	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	0			0	0	0	
Storage Lanes	0			0	0	2	
Taper Length (ft)	50				50		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	0	0	5085	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	0	0	5085	0	0	2787	
Right Turn on Red				Yes		No	
Satd. Flow (RTOR)							
Link Speed (mph)		45	45		45		
Link Distance (ft)		365	102		276		
Travel Time (s)		5.5	1.5		4.2		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	0	0	806	0	0	864	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	806	0	0	864	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	1
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						80.0	70.0
Total Split (%)						53.3%	47%
Maximum Green (s)						74.0	64.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lag	Lead
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						Max	C-Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)			150.0			74.0	
Actuated g/C Ratio			1.00			0.49	
v/c Ratio			0.16			0.63	
Control Delay			0.1			30.5	
Queue Delay			0.0			0.0	
Total Delay			0.1			30.5	
LOS			A			C	
Approach Delay			0.1		30.5		
Approach LOS			A		C		
Queue Length 50th (ft)			0			346	
Queue Length 95th (ft)			0			425	
Internal Link Dist (ft)		285	22		196		
Turn Bay Length (ft)							
Base Capacity (vph)			5085			1374	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.16			0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 15.8		Intersection LOS: B	
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

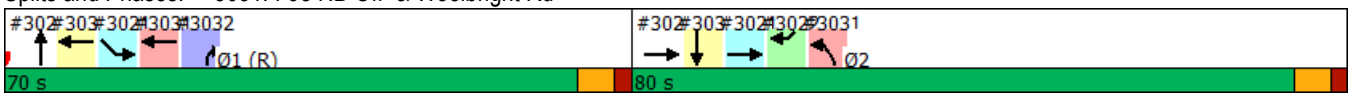


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	832	394	0
Future Volume (vph)	0	0	0	832	394	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		2	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	5085	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	5085	3433	0
Right Turn on Red		Yes			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	419			226	157	
Travel Time (s)	6.3			3.4	2.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	876	415	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	876	415	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Detector Phase				1	2	
Switch Phase						
Minimum Initial (s)				12.0	12.0	
Minimum Split (s)				42.0	42.0	
Total Split (s)				70.0	80.0	
Total Split (%)				46.7%	53.3%	
Maximum Green (s)				64.0	74.0	
Yellow Time (s)				4.0	4.0	
All-Red Time (s)				2.0	2.0	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Vehicle Extension (s)				3.0	3.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Gap (s)				3.0	3.0	
Time Before Reduce (s)				0.0	0.0	
Time To Reduce (s)				0.0	0.0	
Recall Mode				C-Max	Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				29.0	29.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)				64.0	74.0	
Actuated g/C Ratio				0.43	0.49	
v/c Ratio				0.40	0.25	
Control Delay				0.5	22.4	
Queue Delay				0.1	0.0	
Total Delay				0.6	22.4	
LOS				A	C	
Approach Delay				0.6	22.4	
Approach LOS				A	C	
Queue Length 50th (ft)				0	118	
Queue Length 95th (ft)				0	153	
Internal Link Dist (ft)	339			146	77	
Turn Bay Length (ft)						
Base Capacity (vph)				2169	1693	
Starvation Cap Reductn				348	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.48	0.25	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.6		Intersection LOS: A	
Intersection Capacity Utilization 37.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd

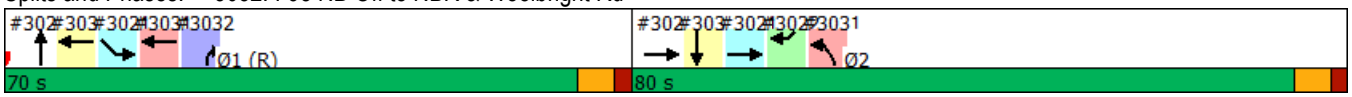


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑					↱↱	
Traffic Volume (vph)	1130	0	0	0	0	371	
Future Volume (vph)	1130	0	0	0	0	371	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	0		0	2	
Taper Length (ft)			50		50		
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	5085	0	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5085	0	0	0	0	2787	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			45	45		
Link Distance (ft)	146			448	373		
Travel Time (s)	2.2			6.8	5.7		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	1189	0	0	0	0	391	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1189	0	0	0	0	391	
Turn Type	NA					Prot	
Protected Phases	Free!					1!	2
Permitted Phases							
Detector Phase						1	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						70.0	80.0
Total Split (%)						46.7%	53%
Maximum Green (s)						64.0	74.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lead	Lag
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						C-Max	Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)	150.0					64.0	
Actuated g/C Ratio	1.00					0.43	
v/c Ratio	0.23					0.33	
Control Delay	0.1					29.7	
Queue Delay	0.0					0.0	
Total Delay	0.1					29.7	
LOS	A					C	
Approach Delay	0.1				29.7		
Approach LOS	A				C		
Queue Length 50th (ft)	0					143	
Queue Length 95th (ft)	0					189	
Internal Link Dist (ft)	66			368	293		
Turn Bay Length (ft)							
Base Capacity (vph)	5085					1189	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.23					0.33	

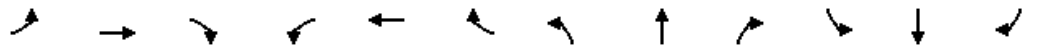
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 7.4		Intersection LOS: A	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



Opening Year 2025 PM Analysis

HCM 6th Edition Methodology



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1634		3433	1645	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.52	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	966	1634		3433	1645	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
RTOR Reduction (vph)	0	0	46	0	0	258	0	119	0	0	93	0
Lane Group Flow (vph)	227	1274	32	104	1584	306	213	258	0	376	107	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	13.1	60.7	60.7	15.1	62.7	81.3	44.3	28.1		18.6	30.5	
Effective Green, g (s)	13.1	60.7	60.7	15.1	62.7	81.3	44.3	28.1		18.6	30.5	
Actuated g/C Ratio	0.09	0.40	0.40	0.10	0.42	0.54	0.30	0.19		0.12	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	299	2057	640	345	2678	857	372	306		425	334	
v/s Ratio Prot	c0.07	c0.25		0.03	0.25	0.04	0.06	c0.16		c0.11	0.06	
v/s Ratio Perm			0.02			0.15	0.11					
v/c Ratio	0.76	0.62	0.05	0.30	0.59	0.36	0.57	0.84		0.88	0.32	
Uniform Delay, d1	66.9	35.5	27.1	62.6	33.7	19.5	42.4	58.8		64.6	50.9	
Progression Factor	1.00	1.00	1.00	0.99	0.75	0.46	1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.6	1.4	0.1	0.5	0.9	0.2	2.1	18.5		19.2	0.6	
Delay (s)	77.5	36.9	27.3	62.3	26.1	9.2	44.6	77.3		83.8	51.5	
Level of Service	E	D	C	E	C	A	D	E		F	D	
Approach Delay (s)		42.2			23.5			65.5			72.6	
Approach LOS		D			C			E			E	

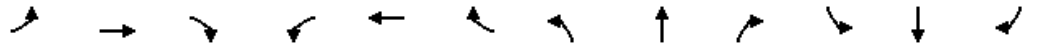
Intersection Summary			
HCM 2000 Control Delay	40.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1415	0	0	0	0	0	1349	0	0	0	0
Future Volume (vph)	0	1415	0	0	0	0	0	1349	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0				
Lane Util. Factor		0.91						0.91				
Frt		1.00						1.00				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		5085						5085				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		5085						5085				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1489	0	0	0	0	0	1420	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1489	0	0	0	0	0	1420	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Actuated Green, G (s)		72.0						66.0				
Effective Green, g (s)		72.0						66.0				
Actuated g/C Ratio		0.48						0.44				
Clearance Time (s)		6.0						6.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		2440						2237				
v/s Ratio Prot		c0.29						c0.28				
v/s Ratio Perm												
v/c Ratio		0.61						0.63				
Uniform Delay, d1		28.7						32.6				
Progression Factor		1.01						0.66				
Incremental Delay, d2		0.8						1.2				
Delay (s)		29.8						22.6				
Level of Service		C						C				
Approach Delay (s)		29.8			0.0			22.6			0.0	
Approach LOS		C			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1065	0	0	0	0	0	1181	0
Future Volume (vph)	0	0	0	0	1065	0	0	0	0	0	1181	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0						6.0	
Lane Util. Factor					0.91						0.91	
Frt					1.00						1.00	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5036						5085	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5036						5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	1121	0	0	0	0	0	1243	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1121	0	0	0	0	0	1243	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Actuated Green, G (s)					66.0						72.0	
Effective Green, g (s)					66.0						72.0	
Actuated g/C Ratio					0.44						0.48	
Clearance Time (s)					6.0						6.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					2215						2440	
v/s Ratio Prot					c0.22						c0.24	
v/s Ratio Perm												
v/c Ratio					0.51						0.51	
Uniform Delay, d1					30.3						26.8	
Progression Factor					1.04						1.25	
Incremental Delay, d2					0.5						0.7	
Delay (s)					32.0						34.3	
Level of Service					C						C	
Approach Delay (s)		0.0			32.0			0.0			34.3	
Approach LOS		A			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3471		3433	3367		1770	3383	
Flt Permitted	0.10	1.00	1.00	0.14	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	184	3505	1568	254	3471		3433	3367		1770	3383	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
RTOR Reduction (vph)	0	0	306	0	3	0	0	38	0	0	33	0
Lane Group Flow (vph)	195	1078	227	91	1191	0	635	594	0	96	354	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	71.0	64.0	64.0	83.0	70.0		28.1	28.0		21.0	20.9	
Effective Green, g (s)	71.0	64.0	64.0	83.0	70.0		28.1	28.0		21.0	20.9	
Actuated g/C Ratio	0.47	0.43	0.43	0.55	0.47		0.19	0.19		0.14	0.14	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	160	1495	669	270	1619		643	628		247	471	
v/s Ratio Prot	c0.06	0.31		c0.03	0.34		c0.18	c0.18		0.05	0.10	
v/s Ratio Perm	c0.52		0.15	0.16								
v/c Ratio	1.22	0.72	0.34	0.34	0.74		0.99	0.95		0.39	0.75	
Uniform Delay, d1	56.9	35.6	28.8	41.4	32.5		60.8	60.2		58.7	62.1	
Progression Factor	1.05	0.64	0.76	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	140.9	2.9	1.3	0.7	3.0		32.0	24.7		1.0	6.7	
Delay (s)	200.6	25.9	23.2	42.2	35.5		92.8	85.0		59.7	68.7	
Level of Service	F	C	C	D	D		F	F		E	E	
Approach Delay (s)		43.9			36.0			88.9			66.9	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	55.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	89.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1415	0	0	651	0
Future Volume (vph)	0	1415	0	0	651	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.91			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		5085			3433	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		5085			3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1489	0	0	685	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1489	0	0	685	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Actuated Green, G (s)		72.0			66.0	
Effective Green, g (s)		72.0			66.0	
Actuated g/C Ratio		0.48			0.44	
Clearance Time (s)		6.0			6.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		2440			1510	
v/s Ratio Prot		c0.29			c0.20	
v/s Ratio Perm						
v/c Ratio		0.61			0.45	
Uniform Delay, d1		28.7			29.4	
Progression Factor		0.06			1.00	
Incremental Delay, d2		0.9			1.0	
Delay (s)		2.5			30.4	
Level of Service		A			C	
Approach Delay (s)		2.5	0.0		30.4	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑↑			↱↱
Traffic Volume (vph)	0	0	1349	0	0	791
Future Volume (vph)	0	0	1349	0	0	791
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5085			2787
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	1420	0	0	833
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1420	0	0	833
Turn Type			NA			Prot
Protected Phases			Free!			2!
Permitted Phases						
Actuated Green, G (s)			150.0			72.0
Effective Green, g (s)			150.0			72.0
Actuated g/C Ratio			1.00			0.48
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)			5085			1337
v/s Ratio Prot			0.28			c0.30
v/s Ratio Perm						
v/c Ratio			0.28			0.62
Uniform Delay, d1			0.0			28.9
Progression Factor			1.00			1.00
Incremental Delay, d2			0.1			2.2
Delay (s)			0.1			31.1
Level of Service			A			C
Approach Delay (s)		0.0	0.1		31.1	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1065	667	0
Future Volume (vph)	0	0	0	1065	667	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.91	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				5085	3433	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				5085	3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1121	702	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1121	702	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Actuated Green, G (s)				66.0	72.0	
Effective Green, g (s)				66.0	72.0	
Actuated g/C Ratio				0.44	0.48	
Clearance Time (s)				6.0	6.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2237	1647	
v/s Ratio Prot				c0.22	c0.20	
v/s Ratio Perm						
v/c Ratio				0.50	0.43	
Uniform Delay, d1				30.2	25.5	
Progression Factor				0.01	1.00	
Incremental Delay, d2				0.7	0.8	
Delay (s)				0.9	26.3	
Level of Service				A	C	
Approach Delay (s)	0.0			0.9	26.3	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	10.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↱↱
Traffic Volume (vph)	1181	0	0	0	0	519
Future Volume (vph)	1181	0	0	0	0	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0					6.0
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1243	0	0	0	0	546
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1243	0	0	0	0	546
Turn Type	NA					Prot
Protected Phases	Free!					1!
Permitted Phases						
Actuated Green, G (s)	150.0					66.0
Effective Green, g (s)	150.0					66.0
Actuated g/C Ratio	1.00					0.44
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)	5085					1226
v/s Ratio Prot	0.24					c0.20
v/s Ratio Perm						
v/c Ratio	0.24					0.45
Uniform Delay, d1	0.0					29.3
Progression Factor	1.00					1.00
Incremental Delay, d2	0.1					1.2
Delay (s)	0.1					30.4
Level of Service	A					C
Approach Delay (s)	0.1			0.0	30.4	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Synchro Methodology

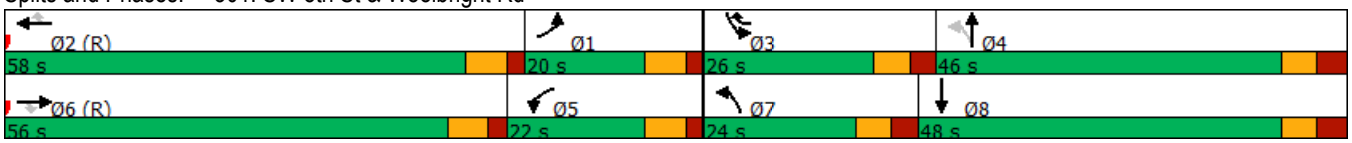
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877			0.883	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1634	0	3433	1645	0
Flt Permitted	0.950			0.950			0.519			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	967	1634	0	3433	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			564		147			117	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1182			568			918			751	
Travel Time (s)		17.9			8.6			13.9			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	1274	78	104	1584	564	213	377	0	376	200	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	43.5		11.0	43.5	
Total Split (s)	20.0	56.0	56.0	22.0	58.0	26.0	24.0	46.0		26.0	48.0	
Total Split (%)	13.3%	37.3%	37.3%	14.7%	38.7%	17.3%	16.0%	30.7%		17.3%	32.0%	
Maximum Green (s)	13.5	49.5	49.5	15.5	51.5	19.0	17.0	38.5		19.0	40.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			29.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	13.1	60.8	60.8	15.1	62.8	80.9	44.7	28.0		18.6	30.5	
Actuated g/C Ratio	0.09	0.41	0.41	0.10	0.42	0.54	0.30	0.19		0.12	0.20	
v/c Ratio	0.76	0.62	0.11	0.30	0.59	0.51	0.57	0.89		0.88	0.47	
Control Delay	83.7	38.5	0.5	64.1	27.1	2.0	40.1	58.1		86.7	23.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	83.7	38.5	0.5	64.1	27.1	2.0	40.1	58.1		86.7	23.7	
LOS	F	D	A	E	C	A	D	E		F	C	
Approach Delay		43.1			22.5			51.6			64.8	
Approach LOS		D			C			D			E	
Queue Length 50th (ft)	113	365	0	51	271	8	150	232		189	69	
Queue Length 95th (ft)	#163	467	2	84	431	8	197	337		#273	138	
Internal Link Dist (ft)		1102			488			838			671	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	308	2059	719	354	2681	1116	384	528		434	529	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	0.62	0.11	0.29	0.59	0.51	0.55	0.71		0.87	0.38	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 35 (23%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.89
Intersection Signal Delay: 37.3 Intersection LOS: D
Intersection Capacity Utilization 82.6% ICU Level of Service E
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 301: SW 8th St & Woolbright Rd

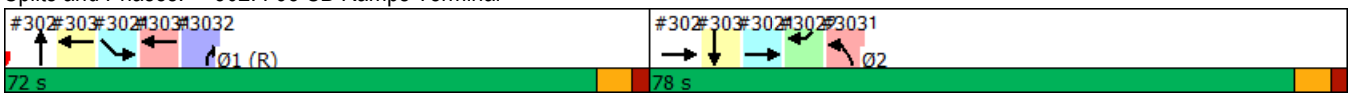


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1415	0	0	0	0	0	1349	0	0	0	0
Future Volume (vph)	0	1415	0	0	0	0	0	1349	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		152			231			237			102	
Travel Time (s)		2.3			3.5			3.6			1.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1489	0	0	0	0	0	1420	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1489	0	0	0	0	0	1420	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Detector Phase		2						1				
Switch Phase												
Minimum Initial (s)		12.0						12.0				
Minimum Split (s)		42.0						42.0				
Total Split (s)		78.0						72.0				
Total Split (%)		52.0%						48.0%				
Maximum Green (s)		72.0						66.0				
Yellow Time (s)		4.0						4.0				
All-Red Time (s)		2.0						2.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag		Lag						Lead				
Lead-Lag Optimize?		Yes						Yes				
Vehicle Extension (s)		3.0						3.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)		3.0						3.0				
Time Before Reduce (s)		0.0						0.0				
Time To Reduce (s)		0.0						0.0				
Recall Mode		Max						C-Max				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		29.0						29.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		72.0						66.0				
Actuated g/C Ratio		0.48						0.44				
v/c Ratio		0.61						0.63				
Control Delay		30.0						22.8				
Queue Delay		0.0						0.1				
Total Delay		30.0						22.9				
LOS		C						C				
Approach Delay		30.0						22.9				
Approach LOS		C						C				
Queue Length 50th (ft)		449						210				
Queue Length 95th (ft)		493						230				
Internal Link Dist (ft)		72			151			157			22	
Turn Bay Length (ft)												
Base Capacity (vph)		2440						2237				
Starvation Cap Reductn		0						131				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.61						0.67				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 302: I-95 SB Ramps Terminal

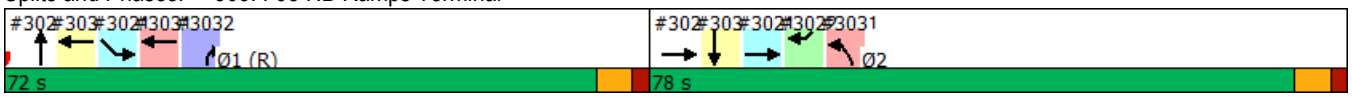


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1065	0	0	0	0	0	1181	0
Future Volume (vph)	0	0	0	0	1065	0	0	0	0	0	1181	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	5036	0	0	0	0	0	5085	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5036	0	0	0	0	0	5085	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		226			265			146			224	
Travel Time (s)		3.4			4.0			2.2			3.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	1121	0	0	0	0	0	1243	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1121	0	0	0	0	0	1243	0
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Detector Phase					1						2	
Switch Phase												
Minimum Initial (s)					12.0						12.0	
Minimum Split (s)					42.0						42.0	
Total Split (s)					72.0						78.0	
Total Split (%)					48.0%						52.0%	
Maximum Green (s)					66.0						72.0	
Yellow Time (s)					4.0						4.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					6.0						6.0	
Lead/Lag					Lead						Lag	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)					3.0						3.0	
Time Before Reduce (s)					0.0						0.0	
Time To Reduce (s)					0.0						0.0	
Recall Mode					C-Max						Max	
Walk Time (s)					7.0						7.0	
Flash Dont Walk (s)					29.0						29.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)					66.0						72.0	
Actuated g/C Ratio					0.44						0.48	
v/c Ratio					0.51						0.51	
Control Delay					32.2						34.5	
Queue Delay					0.0						0.0	
Total Delay					32.2						34.5	
LOS					C						C	
Approach Delay					32.2						34.5	
Approach LOS					C						C	
Queue Length 50th (ft)					375						313	
Queue Length 95th (ft)					m386						361	
Internal Link Dist (ft)		146			185			66			144	
Turn Bay Length (ft)												
Base Capacity (vph)					2215						2440	
Starvation Cap Reductn					0						0	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.51						0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 33.4		Intersection LOS: C	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 303: I-95 NB Ramps Terminal

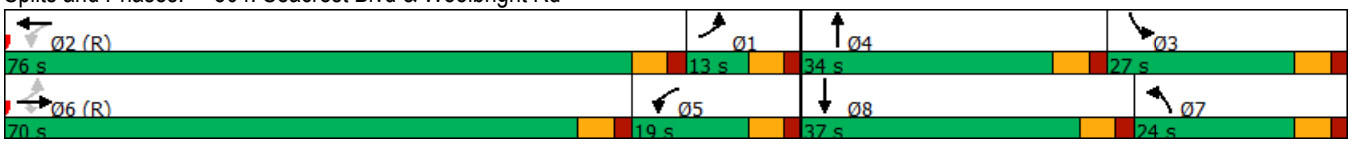


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		600	150		0	450		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.990			0.951			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3470	0	3433	3366	0	1770	3383	0
Flt Permitted	0.100			0.138			0.950			0.950		
Satd. Flow (perm)	184	3505	1568	255	3470	0	3433	3366	0	1770	3383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			533		6			47			38	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1533			1295			835			637	
Travel Time (s)		23.2			19.6			12.7			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1078	533	91	1194	0	635	632	0	96	387	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	37.0		10.0	34.0		10.0	37.0	
Total Split (s)	13.0	70.0	70.0	19.0	76.0		24.0	34.0		27.0	37.0	
Total Split (%)	8.7%	46.7%	46.7%	12.7%	50.7%		16.0%	22.7%		18.0%	24.7%	
Maximum Green (s)	7.0	64.0	64.0	13.0	70.0		18.0	28.0		21.0	31.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		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	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)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	71.0	64.0	64.0	83.0	70.0		28.1	28.0		21.0	20.9	
Actuated g/C Ratio	0.47	0.43	0.43	0.55	0.47		0.19	0.19		0.14	0.14	
v/c Ratio	1.22	0.72	0.55	0.34	0.74		0.99	0.95		0.39	0.77	
Control Delay	183.0	26.1	3.8	30.7	35.7		92.4	79.7		63.9	66.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	183.0	26.1	3.8	30.7	35.7		92.4	79.7		63.9	66.2	
LOS	F	C	A	C	D		F	E		E	E	
Approach Delay		36.5			35.4			86.1			65.7	
Approach LOS		D			D			F			E	
Queue Length 50th (ft)	~164	412	37	41	490		323	304		87	176	
Queue Length 95th (ft)	#335	494	47	70	576		#518	#427		148	226	
Internal Link Dist (ft)		1453			1215			755			557	
Turn Bay Length (ft)	150		600	150			450			180		
Base Capacity (vph)	160	1495	974	270	1622		642	666		247	729	
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	1.22	0.72	0.55	0.34	0.74		0.99	0.95		0.39	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 105 (70%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.22			
Intersection Signal Delay: 52.1		Intersection LOS: D	
Intersection Capacity Utilization 89.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd

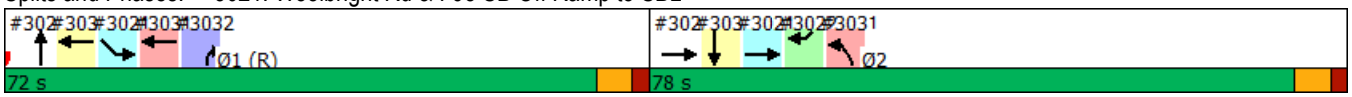


Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1415	0	0	651	0
Future Volume (vph)	0	1415	0	0	651	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	2	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	0	0	3433	0
Right Turn on Red				Yes	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		45	
Link Distance (ft)		231	433		169	
Travel Time (s)		3.5	6.6		2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1489	0	0	685	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1489	0	0	685	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Detector Phase		2			1	
Switch Phase						
Minimum Initial (s)		12.0			12.0	
Minimum Split (s)		42.0			42.0	
Total Split (s)		78.0			72.0	
Total Split (%)		52.0%			48.0%	
Maximum Green (s)		72.0			66.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Minimum Gap (s)		3.0			3.0	
Time Before Reduce (s)		0.0			0.0	
Time To Reduce (s)		0.0			0.0	
Recall Mode		Max			C-Max	
Walk Time (s)		7.0			7.0	
Flash Dont Walk (s)		29.0			29.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)		72.0			66.0	
Actuated g/C Ratio		0.48			0.44	
v/c Ratio		0.61			0.45	
Control Delay		2.5			30.6	
Queue Delay		0.0			0.0	
Total Delay		2.5			30.6	
LOS		A			C	
Approach Delay		2.5			30.6	
Approach LOS		A			C	
Queue Length 50th (ft)		8			239	
Queue Length 95th (ft)		22			294	
Internal Link Dist (ft)		151	353		89	
Turn Bay Length (ft)						
Base Capacity (vph)		2440			1510	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.61			0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 63.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL

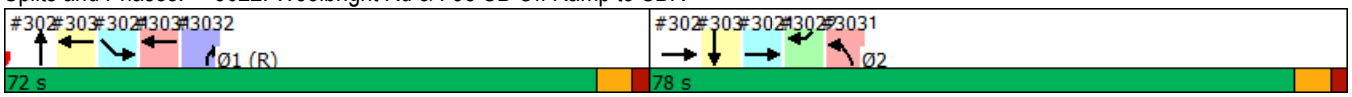


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Lane Configurations			↑↑↑			↱↱	
Traffic Volume (vph)	0	0	1349	0	0	791	
Future Volume (vph)	0	0	1349	0	0	791	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	0			0	0	0	
Storage Lanes	0			0	0	2	
Taper Length (ft)	50				50		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	0	0	5085	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	0	0	5085	0	0	2787	
Right Turn on Red				Yes		No	
Satd. Flow (RTOR)							
Link Speed (mph)		45	45		45		
Link Distance (ft)		673	102		276		
Travel Time (s)		10.2	1.5		4.2		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	0	0	1420	0	0	833	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1420	0	0	833	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	1
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						78.0	72.0
Total Split (%)						52.0%	48%
Maximum Green (s)						72.0	66.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lag	Lead
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						Max	C-Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)			150.0			72.0	
Actuated g/C Ratio			1.00			0.48	
v/c Ratio			0.28			0.62	
Control Delay			0.1			31.5	
Queue Delay			0.0			0.0	
Total Delay			0.1			31.5	
LOS			A			C	
Approach Delay			0.1		31.5		
Approach LOS			A		C		
Queue Length 50th (ft)			0			337	
Queue Length 95th (ft)			0			415	
Internal Link Dist (ft)		593	22		196		
Turn Bay Length (ft)							
Base Capacity (vph)			5085			1337	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.28			0.62	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

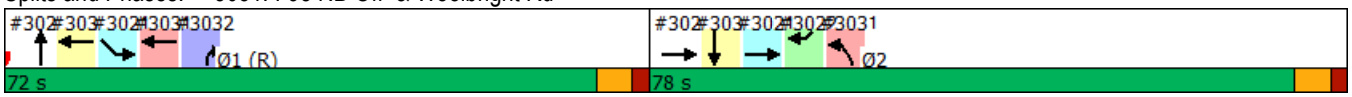


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1065	667	0
Future Volume (vph)	0	0	0	1065	667	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		2	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	5085	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	5085	3433	0
Right Turn on Red		Yes			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	419			226	157	
Travel Time (s)	6.3			3.4	2.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	1121	702	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1121	702	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Detector Phase				1	2	
Switch Phase						
Minimum Initial (s)				12.0	12.0	
Minimum Split (s)				42.0	42.0	
Total Split (s)				72.0	78.0	
Total Split (%)				48.0%	52.0%	
Maximum Green (s)				66.0	72.0	
Yellow Time (s)				4.0	4.0	
All-Red Time (s)				2.0	2.0	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Vehicle Extension (s)				3.0	3.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Gap (s)				3.0	3.0	
Time Before Reduce (s)				0.0	0.0	
Time To Reduce (s)				0.0	0.0	
Recall Mode				C-Max	Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				29.0	29.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)				66.0	72.0	
Actuated g/C Ratio				0.44	0.48	
v/c Ratio				0.50	0.43	
Control Delay				0.9	26.5	
Queue Delay				0.0	0.0	
Total Delay				0.9	26.5	
LOS				A	C	
Approach Delay				0.9	26.5	
Approach LOS				A	C	
Queue Length 50th (ft)				0	227	
Queue Length 95th (ft)				1	279	
Internal Link Dist (ft)	339			146	77	
Turn Bay Length (ft)						
Base Capacity (vph)				2237	1647	
Starvation Cap Reductn				19	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.51	0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 49.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd

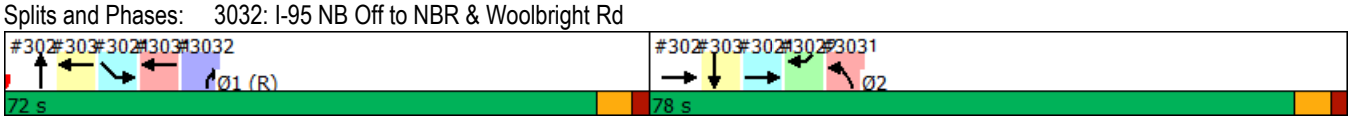


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑					↱↱	
Traffic Volume (vph)	1181	0	0	0	0	519	
Future Volume (vph)	1181	0	0	0	0	519	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	0		0	2	
Taper Length (ft)			50		50		
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	5085	0	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5085	0	0	0	0	2787	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			45	45		
Link Distance (ft)	146			448	373		
Travel Time (s)	2.2			6.8	5.7		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	1243	0	0	0	0	546	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1243	0	0	0	0	546	
Turn Type	NA					Prot	
Protected Phases	Free!					1!	2
Permitted Phases							
Detector Phase						1	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						72.0	78.0
Total Split (%)						48.0%	52%
Maximum Green (s)						66.0	72.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lead	Lag
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						C-Max	Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)	150.0					66.0	
Actuated g/C Ratio	1.00					0.44	
v/c Ratio	0.24					0.45	
Control Delay	0.1					30.7	
Queue Delay	0.0					0.0	
Total Delay	0.1					30.7	
LOS	A					C	
Approach Delay	0.1				30.7		
Approach LOS	A				C		
Queue Length 50th (ft)	0					209	
Queue Length 95th (ft)	0					267	
Internal Link Dist (ft)	66			368	293		
Turn Bay Length (ft)							
Base Capacity (vph)	5085					1226	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.24					0.45	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 8 (5%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 9.4		Intersection LOS: A	
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



Alternative 3 - Single Point Urban Interchange (SPUI)

Opening Year 2025 AM Analysis

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1645		3433	1679	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.58	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1080	1645		3433	1679	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
RTOR Reduction (vph)	0	0	64	0	0	120	0	102	0	0	59	0
Lane Group Flow (vph)	197	1577	57	255	1104	192	54	42	0	523	236	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	16.9	70.5	70.5	15.9	69.5	92.1	18.5	13.5		22.6	31.1	
Effective Green, g (s)	16.9	70.5	70.5	15.9	69.5	92.1	18.5	13.5		22.6	31.1	
Actuated g/C Ratio	0.11	0.47	0.47	0.11	0.46	0.61	0.12	0.09		0.15	0.21	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	386	2389	744	363	2969	971	156	148		517	348	
v/s Ratio Prot	0.06	c0.31		c0.07	0.17	0.03	0.01	0.03		c0.15	c0.14	
v/s Ratio Perm			0.04			0.09	0.03					
v/c Ratio	0.51	0.66	0.08	0.70	0.37	0.20	0.35	0.28		1.01	0.68	
Uniform Delay, d1	62.7	30.5	21.9	64.8	26.1	12.7	59.5	63.7		63.7	54.8	
Progression Factor	1.00	1.00	1.00	0.77	1.17	3.64	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	1.4	0.2	5.4	0.3	0.1	1.3	1.1		42.5	5.2	
Delay (s)	63.8	32.0	22.1	55.5	30.9	46.4	60.8	64.8		106.2	60.0	
Level of Service	E	C	C	E	C	D	E	E		F	E	
Approach Delay (s)		34.7			37.6			63.7			89.6	
Approach LOS		C			D			E			F	

Intersection Summary					
HCM 2000 Control Delay	46.8	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)		27.5	
Intersection Capacity Utilization	81.0%	ICU Level of Service		D	
Analysis Period (min)	15				

c Critical Lane Group

Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	768	450	883	460	372	775	680	821	394	371
Future Volume (vph)	768	450	883	460	372	775	680	821	394	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	808	489	929	484	404	816	716	864	415	391
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	808	489	929	484	404	816	716	864	415	391
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	40.8	68.0	150.0	29.0	56.2	150.0	35.0	150.0	35.0	150.0
Effective Green, g (s)	40.8	68.0	150.0	29.0	56.2	150.0	35.0	150.0	35.0	150.0
Actuated g/C Ratio	0.27	0.45	1.00	0.19	0.37	1.00	0.23	1.00	0.23	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0		6.0	
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	
Lane Grp Cap (vph)	933	1604	1583	657	1313	1568	1164	1583	801	1583
v/s Ratio Prot	c0.24	0.14		c0.14	0.12		0.14		0.12	
v/s Ratio Perm			c0.59			0.52		0.55		0.25
v/c Ratio	0.87	0.30	0.59	0.74	0.31	0.52	0.62	0.55	0.52	0.25
Uniform Delay, d1	52.0	26.0	0.0	56.9	33.1	0.0	51.5	0.0	50.1	0.0
Progression Factor	1.24	1.11	1.00	0.83	0.78	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.1	0.3	1.1	2.1	0.3	0.6	2.4	1.4	2.4	0.4
Delay (s)	70.4	29.2	1.1	49.4	26.1	0.6	53.9	1.4	52.5	0.4
Level of Service	E	C	A	D	C	A	D	A	D	A
Approach Delay (s)		32.4			20.5					
Approach LOS		C			C					

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3479		3433	3385		1770	3387	
Flt Permitted	0.15	1.00	1.00	0.27	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	285	3505	1568	491	3479		3433	3385		1770	3387	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
RTOR Reduction (vph)	0	0	265	0	2	0	0	29	0	0	30	0
Lane Group Flow (vph)	78	767	336	149	1034	0	584	359	0	101	565	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	69.0	64.5	64.5	79.0	69.5		20.5	36.1		13.9	29.5	
Effective Green, g (s)	69.0	64.5	64.5	79.0	69.5		20.5	36.1		13.9	29.5	
Actuated g/C Ratio	0.46	0.43	0.43	0.53	0.46		0.14	0.24		0.09	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	175	1507	674	338	1611		469	814		164	666	
v/s Ratio Prot	0.01	0.22		c0.03	c0.30		c0.17	0.11		0.06	c0.17	
v/s Ratio Perm	0.19		0.21	0.20								
v/c Ratio	0.45	0.51	0.50	0.44	0.64		1.25	0.44		0.62	0.85	
Uniform Delay, d1	47.2	31.2	31.0	34.2	30.7		64.8	48.4		65.5	58.1	
Progression Factor	0.42	0.50	0.31	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.7	1.1	2.4	0.9	2.0		127.2	0.4		6.7	9.9	
Delay (s)	21.7	16.8	12.1	35.1	32.7		192.0	48.8		72.2	68.0	
Level of Service	C	B	B	D	C		F	D		E	E	
Approach Delay (s)		15.1			33.0			134.8			68.6	
Approach LOS		B			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	55.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

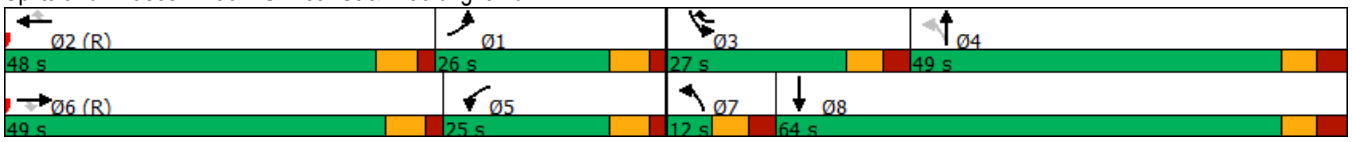
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Future Volume (vph)	187	1498	115	242	1049	296	51	30	106	497	96	184
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.883			0.901	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1645	0	3433	1678	0
Flt Permitted	0.950			0.950			0.580			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1080	1645	0	3433	1678	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			312		112			74	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1124			713			734			665	
Travel Time (s)		25.5			16.2			16.7			15.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	197	1577	121	255	1104	312	54	32	112	523	101	194
Shared Lane Traffic (%)												
Lane Group Flow (vph)	197	1577	121	255	1104	312	54	144	0	523	295	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	26.0	49.0	49.0	25.0	48.0	27.0	12.0	49.0		27.0	64.0	
Total Split (%)	17.3%	32.7%	32.7%	16.7%	32.0%	18.0%	8.0%	32.7%		18.0%	42.7%	
Maximum Green (s)	19.5	42.5	42.5	18.5	41.5	20.0	5.0	41.5		20.0	56.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	16.9	71.8	71.8	15.9	70.8	92.9	18.9	12.2		22.6	31.1	
Actuated g/C Ratio	0.11	0.48	0.48	0.11	0.47	0.62	0.13	0.08		0.15	0.21	
v/c Ratio	0.51	0.65	0.14	0.70	0.36	0.28	0.33	0.61		1.01	0.73	
Control Delay	67.0	32.0	0.7	59.5	30.9	3.6	46.9	28.5		104.7	52.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	67.0	32.0	0.7	59.5	30.9	3.6	46.9	28.5		104.7	52.6	
LOS	E	C	A	E	C	A	D	C		F	D	
Approach Delay		33.6			30.2			33.5			85.9	
Approach LOS		C			C			C			F	
Queue Length 50th (ft)	94	414	0	106	181	48	40	30		~282	216	
Queue Length 95th (ft)	135	535	4	155	221	84	71	97		#425	302	
Internal Link Dist (ft)		1044			633			654			585	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	446	2435	852	423	3026	1099	164	536		516	678	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.44	0.65	0.14	0.60	0.36	0.28	0.33	0.27		1.01	0.44	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 54 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.01
Intersection Signal Delay: 41.7 Intersection LOS: D
Intersection Capacity Utilization 81.0% ICU Level of Service D
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: SW 8th St & Woolbright Rd

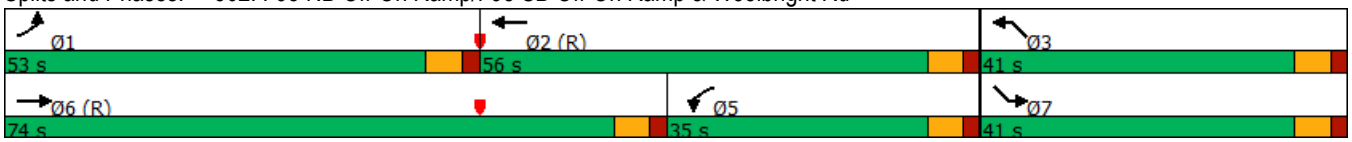


Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	768	450	883	460	372	775	680	821	394	371
Future Volume (vph)	768	450	883	460	372	775	680	821	394	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%					
Storage Length (ft)	600			750			0		0	
Storage Lanes	1			2			3		2	
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Ped Bike Factor										
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			848			696		514		387
Link Speed (mph)		45			45					
Link Distance (ft)		948			1056					
Travel Time (s)		14.4			16.0					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%					
Adj. Flow (vph)	808	489	929	484	404	816	716	864	415	391
Shared Lane Traffic (%)										
Lane Group Flow (vph)	808	489	929	484	404	816	716	864	415	391
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	4.0	20.0		4.0	20.0		6.0		6.0	
Minimum Split (s)	10.0	28.0		10.0	28.0		12.0		12.0	
Total Split (s)	53.0	74.0		35.0	56.0		41.0		41.0	
Total Split (%)	35.3%	49.3%		23.3%	37.3%		27.3%		27.3%	
Maximum Green (s)	47.0	68.0		29.0	50.0		35.0		35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
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)	6.0	6.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0		3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Recall Mode	None	C-Max		None	C-Max		Max		Max	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		15.0			15.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	40.8	68.0	150.0	29.0	56.2	150.0	35.0	150.0	35.0	150.0
Actuated g/C Ratio	0.27	0.45	1.00	0.19	0.37	1.00	0.23	1.00	0.23	1.00
v/c Ratio	0.87	0.30	0.59	0.74	0.31	0.52	0.62	0.55	0.52	0.25
Control Delay	71.5	29.4	6.2	51.2	27.0	1.8	54.1	1.4	52.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.5	29.4	6.2	51.2	27.0	1.8	54.1	1.4	52.9	0.4
LOS	E	C	A	D	C	A	D	A	D	A
Approach Delay		35.0			21.8					
Approach LOS		C			C					
Queue Length 50th (ft)	432	194	200	230	115	64	224	0	184	0
Queue Length 95th (ft)	m474	m233	m228	m235	m132	m75	270	0	239	0
Internal Link Dist (ft)		868			976					
Turn Bay Length (ft)	600		700	750		800				
Base Capacity (vph)	1075	1604	1583	657	1312	1568	1164	1583	801	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.30	0.59	0.74	0.31	0.52	0.62	0.55	0.52	0.25

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd



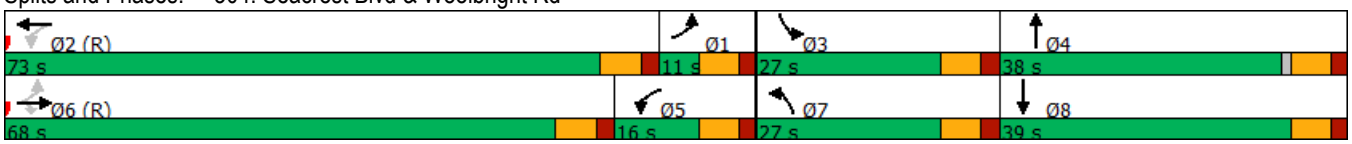
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Future Volume (vph)	74	729	571	142	936	48	555	261	107	96	403	162
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.993			0.956			0.957	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3480	0	3433	3383	0	1770	3387	0
Flt Permitted	0.154			0.266			0.950			0.950		
Satd. Flow (perm)	284	3505	1568	491	3480	0	3433	3383	0	1770	3387	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			465		4			38			37	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1707			966			792			716	
Travel Time (s)		38.8			22.0			18.0			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	78	767	601	149	985	51	584	275	113	101	424	171
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	767	601	149	1036	0	584	388	0	101	595	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		22.5	34.5		10.5	37.5	
Total Split (s)	11.0	68.0	68.0	16.0	73.0		27.0	38.0		27.0	39.0	
Total Split (%)	7.3%	45.3%	45.3%	10.7%	48.7%		18.0%	25.3%		18.0%	26.0%	
Maximum Green (s)	4.5	61.5	61.5	9.5	66.5		20.5	31.5		20.5	32.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	69.0	64.5	64.5	79.0	69.5		20.5	36.1		13.9	29.5	
Actuated g/C Ratio	0.46	0.43	0.43	0.53	0.46		0.14	0.24		0.09	0.20	
v/c Ratio	0.45	0.51	0.64	0.44	0.64		1.25	0.46		0.62	0.86	
Control Delay	18.9	17.2	5.4	30.2	33.4		178.3	45.8		81.1	67.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.9	17.2	5.4	30.2	33.4		178.3	45.8		81.1	67.1	
LOS	B	B	A	C	C		F	D		F	E	
Approach Delay		12.4			33.0			125.4			69.2	
Approach LOS		B			C			F			E	
Queue Length 50th (ft)	15	117	60	73	407		~365	153		97	278	
Queue Length 95th (ft)	m25	159	79	117	495		#487	213		157	347	
Internal Link Dist (ft)		1627			886			712			636	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	175	1507	939	338	1614		469	844		241	762	
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	0.45	0.51	0.64	0.44	0.64		1.25	0.46		0.42	0.78	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 118 (79%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.25
Intersection Signal Delay: 52.8 Intersection LOS: D
Intersection Capacity Utilization 85.3% ICU Level of Service E
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



Opening Year 2025 PM Analysis

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1634		3433	1645	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.63	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1178	1634		3433	1645	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
RTOR Reduction (vph)	0	0	47	0	0	267	0	123	0	0	100	0
Lane Group Flow (vph)	227	1274	31	104	1584	297	213	254	0	376	100	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	15.2	59.9	59.9	13.2	57.9	79.0	40.0	28.3		21.1	37.7	
Effective Green, g (s)	15.2	59.9	59.9	13.2	57.9	79.0	40.0	28.3		21.1	37.7	
Actuated g/C Ratio	0.10	0.40	0.40	0.09	0.39	0.53	0.27	0.19		0.14	0.25	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	347	2030	632	302	2473	833	360	308		482	413	
v/s Ratio Prot	c0.07	c0.25		0.03	0.25	0.05	0.05	c0.16		c0.11	0.06	
v/s Ratio Perm			0.02			0.14	0.11					
v/c Ratio	0.65	0.63	0.05	0.34	0.64	0.36	0.59	0.83		0.78	0.24	
Uniform Delay, d1	64.9	36.1	27.6	64.3	37.6	20.7	46.0	58.5		62.2	44.8	
Progression Factor	1.00	1.00	1.00	1.06	0.98	0.60	1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.4	1.5	0.1	0.5	1.0	0.2	2.6	16.4		8.0	0.3	
Delay (s)	69.3	37.6	27.8	68.7	37.8	12.6	48.6	74.9		70.2	45.1	
Level of Service	E	D	C	E	D	B	D	E		E	D	
Approach Delay (s)		41.7			32.9			65.4			61.5	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	42.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	885	530	446	383	682	887	651	791	667	519
Future Volume (vph)	885	530	446	383	682	887	651	791	667	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	932	576	469	403	741	934	685	833	702	546
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	932	576	469	403	741	934	685	833	702	546
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	44.7	68.0	150.0	25.0	48.3	150.0	39.0	150.0	39.0	150.0
Effective Green, g (s)	44.7	68.0	150.0	25.0	48.3	150.0	39.0	150.0	39.0	150.0
Actuated g/C Ratio	0.30	0.45	1.00	0.17	0.32	1.00	0.26	1.00	0.26	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0		6.0	
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	
Lane Grp Cap (vph)	1023	1604	1583	566	1128	1568	1297	1583	892	1583
v/s Ratio Prot	c0.27	0.16		0.12	0.21		0.14		c0.20	
v/s Ratio Perm			0.30			c0.60		0.53		0.34
v/c Ratio	0.91	0.36	0.30	0.71	0.66	0.60	0.53	0.53	0.79	0.34
Uniform Delay, d1	50.7	26.8	0.0	59.1	43.7	0.0	47.6	0.0	51.6	0.0
Progression Factor	1.00	1.32	1.00	0.84	0.78	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	9.4	0.5	0.4	2.3	1.6	0.9	1.5	1.3	7.0	0.6
Delay (s)	59.9	35.7	0.4	51.6	35.5	0.9	49.1	1.3	58.6	0.6
Level of Service	E	D	A	D	D	A	D	A	E	A
Approach Delay (s)		38.7			23.1					
Approach LOS		D			C					

Intersection Summary			
HCM 2000 Control Delay	29.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3471		3433	3367		1770	3383	
Flt Permitted	0.08	1.00	1.00	0.11	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	144	3505	1568	210	3471		3433	3367		1770	3383	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
RTOR Reduction (vph)	0	0	284	0	3	0	0	39	0	0	32	0
Lane Group Flow (vph)	195	1078	249	91	1191	0	635	593	0	96	355	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	80.5	64.0	64.0	68.5	58.0		26.5	36.5		13.0	23.0	
Effective Green, g (s)	80.5	64.0	64.0	68.5	58.0		26.5	36.5		13.0	23.0	
Actuated g/C Ratio	0.54	0.43	0.43	0.46	0.39		0.18	0.24		0.09	0.15	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	254	1495	669	203	1342		606	819		153	518	
v/s Ratio Prot	c0.08	0.31		0.03	c0.34		c0.18	c0.18		0.05	0.10	
v/s Ratio Perm	0.33		0.16	0.17								
v/c Ratio	0.77	0.72	0.37	0.45	0.89		1.05	0.72		0.63	0.68	
Uniform Delay, d1	53.2	35.6	29.3	53.4	43.0		61.8	52.1		66.2	60.1	
Progression Factor	0.84	0.96	1.93	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.1	2.8	1.5	1.6	9.0		49.7	3.2		7.8	3.7	
Delay (s)	56.9	36.9	58.1	54.9	51.9		111.5	55.3		74.0	63.8	
Level of Service	E	D	E	D	D		F	E		E	E	
Approach Delay (s)		45.3			52.1			83.5			65.8	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	59.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	91.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

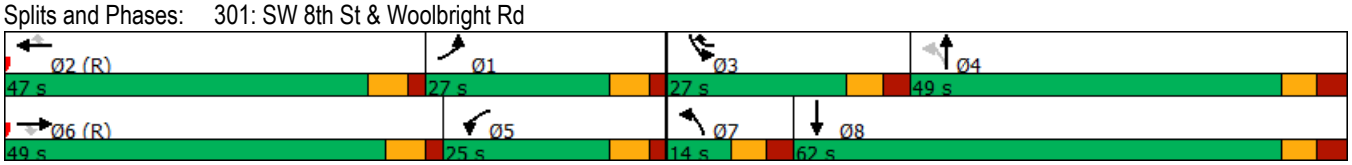
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Future Volume (vph)	216	1210	74	99	1505	536	202	65	294	357	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.877			0.883	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1634	0	3433	1645	0
Flt Permitted	0.950			0.950			0.632			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	1177	1634	0	3433	1645	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			564		151			134	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1124			713			734			665	
Travel Time (s)		25.5			16.2			16.7			15.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	227	1274	78	104	1584	564	213	68	309	376	44	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	1274	78	104	1584	564	213	377	0	376	200	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	27.0	49.0	49.0	25.0	47.0	27.0	14.0	49.0		27.0	62.0	
Total Split (%)	18.0%	32.7%	32.7%	16.7%	31.3%	18.0%	9.3%	32.7%		18.0%	41.3%	
Maximum Green (s)	20.5	42.5	42.5	18.5	40.5	20.0	7.0	41.5		20.0	54.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	15.2	59.9	59.9	13.2	57.9	78.5	40.5	28.3		21.1	37.6	
Actuated g/C Ratio	0.10	0.40	0.40	0.09	0.39	0.52	0.27	0.19		0.14	0.25	
v/c Ratio	0.65	0.63	0.11	0.34	0.64	0.51	0.59	0.88		0.78	0.39	
Control Delay	73.7	40.1	0.3	69.7	40.0	2.0	42.6	55.3		74.0	15.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.7	40.1	0.3	69.7	40.0	2.0	42.6	55.3		74.0	15.8	
LOS	E	D	A	E	D	A	D	E		E	B	
Approach Delay		42.9			31.8			50.7			53.8	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	111	371	0	53	284	6	144	228		182	50	
Queue Length 95th (ft)	153	498	0	m74	450	32	185	325		244	106	
Internal Link Dist (ft)		1044			633			654			585	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	469	2031	741	423	2475	1101	364	561		496	682	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.48	0.63	0.11	0.25	0.64	0.51	0.59	0.67		0.76	0.29	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 37 (25%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 40.1 Intersection LOS: D
Intersection Capacity Utilization 82.6% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 301: SW 8th St & Woolbright Rd



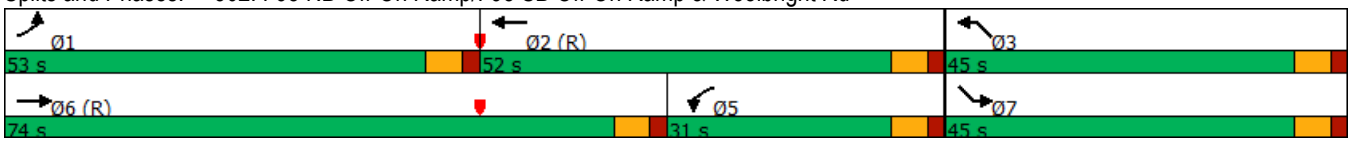
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	885	530	446	383	682	887	651	791	667	519
Future Volume (vph)	885	530	446	383	682	887	651	791	667	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%					
Storage Length (ft)	600			750			0		0	
Storage Lanes	1			2			3		2	
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Ped Bike Factor										
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			469			691		429		328
Link Speed (mph)		45			45					
Link Distance (ft)		948			1056					
Travel Time (s)		14.4			16.0					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%					
Adj. Flow (vph)	932	576	469	403	741	934	685	833	702	546
Shared Lane Traffic (%)										
Lane Group Flow (vph)	932	576	469	403	741	934	685	833	702	546
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	4.0	20.0		4.0	20.0		6.0		6.0	
Minimum Split (s)	10.0	28.0		10.0	28.0		12.0		12.0	
Total Split (s)	53.0	74.0		31.0	52.0		45.0		45.0	
Total Split (%)	35.3%	49.3%		20.7%	34.7%		30.0%		30.0%	
Maximum Green (s)	47.0	68.0		25.0	46.0		39.0		39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
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)	6.0	6.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0		3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Recall Mode	None	C-Max		None	C-Max		Max		Max	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		15.0			15.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	44.7	68.0	150.0	25.0	48.3	150.0	39.0	150.0	39.0	150.0
Actuated g/C Ratio	0.30	0.45	1.00	0.17	0.32	1.00	0.26	1.00	0.26	1.00
v/c Ratio	0.91	0.36	0.30	0.71	0.66	0.60	0.53	0.53	0.79	0.34
Control Delay	61.1	36.0	0.4	53.7	36.2	3.0	49.4	1.3	59.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.1	36.0	0.4	53.7	36.2	3.0	49.4	1.3	59.0	0.6
LOS	E	D	A	D	D	A	D	A	E	A
Approach Delay		39.4			24.6					
Approach LOS		D			C					
Queue Length 50th (ft)	438	227	0	206	343	26	205	0	331	0
Queue Length 95th (ft)	507	285	0	m209	m319	m94	248	0	407	0
Internal Link Dist (ft)		868			976					
Turn Bay Length (ft)	600		700	750		800				
Base Capacity (vph)	1075	1604	1583	566	1128	1568	1297	1583	892	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.36	0.30	0.71	0.66	0.60	0.53	0.53	0.79	0.34

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.91
Intersection Signal Delay: 30.2 Intersection LOS: C
Intersection Capacity Utilization 78.1% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd

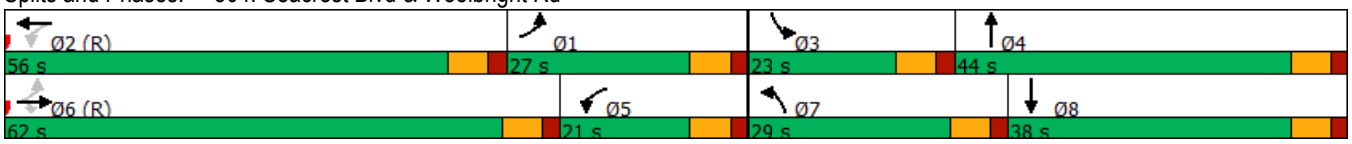


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Future Volume (vph)	185	1024	506	86	1062	72	603	406	195	91	259	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.990			0.951			0.956	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3470	0	3433	3366	0	1770	3383	0
Flt Permitted	0.078			0.114			0.950			0.950		
Satd. Flow (perm)	144	3505	1568	210	3470	0	3433	3366	0	1770	3383	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			495		5			51			38	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1707			966			792			716	
Travel Time (s)		38.8			22.0			18.0			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	195	1078	533	91	1118	76	635	427	205	96	273	114
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1078	533	91	1194	0	635	632	0	96	387	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		22.5	34.5		10.5	37.5	
Total Split (s)	27.0	62.0	62.0	21.0	56.0		29.0	44.0		23.0	38.0	
Total Split (%)	18.0%	41.3%	41.3%	14.0%	37.3%		19.3%	29.3%		15.3%	25.3%	
Maximum Green (s)	20.5	55.5	55.5	14.5	49.5		22.5	37.5		16.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	80.5	64.0	64.0	68.5	58.0		26.5	36.5		13.0	23.0	
Actuated g/C Ratio	0.54	0.43	0.43	0.46	0.39		0.18	0.24		0.09	0.15	
v/c Ratio	0.77	0.72	0.56	0.45	0.89		1.05	0.74		0.63	0.70	
Control Delay	62.2	38.4	9.8	41.4	52.3		107.7	54.0		83.5	60.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	62.2	38.4	9.8	41.4	52.3		107.7	54.0		83.5	60.5	
LOS	E	D	A	D	D		F	D		F	E	
Approach Delay		32.5			51.6			80.9			65.1	
Approach LOS		C			D			F			E	
Queue Length 50th (ft)	110	314	90	41	555		~347	286		92	176	
Queue Length 95th (ft)	196	624	124	77	#802		#519	350		154	216	
Internal Link Dist (ft)		1627			886			712			636	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	300	1494	952	250	1344		605	883		194	740	
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	0.65	0.72	0.56	0.36	0.89		1.05	0.72		0.49	0.52	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 104 (69%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.05			
Intersection Signal Delay: 53.5		Intersection LOS: D	
Intersection Capacity Utilization 91.4%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			

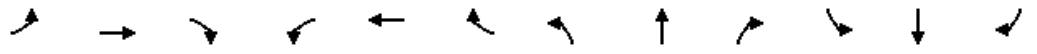
Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



Alternative 1 - Tight Diamond Interchange (TDI)

Design Year 2045 AM Analysis

HCM 6th Edition Methodology



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1652		3433	1667	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.30	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	561	1652		3433	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
RTOR Reduction (vph)	0	0	86	0	0	201	0	89	0	0	69	0
Lane Group Flow (vph)	297	1914	60	328	1697	278	99	159	0	674	334	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	16.2	61.6	61.6	17.2	62.6	86.9	26.7	19.4		24.3	36.4	
Effective Green, g (s)	16.2	61.6	61.6	17.2	62.6	86.9	26.7	19.4		24.3	36.4	
Actuated g/C Ratio	0.11	0.41	0.41	0.11	0.42	0.58	0.18	0.13		0.16	0.24	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	370	2088	650	393	2674	917	158	213		556	404	
v/s Ratio Prot	0.09	c0.38		c0.10	0.26	0.05	0.03	0.10		c0.20	c0.20	
v/s Ratio Perm			0.04			0.13	0.08					
v/c Ratio	0.80	0.92	0.09	0.83	0.63	0.30	0.63	0.75		1.21	0.83	
Uniform Delay, d1	65.3	41.8	27.1	65.0	34.6	16.1	53.9	62.9		62.9	53.8	
Progression Factor	1.00	1.00	1.00	1.19	1.68	7.62	1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.2	7.8	0.3	9.3	0.8	0.0	5.5	11.8		111.4	12.4	
Delay (s)	76.6	49.6	27.4	86.7	58.8	122.7	59.4	74.7		174.2	66.2	
Level of Service	E	D	C	F	E	F	E	E		F	E	
Approach Delay (s)		51.6			74.7			70.4			133.8	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	75.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Future Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	6.5	6.0	6.0					6.5		4.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.94		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					4990		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					4990		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1806	968	486	1442	0	0	0	0	1104	0	1062
RTOR Reduction (vph)	0	0	22	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1806	946	486	1442	0	0	0	0	1104	0	1062
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Actuated Green, G (s)		42.5	106.5	30.5	53.5					34.5		150.0
Effective Green, g (s)		42.5	101.5	30.5	47.0					34.5		150.0
Actuated g/C Ratio		0.28	0.68	0.20	0.31					0.23		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		2137	1071	698	1593					1147		1583
v/s Ratio Prot		0.24	c0.60	0.14	c0.28					c0.22		
v/s Ratio Perm												0.67
v/c Ratio		0.85	0.88	0.70	0.91					0.96		0.67
Uniform Delay, d1		50.6	19.5	55.5	49.4					57.1		0.0
Progression Factor		1.01	2.01	1.15	0.47					1.00		1.00
Incremental Delay, d2		1.0	3.0	1.1	3.1					18.1		2.3
Delay (s)		52.3	42.2	64.9	26.1					75.2		2.3
Level of Service		D	D	E	C					E		A
Approach Delay (s)		48.8			35.9			0.0			39.4	
Approach LOS		D			D			A			D	

Intersection Summary			
HCM 2000 Control Delay	42.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	37.0
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Future Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0			6.0	4.0	6.5		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.94		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7471	1568	4990		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7471	1568	4990		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1006	1904	0	0	1487	863	441	0	511	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	75	0	0	0
Lane Group Flow (vph)	1006	1904	0	0	1487	863	441	0	436	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Actuated Green, G (s)	42.5	83.5			30.5	150.0	16.5		53.5			
Effective Green, g (s)	42.5	77.0			30.5	150.0	16.5		47.0			
Actuated g/C Ratio	0.28	0.51			0.20	1.00	0.11		0.31			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	972	2610			1519	1568	548		496			
v/s Ratio Prot	c0.29	c0.37			c0.20		0.09		c0.28			
v/s Ratio Perm						0.55						
v/c Ratio	1.03	0.73			0.98	0.55	0.80		0.88			
Uniform Delay, d1	53.8	28.4			59.4	0.0	65.2		48.8			
Progression Factor	0.90	0.36			0.84	1.00	1.00		1.00			
Incremental Delay, d2	29.3	0.5			3.5	0.1	8.4		16.1			
Delay (s)	77.5	10.7			53.2	0.1	73.6		65.0			
Level of Service	E	B			D	A	E		E			
Approach Delay (s)		33.8			33.7			69.0			0.0	
Approach LOS		C			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	39.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	37.0
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3476		3433	3353		1770	3368	
Flt Permitted	0.07	1.00	1.00	0.07	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	127	3505	1568	127	3476		3433	3353		1770	3368	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
RTOR Reduction (vph)	0	0	227	0	3	0	0	47	0	0	39	0
Lane Group Flow (vph)	143	1339	508	275	1756	0	633	383	0	134	592	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	64.5	64.5	64.5	68.5	68.5		19.7	34.3		14.7	29.3	
Effective Green, g (s)	64.5	64.5	64.5	68.5	68.5		19.7	34.3		14.7	29.3	
Actuated g/C Ratio	0.43	0.43	0.43	0.46	0.46		0.13	0.23		0.10	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	125	1507	674	171	1587		450	766		173	657	
v/s Ratio Prot	0.05	c0.38		c0.11	0.51		c0.18	0.11		0.08	c0.18	
v/s Ratio Perm	0.44		0.32	c0.62								
v/c Ratio	1.14	0.89	0.75	1.61	1.11		1.41	0.50		0.77	0.90	
Uniform Delay, d1	67.4	39.4	36.0	44.2	40.8		65.2	50.4		66.0	58.9	
Progression Factor	0.79	0.71	0.56	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	112.0	6.1	5.5	299.1	57.8		195.9	0.2		17.7	15.3	
Delay (s)	165.5	34.1	25.7	343.3	98.5		261.1	50.6		83.7	74.2	
Level of Service	F	C	C	F	F		F	D		F	E	
Approach Delay (s)		39.8			131.6			175.9			75.9	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	98.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

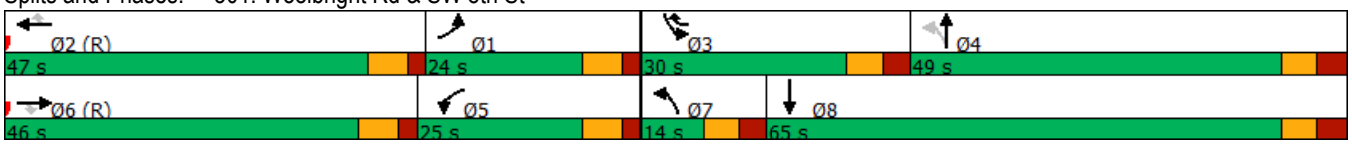
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1652	0	3433	1667	0
Flt Permitted	0.950			0.950			0.301			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	561	1652	0	3433	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			479		102			91	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		893			656			626			469	
Travel Time (s)		20.3			14.9			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	1914	146	328	1697	479	99	248	0	674	403	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	25.0	11.0	48.5		25.0	43.5	
Total Split (s)	24.0	46.0	46.0	25.0	47.0	30.0	14.0	49.0		30.0	65.0	
Total Split (%)	16.0%	30.7%	30.7%	16.7%	31.3%	20.0%	9.3%	32.7%		20.0%	43.3%	
Maximum Green (s)	17.5	39.5	39.5	18.5	40.5	23.0	7.0	41.5		23.0	57.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	16.2	61.6	61.6	17.2	62.6	86.4	27.2	19.4		24.3	36.4	
Actuated g/C Ratio	0.11	0.41	0.41	0.11	0.42	0.58	0.18	0.13		0.16	0.24	
v/c Ratio	0.80	0.92	0.19	0.83	0.63	0.43	0.62	0.82		1.21	0.85	
Control Delay	81.6	49.8	2.5	89.6	61.0	7.3	53.7	57.5		163.4	58.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	81.6	49.8	2.5	89.6	61.0	7.3	53.7	57.5		163.4	58.5	
LOS	F	D	A	F	E	A	D	E		F	E	
Approach Delay		50.9			54.5			56.4			124.1	
Approach LOS		D			D			E			F	
Queue Length 50th (ft)	147	636	0	155	465	155	69	145		~429	308	
Queue Length 95th (ft)	200	#888	25	m205	527	356	101	227		#556	399	
Internal Link Dist (ft)		813			576			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	400	2088	757	423	2675	1114	161	530		555	695	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.74	0.92	0.19	0.78	0.63	0.43	0.61	0.47		1.21	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 146 (97%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.21
Intersection Signal Delay: 65.2 Intersection LOS: E
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: Woolbright Rd & SW 8th St



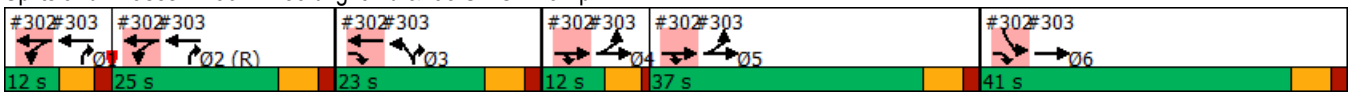
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰↰		↱
Traffic Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Future Volume (vph)	0	1716	920	462	1370	0	0	0	0	1049	0	1009
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		600	0		0	0		0	300		400
Storage Lanes	2		1	2		0	0		0	1		1
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.94	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			69									697
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		726			660			637			828	
Travel Time (s)		16.5			15.0			12.4			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1806	968	486	1442	0	0	0	0	1104	0	1062
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1806	968	486	1442	0	0	0	0	1104	0	1062
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Detector Phase		4 5	3 4 5 6	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										41.0		
Total Split (%)										27.3%		
Maximum Green (s)										34.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										2.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	1.0	6.0	10.0
Minimum Split (s)	12.0	21.5	13.0	11.0	24.5
Total Split (s)	12.0	25.0	23.0	12.0	37.0
Total Split (%)	8%	17%	15%	8%	25%
Maximum Green (s)	6.0	18.5	16.5	7.0	30.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										3.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		44.0	106.5	31.0	54.0					34.5		150.0
Actuated g/C Ratio		0.29	0.71	0.21	0.36					0.23		1.00
v/c Ratio		0.82	0.85	0.69	0.79					0.96		0.67
Control Delay		51.1	33.7	65.7	21.4					75.7		2.3
Queue Delay		0.0	0.0	0.0	0.6					0.0		0.0
Total Delay		51.1	33.7	65.7	22.1					75.7		2.3
LOS		D	C	E	C					E		A
Approach Delay		45.0			33.1						39.7	
Approach LOS		D			C						D	
Queue Length 50th (ft)		396	944	153	106					382		0
Queue Length 95th (ft)		m400	m971	m170	m116					#475		0
Internal Link Dist (ft)		646			580			557			748	
Turn Bay Length (ft)			600							300		400
Base Capacity (vph)		2212	1143	709	1830					1147		1583
Starvation Cap Reductn		0	0	0	128					0		0
Spillback Cap Reductn		0	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.82	0.85	0.69	0.85					0.96		0.67

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 40.0		Intersection LOS: D	
Intersection Capacity Utilization 105.9%		ICU Level of Service G	
Analysis Period (min) 15			
# 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.			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		0			0
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

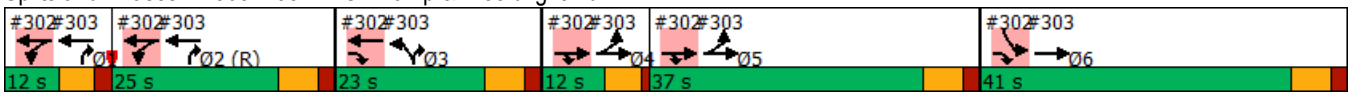
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Future Volume (vph)	956	1809	0	0	1413	820	419	0	485	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	400		675	400		400	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850	*0.001		
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)						732			109			
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		660			872			919			796	
Travel Time (s)		15.0			19.8			17.9			15.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	1006	1904	0	0	1487	863	441	0	511	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	1006	1904	0	0	1487	863	441	0	511	0	0	0
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Detector Phase	4 5	4 5 6			1 2		3		1 2 3			
Switch Phase												
Minimum Initial (s)							1.0					
Minimum Split (s)							13.0					
Total Split (s)							23.0					
Total Split (%)							15.3%					
Maximum Green (s)							16.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	21.5	11.0	24.5	24.5
Total Split (s)	12.0	25.0	12.0	37.0	41.0
Total Split (%)	8%	17%	8%	25%	27%
Maximum Green (s)	6.0	18.5	7.0	30.5	34.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	1.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	4.0	2.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	44.0	85.0			31.0	150.0	16.5		54.0			
Actuated g/C Ratio	0.29	0.57			0.21	1.00	0.11		0.36			
v/c Ratio	1.00	0.66			0.96	0.55	0.80		0.80			
Control Delay	66.3	8.7			51.8	0.7	77.2		44.3			
Queue Delay	0.0	0.4			0.0	0.0	0.0		0.0			
Total Delay	66.3	9.1			51.8	0.7	77.2		44.3			
LOS	E	A			D	A	E		D			
Approach Delay		28.9			33.0			59.5				
Approach LOS		C			C			E				
Queue Length 50th (ft)	308	101			345	27	151		365			
Queue Length 95th (ft)	m#608	m113			m286	m7	#193		524			
Internal Link Dist (ft)		580			792			839			716	
Turn Bay Length (ft)						675	400		400			
Base Capacity (vph)	1007	2881			1544	1568	548		639			
Starvation Cap Reductn	0	441			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	1.00	0.78			0.96	0.55	0.80		0.80			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 120			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 35.2		Intersection LOS: D	
Intersection Capacity Utilization 105.9%		ICU Level of Service G	
Analysis Period (min) 15			
* User Entered Value			
# 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

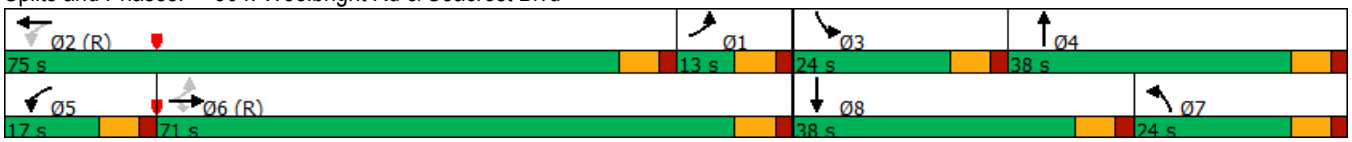
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.947			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3352	0	1770	3369	0
Flt Permitted	0.069			0.069			0.950			0.950		
Satd. Flow (perm)	127	3505	1568	127	3477	0	3433	3352	0	1770	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			399		5			61			48	
Link Speed (mph)		30			30			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		34.0			14.8			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1339	735	275	1759	0	633	430	0	134	631	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	13.0	71.0	71.0	17.0	75.0		24.0	38.0		24.0	38.0	
Total Split (%)	8.7%	47.3%	47.3%	11.3%	50.0%		16.0%	25.3%		16.0%	25.3%	
Maximum Green (s)	6.5	64.5	64.5	10.5	68.5		17.5	31.5		17.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	64.5	64.5	64.5	68.5	68.5		19.7	34.3		14.7	29.3	
Actuated g/C Ratio	0.43	0.43	0.43	0.46	0.46		0.13	0.23		0.10	0.20	
v/c Ratio	1.14	0.89	0.82	1.61	1.11		1.40	0.53		0.77	0.91	
Control Delay	154.6	34.5	15.3	327.4	95.9		239.3	46.5		93.7	72.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	154.6	34.5	15.3	327.4	95.9		239.3	46.5		93.7	72.0	
LOS	F	C	B	F	F		F	D		F	E	
Approach Delay		35.9			127.2			161.3			75.8	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	~113	390	104	~335	~1030		~446	170		129	294	
Queue Length 95th (ft)	m#243	497	140	#527	#1168		#576	231		203	#373	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	125	1507	901	171	1590		451	813		206	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	1.14	0.89	0.82	1.61	1.11		1.40	0.53		0.65	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 110 (73%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.61
Intersection Signal Delay: 93.4 Intersection LOS: F
Intersection Capacity Utilization 110.4% ICU Level of Service H
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Design Year 2045 PM Analysis

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1629		3433	1649	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.26	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	481	1629		3433	1649	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
RTOR Reduction (vph)	0	0	74	0	0	271	0	111	0	0	79	0
Lane Group Flow (vph)	292	1513	44	177	2037	487	216	325	0	493	227	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	13.7	56.4	56.4	10.3	53.0	76.5	32.3	32.3		23.5	39.0	
Effective Green, g (s)	13.7	56.4	56.4	10.3	53.0	76.5	32.3	32.3		23.5	39.0	
Actuated g/C Ratio	0.09	0.38	0.38	0.07	0.35	0.51	0.22	0.22		0.16	0.26	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	313	1911	595	235	2264	881	247	350		537	428	
v/s Ratio Prot	c0.09	0.30		0.05	c0.32	0.09	0.10	c0.20		c0.14	0.14	
v/s Ratio Perm			0.03			0.22	0.09					
v/c Ratio	0.93	0.79	0.07	0.75	0.90	0.55	0.87	0.93		0.92	0.53	
Uniform Delay, d1	67.7	41.6	30.0	68.6	46.0	25.1	53.1	57.7		62.3	47.6	
Progression Factor	1.00	1.00	1.00	0.95	0.66	0.71	1.00	1.00		1.00	1.00	
Incremental Delay, d2	33.3	3.5	0.2	6.2	3.4	0.2	26.5	29.9		20.3	0.5	
Delay (s)	100.9	45.0	30.3	71.3	33.6	17.9	79.6	87.6		82.6	48.2	
Level of Service	F	D	C	E	C	B	E	F		F	D	
Approach Delay (s)		52.6			31.9			85.0			69.4	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	48.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	97.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Future Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.5	6.0	6.0					6.5		4.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.94		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					4990		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					4990		1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1896	474	436	1937	0	0	0	0	689	0	1035
RTOR Reduction (vph)	0	0	27	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1896	447	436	1937	0	0	0	0	689	0	1035
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Actuated Green, G (s)		38.5	104.5	32.5	60.0					25.5		150.0
Effective Green, g (s)		38.5	98.5	32.5	60.0					25.5		150.0
Actuated g/C Ratio		0.26	0.66	0.22	0.40					0.17		1.00
Clearance Time (s)										6.5		
Vehicle Extension (s)										4.0		
Lane Grp Cap (vph)		1936	1039	743	2034					848		1583
v/s Ratio Prot		c0.25	0.28	0.13	c0.38					0.14		
v/s Ratio Perm												c0.65
v/c Ratio		0.98	0.43	0.59	0.95					0.81		0.65
Uniform Delay, d1		55.4	12.3	52.7	43.6					59.9		0.0
Progression Factor		0.56	1.62	0.74	0.88					1.00		1.00
Incremental Delay, d2		10.4	0.2	0.4	4.9					6.3		2.1
Delay (s)		41.2	20.2	39.6	43.2					66.2		2.1
Level of Service		D	C	D	D					E		A
Approach Delay (s)		37.0			42.6			0.0			27.7	
Approach LOS		D			D			A			C	

Intersection Summary			
HCM 2000 Control Delay	36.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Future Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			6.0	4.0	6.5		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.94		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7471	1568	4990		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7471	1568	4990		1583			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	943	1642	0	0	1545	1076	827	0	551	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	70	0	0	0
Lane Group Flow (vph)	943	1642	0	0	1545	1076	827	0	481	0	0	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Actuated Green, G (s)	38.5	64.0			32.5	150.0	27.5		60.0			
Effective Green, g (s)	38.5	64.0			32.5	150.0	27.5		60.0			
Actuated g/C Ratio	0.26	0.43			0.22	1.00	0.18		0.40			
Clearance Time (s)							6.5					
Vehicle Extension (s)							3.0					
Lane Grp Cap (vph)	881	2169			1618	1568	914		633			
v/s Ratio Prot	c0.27	0.32			c0.21		c0.17		0.30			
v/s Ratio Perm						c0.69						
v/c Ratio	1.07	0.76			0.95	0.69	0.90		0.76			
Uniform Delay, d1	55.8	36.4			58.0	0.0	60.0		38.8			
Progression Factor	0.68	0.60			0.57	1.00	1.00		1.00			
Incremental Delay, d2	40.6	0.6			1.8	0.2	12.2		5.4			
Delay (s)	78.5	22.5			35.0	0.2	72.2		44.2			
Level of Service	E	C			D	A	E		D			
Approach Delay (s)		42.9			20.7			61.0			0.0	
Approach LOS		D			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	38.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3475		3433	3324		1770	3346	
Flt Permitted	0.06	1.00	1.00	0.07	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	109	3505	1568	120	3475		3433	3324		1770	3346	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
RTOR Reduction (vph)	0	0	293	0	3	0	0	82	0	0	55	0
Lane Group Flow (vph)	222	1565	333	118	1686	0	700	644	0	117	379	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	83.5	68.5	68.5	70.0	61.5		19.5	33.5		13.5	27.5	
Effective Green, g (s)	83.5	68.5	68.5	70.0	61.5		19.5	33.5		13.5	27.5	
Actuated g/C Ratio	0.56	0.46	0.46	0.47	0.41		0.13	0.22		0.09	0.18	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	1600	716	148	1424		446	742		159	613	
v/s Ratio Prot	c0.10	c0.45		0.05	c0.49		c0.20	c0.19		c0.07	0.11	
v/s Ratio Perm	0.44		0.21	0.33								
v/c Ratio	0.97	0.98	0.46	0.80	1.18		1.57	0.87		0.74	0.62	
Uniform Delay, d1	50.1	40.0	28.1	34.2	44.2		65.2	56.1		66.5	56.4	
Progression Factor	1.12	0.69	0.96	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	40.7	14.6	1.6	25.0	90.3		267.0	10.5		16.2	1.9	
Delay (s)	96.8	42.1	28.6	59.2	134.5		332.2	66.6		82.7	58.3	
Level of Service	F	D	C	E	F		F	E		F	E	
Approach Delay (s)		43.7			129.6			197.0			63.5	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	105.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

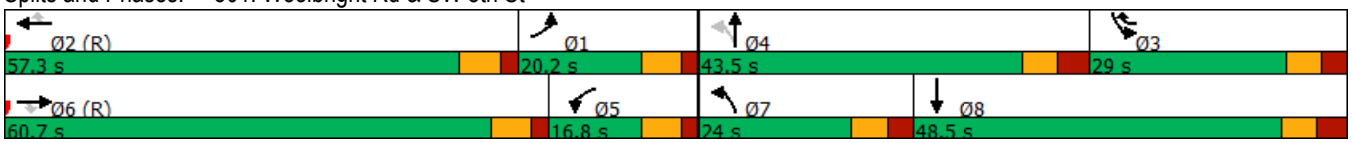
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			25			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.875			0.885	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1630	0	3433	1649	0
Flt Permitted	0.950			0.950			0.258			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	481	1630	0	3433	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			185			553		141			107	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		893			1382			626			469	
Travel Time (s)		15.2			23.6			14.2			10.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1513	118	177	2037	758	216	436	0	493	306	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	36.5	11.0	11.0	43.5		11.0	43.5	
Total Split (s)	20.2	60.7	60.7	16.8	57.3	29.0	24.0	43.5		29.0	48.5	
Total Split (%)	13.5%	40.5%	40.5%	11.2%	38.2%	19.3%	16.0%	29.0%		19.3%	32.3%	
Maximum Green (s)	13.7	54.2	54.2	10.3	50.8	22.0	17.0	36.0		22.0	41.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lag	Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		23.0			29.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	13.7	56.4	56.4	10.3	53.0	83.0	32.8	32.3		23.5	39.0	
Actuated g/C Ratio	0.09	0.38	0.38	0.07	0.35	0.55	0.22	0.22		0.16	0.26	
v/c Ratio	0.93	0.79	0.17	0.75	0.90	0.68	0.87	0.95		0.92	0.60	
Control Delay	103.1	45.8	0.6	76.1	34.2	6.0	83.0	68.7		84.7	36.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	103.1	45.8	0.6	76.1	34.2	6.0	83.0	68.7		84.7	36.0	
LOS	F	D	A	E	C	A	F	E		F	D	
Approach Delay		51.7			29.5			73.4			66.0	
Approach LOS		D			C			E			E	
Queue Length 50th (ft)	148	491	0	93	430	244	184	295		251	169	
Queue Length 95th (ft)	#240	554	0	m111	505	m260	#279	#488		#369	273	
Internal Link Dist (ft)		813			1302			546			389	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	313	1912	710	235	2264	1122	251	498		537	528	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.93	0.79	0.17	0.75	0.90	0.68	0.86	0.88		0.92	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 144 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 135
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 45.4 Intersection LOS: D
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15
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.

Splits and Phases: 301: Woolbright Rd & SW 8th St



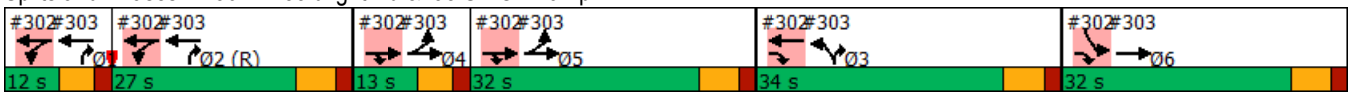
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰↰		↱
Traffic Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Future Volume (vph)	0	1801	450	414	1840	0	0	0	0	655	0	983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		600	0		0	0		0	300		400
Storage Lanes	2		1	2		0	0		0	1		1
Taper Length (ft)	100			25			25			100		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.94	1.00	1.00
Ped Bike Factor												
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	1583
Right Turn on Red			Yes			No			No			Yes
Satd. Flow (RTOR)			78									566
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		1382			660			554			828	
Travel Time (s)		23.6			11.3			10.8			16.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1896	474	436	1937	0	0	0	0	689	0	1035
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1896	474	436	1937	0	0	0	0	689	0	1035
Turn Type		NA	custom	Prot	NA					Prot		Free
Protected Phases		4 5	3 4 5 6	1 2	1 2 3					6		
Permitted Phases												Free
Detector Phase		4 5	3 4 5 6	1 2	1 2 3					6		
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										24.5		
Total Split (s)										32.0		
Total Split (%)										21.3%		
Maximum Green (s)										25.5		
Yellow Time (s)										4.5		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.5		
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)										4.0		

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	3	4	5
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	6.0	10.0
Minimum Split (s)	12.0	24.5	12.5	12.0	24.5
Total Split (s)	12.0	27.0	34.0	13.0	32.0
Total Split (%)	8%	18%	23%	9%	21%
Maximum Green (s)	6.0	20.5	27.5	7.0	25.5
Yellow Time (s)	4.0	4.5	4.5	4.0	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?		Yes		Yes	Yes
Vehicle Extension (s)	3.0	4.0	3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)										4.0		
Time Before Reduce (s)										0.0		
Time To Reduce (s)										0.0		
Recall Mode										None		
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		39.0	104.5	33.0	61.0					25.5		150.0
Actuated g/C Ratio		0.26	0.70	0.22	0.41					0.17		1.00
v/c Ratio		0.97	0.42	0.58	0.94					0.81		0.65
Control Delay		40.0	13.7	40.3	25.9					68.6		2.1
Queue Delay		0.0	0.0	0.0	0.0					0.0		0.0
Total Delay		40.0	13.7	40.3	25.9					68.6		2.1
LOS		D	B	D	C					E		A
Approach Delay		34.7			28.5						28.7	
Approach LOS		C			C						C	
Queue Length 50th (ft)		458	327	127	201					233		0
Queue Length 95th (ft)		#510	m115	m144	m263					282		0
Internal Link Dist (ft)		1302			580			474			748	
Turn Bay Length (ft)			600							300		400
Base Capacity (vph)		1961	1126	755	2067					848		1583
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		0.97	0.42	0.58	0.94					0.81		0.65

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 30.8		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			
# 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.			

Splits and Phases: 302: Woolbright Rd & I95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5
Minimum Gap (s)	3.0	4.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0			5.0
Flash Dont Walk (s)		10.0			10.0
Pedestrian Calls (#/hr)		500			500
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

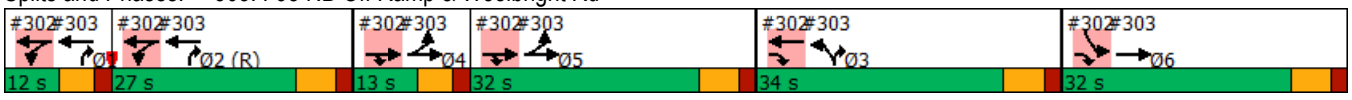
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Future Volume (vph)	896	1560	0	0	1468	1022	786	0	523	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	400		675	400		400	0		0
Storage Lanes	2		0	2		1	1		1	0		0
Taper Length (ft)	25			100			100			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.94	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7471	1568	4990	0	1583	0	0	0
Right Turn on Red			No			Yes			Yes			No
Satd. Flow (RTOR)						776			116			
Link Speed (mph)		40			40			35			35	
Link Distance (ft)		660			872			919			680	
Travel Time (s)		11.3			14.9			17.9			13.2	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	943	1642	0	0	1545	1076	827	0	551	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	943	1642	0	0	1545	1076	827	0	551	0	0	0
Turn Type	Prot	NA			NA	Free	Prot		custom			
Protected Phases	4 5	4 5 6			1 2		3		1 2 3			
Permitted Phases						Free						
Detector Phase	4 5	4 5 6			1 2		3		1 2 3			
Switch Phase												
Minimum Initial (s)							6.0					
Minimum Split (s)							12.5					
Total Split (s)							34.0					
Total Split (%)							22.7%					
Maximum Green (s)							27.5					
Yellow Time (s)							4.5					
All-Red Time (s)							2.0					
Lost Time Adjust (s)							0.0					
Total Lost Time (s)							6.5					
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)							3.0					

Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Width (ft)					
Grade (%)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Ped Bike Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Confl. Peds. (#/hr)					
Confl. Bikes (#/hr)					
Peak Hour Factor					
Growth Factor					
Heavy Vehicles (%)					
Bus Blockages (#/hr)					
Parking (#/hr)					
Mid-Block Traffic (%)					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	2	4	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	10.0	6.0	10.0	6.0
Minimum Split (s)	12.0	24.5	12.0	24.5	24.5
Total Split (s)	12.0	27.0	13.0	32.0	32.0
Total Split (%)	8%	18%	9%	21%	21%
Maximum Green (s)	6.0	20.5	7.0	25.5	25.5
Yellow Time (s)	4.0	4.5	4.0	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?		Yes	Yes	Yes	
Vehicle Extension (s)	3.0	4.0	3.0	3.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)							3.0					
Time Before Reduce (s)							0.0					
Time To Reduce (s)							0.0					
Recall Mode							None					
Walk Time (s)												
Flash Dont Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	39.0	65.0			33.0	150.0	27.5		61.0			
Actuated g/C Ratio	0.26	0.43			0.22	1.00	0.18		0.41			
v/c Ratio	1.06	0.75			0.94	0.69	0.90		0.77			
Control Delay	72.9	11.7			34.9	4.8	74.0		24.4			
Queue Delay	0.0	0.0			0.0	0.0	0.0		0.0			
Total Delay	72.9	11.7			34.9	4.8	74.0		24.4			
LOS	E	B			C	A	E		C			
Approach Delay		34.0			22.5			54.1				
Approach LOS		C			C			D				
Queue Length 50th (ft)	~494	121			316	101	284		201			
Queue Length 95th (ft)	m#556	m138			m239	m39	#356		289			
Internal Link Dist (ft)		580			792			839			600	
Turn Bay Length (ft)						675	400		400			
Base Capacity (vph)	892	2203			1643	1568	914		712			
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	1.06	0.75			0.94	0.69	0.90		0.77			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 33.7		Intersection LOS: C	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 303: I-95 NB Off Ramp & Woolbright Rd



Lane Group	Ø1	Ø2	Ø4	Ø5	Ø6
Minimum Gap (s)	3.0	4.0	3.0	3.0	4.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	None	None	None
Walk Time (s)		5.0		5.0	
Flash Dont Walk (s)		10.0		10.0	
Pedestrian Calls (#/hr)		500		500	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay					
Queue Delay					
Total Delay					
LOS					
Approach Delay					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

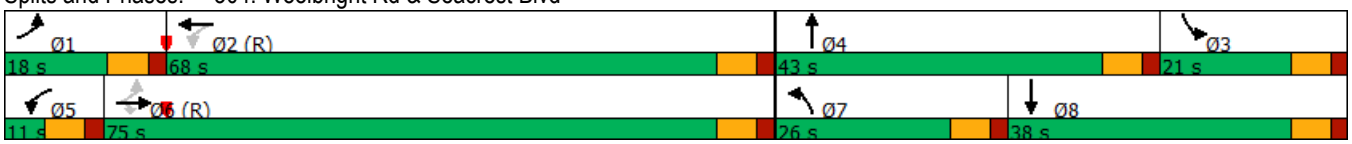
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.939			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3323	0	1770	3345	0
Flt Permitted	0.059			0.065			0.950			0.950		
Satd. Flow (perm)	109	3505	1568	120	3477	0	3433	3323	0	1770	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			540		5			106			67	
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1495			649			896			641	
Travel Time (s)		25.5			11.1			15.3			10.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1565	626	118	1689	0	700	726	0	117	434	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		10.5	34.5		10.5	37.5	
Total Split (s)	18.0	75.0	75.0	11.0	68.0		26.0	43.0		21.0	38.0	
Total Split (%)	12.0%	50.0%	50.0%	7.3%	45.3%		17.3%	28.7%		14.0%	25.3%	
Maximum Green (s)	11.5	68.5	68.5	4.5	61.5		19.5	36.5		14.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0		2.0	2.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Min	C-Min	None	C-Min		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	83.5	68.5	68.5	70.0	61.5		19.5	33.5		13.5	27.5	
Actuated g/C Ratio	0.56	0.46	0.46	0.47	0.41		0.13	0.22		0.09	0.18	
v/c Ratio	0.97	0.98	0.62	0.80	1.18		1.57	0.88		0.74	0.65	
Control Delay	86.7	42.7	6.2	64.7	129.1		307.3	60.6		92.6	51.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	86.7	42.7	6.2	64.7	129.1		307.3	60.6		92.6	51.9	
LOS	F	D	A	E	F		F	E		F	D	
Approach Delay		37.3			124.9			181.7			60.6	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	~215	526	90	~84	~1042		~498	311		112	171	
Queue Length 95th (ft)	m#371	#934	132	#223	#1182		#626	388		#200	231	
Internal Link Dist (ft)		1415			569			816			561	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	230	1600	1009	148	1428		446	888		173	755	
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	0.97	0.98	0.62	0.80	1.18		1.57	0.82		0.68	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 44 (29%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.57			
Intersection Signal Delay: 98.1		Intersection LOS: F	
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

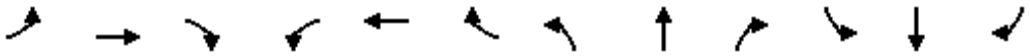
Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



Alternative 2 - Diverging Diamond Interchange (DDI)

Design Year 2045 AM Analysis

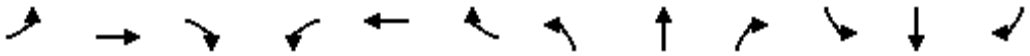
HCM 6th Edition Methodology



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1652		3433	1667	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.26	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	481	1652		3433	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
RTOR Reduction (vph)	0	0	90	0	0	225	0	86	0	0	65	0
Lane Group Flow (vph)	297	1914	56	328	1697	254	99	162	0	674	338	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	19.6	57.6	57.6	17.6	55.6	79.5	34.0	23.4		23.9	36.7	
Effective Green, g (s)	19.6	57.6	57.6	17.6	55.6	79.5	34.0	23.4		23.9	36.7	
Actuated g/C Ratio	0.13	0.38	0.38	0.12	0.37	0.53	0.23	0.16		0.16	0.24	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	448	1952	607	402	2375	838	200	257		546	407	
v/s Ratio Prot	0.09	c0.38		c0.10	0.26	0.05	0.03	0.10		c0.20	c0.20	
v/s Ratio Perm			0.04			0.11	0.08					
v/c Ratio	0.66	0.98	0.09	0.82	0.71	0.30	0.49	0.63		1.23	0.83	
Uniform Delay, d1	62.1	45.6	29.5	64.6	40.4	19.7	48.0	59.2		63.0	53.7	
Progression Factor	1.00	1.00	1.00	0.96	0.95	4.83	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.7	16.3	0.3	10.8	1.7	0.2	1.9	5.0		120.7	13.4	
Delay (s)	65.7	61.9	29.8	73.1	39.9	95.5	50.0	64.2		183.7	67.1	
Level of Service	E	E	C	E	D	F	D	E		F	E	
Approach Delay (s)		60.4			54.9			60.1			140.1	
Approach LOS		E			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	71.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

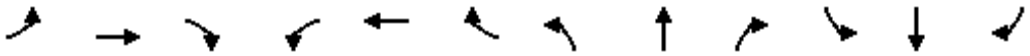
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1716	0	0	0	0	0	1370	0	0	0	0
Future Volume (vph)	0	1716	0	0	0	0	0	1370	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0				
Lane Util. Factor		0.91						0.91				
Frt		1.00						1.00				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		5085						5085				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		5085						5085				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1806	0	0	0	0	0	1442	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1806	0	0	0	0	0	1442	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Actuated Green, G (s)		74.0						64.0				
Effective Green, g (s)		74.0						64.0				
Actuated g/C Ratio		0.49						0.43				
Clearance Time (s)		6.0						6.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		2508						2169				
v/s Ratio Prot		c0.36						c0.28				
v/s Ratio Perm												
v/c Ratio		0.72						0.66				
Uniform Delay, d1		29.9						34.4				
Progression Factor		0.60						0.63				
Incremental Delay, d2		0.2						1.3				
Delay (s)		18.2						22.9				
Level of Service		B						C				
Approach Delay (s)		18.2			0.0			22.9			0.0	
Approach LOS		B			A			C			A	

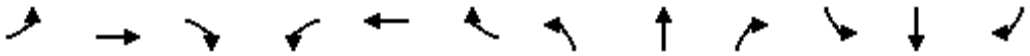
Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



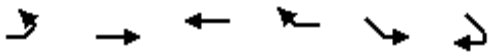
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1413	0	0	0	0	0	1809	0
Future Volume (vph)	0	0	0	0	1413	0	0	0	0	0	1809	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0						6.0	
Lane Util. Factor					0.91						0.91	
Frt					1.00						1.00	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5036						5085	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5036						5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	1487	0	0	0	0	0	1904	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1487	0	0	0	0	0	1904	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Actuated Green, G (s)					64.0						74.0	
Effective Green, g (s)					64.0						74.0	
Actuated g/C Ratio					0.43						0.49	
Clearance Time (s)					6.0						6.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					2148						2508	
v/s Ratio Prot					c0.30						c0.37	
v/s Ratio Perm												
v/c Ratio					0.69						0.76	
Uniform Delay, d1					35.0						30.8	
Progression Factor					0.73						1.06	
Incremental Delay, d2					0.2						1.5	
Delay (s)					25.7						34.0	
Level of Service					C						C	
Approach Delay (s)		0.0			25.7			0.0			34.0	
Approach LOS		A			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3476		3433	3353		1770	3368	
Flt Permitted	0.07	1.00	1.00	0.06	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	123	3505	1568	112	3476		3433	3353		1770	3368	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
RTOR Reduction (vph)	0	0	259	0	3	0	0	45	0	0	38	0
Lane Group Flow (vph)	143	1339	476	275	1756	0	633	385	0	134	593	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	65.0	60.0	60.0	79.0	68.0		20.0	36.4		16.6	33.0	
Effective Green, g (s)	65.0	60.0	60.0	79.0	68.0		20.0	36.4		16.6	33.0	
Actuated g/C Ratio	0.43	0.40	0.40	0.53	0.45		0.13	0.24		0.11	0.22	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	107	1402	627	201	1575		457	813		195	740	
v/s Ratio Prot	0.04	0.38		c0.12	0.51		c0.18	c0.11		0.08	c0.18	
v/s Ratio Perm	0.53		0.30	c0.60								
v/c Ratio	1.34	0.96	0.76	1.37	1.12		1.39	0.47		0.69	0.80	
Uniform Delay, d1	69.4	43.7	38.8	60.5	41.0		65.0	48.6		64.2	55.4	
Progression Factor	0.56	0.76	0.77	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	199.1	14.8	7.9	194.1	61.2		186.5	2.0		9.6	6.2	
Delay (s)	238.2	48.2	38.0	254.6	102.2		251.5	50.6		73.8	61.6	
Level of Service	F	D	D	F	F		F	D		E	E	
Approach Delay (s)		57.1			122.8			170.2			63.8	
Approach LOS		E			F			F			E	

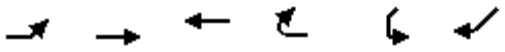
Intersection Summary			
HCM 2000 Control Delay	99.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1716	0	0	1049	0
Future Volume (vph)	0	1716	0	0	1049	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.91			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		5085			3433	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		5085			3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1806	0	0	1104	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1806	0	0	1104	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Actuated Green, G (s)		74.0			64.0	
Effective Green, g (s)		74.0			64.0	
Actuated g/C Ratio		0.49			0.43	
Clearance Time (s)		6.0			6.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		2508			1464	
v/s Ratio Prot		c0.36			c0.32	
v/s Ratio Perm						
v/c Ratio		0.72			0.75	
Uniform Delay, d1		29.9			36.3	
Progression Factor		0.00			1.00	
Incremental Delay, d2		1.2			3.7	
Delay (s)		1.3			40.0	
Level of Service		A			D	
Approach Delay (s)		1.3	0.0		40.0	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑↑			↱↱
Traffic Volume (vph)	0	0	1370	0	0	1009
Future Volume (vph)	0	0	1370	0	0	1009
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5085			2787
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	1442	0	0	1062
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1442	0	0	1062
Turn Type			NA			Prot
Protected Phases			Free!			2!
Permitted Phases						
Actuated Green, G (s)			150.0			74.0
Effective Green, g (s)			150.0			74.0
Actuated g/C Ratio			1.00			0.49
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)			5085			1374
v/s Ratio Prot			0.28			c0.38
v/s Ratio Perm						
v/c Ratio			0.28			0.77
Uniform Delay, d1			0.0			31.1
Progression Factor			1.00			1.00
Incremental Delay, d2			0.1			4.3
Delay (s)			0.1			35.4
Level of Service			A			D
Approach Delay (s)		0.0	0.1		35.4	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1413	419	0
Future Volume (vph)	0	0	0	1413	419	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.91	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				5085	3433	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				5085	3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1487	441	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1487	441	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Actuated Green, G (s)				64.0	74.0	
Effective Green, g (s)				64.0	74.0	
Actuated g/C Ratio				0.43	0.49	
Clearance Time (s)				6.0	6.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2169	1693	
v/s Ratio Prot				c0.29	c0.13	
v/s Ratio Perm						
v/c Ratio				0.69	0.26	
Uniform Delay, d1				34.8	22.1	
Progression Factor				0.11	1.00	
Incremental Delay, d2				1.3	0.4	
Delay (s)				4.9	22.5	
Level of Service				A	C	
Approach Delay (s)	0.0			4.9	22.5	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	9.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

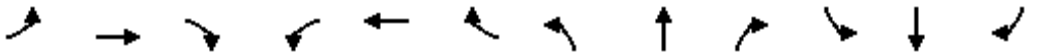
c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1809	0	0	0	0	485
Future Volume (vph)	1809	0	0	0	0	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0					6.0
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1904	0	0	0	0	511
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1904	0	0	0	0	511
Turn Type	NA					Prot
Protected Phases	Free!					1!
Permitted Phases						
Actuated Green, G (s)	150.0					64.0
Effective Green, g (s)	150.0					64.0
Actuated g/C Ratio	1.00					0.43
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)	5085					1189
v/s Ratio Prot	0.37					c0.18
v/s Ratio Perm						
v/c Ratio	0.37					0.43
Uniform Delay, d1	0.0					30.2
Progression Factor	1.00					1.00
Incremental Delay, d2	0.1					1.1
Delay (s)	0.1					31.3
Level of Service	A					C
Approach Delay (s)	0.1			0.0	31.3	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.3%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Synchro Methodology

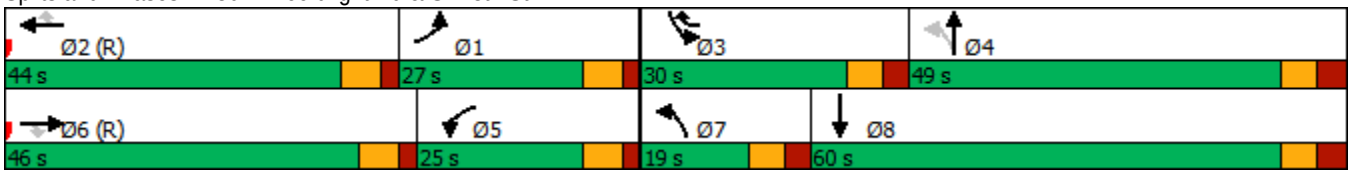


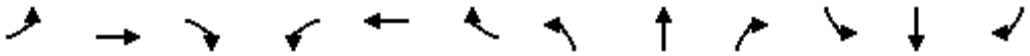
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1652	0	3433	1667	0
Flt Permitted	0.950			0.950			0.258			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	481	1652	0	3433	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			479		102			86	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1182			877			918			751	
Travel Time (s)		17.9			13.3			13.9			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	1914	146	328	1697	479	99	248	0	674	403	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	27.0	46.0	46.0	25.0	44.0	30.0	19.0	49.0		30.0	60.0	
Total Split (%)	18.0%	30.7%	30.7%	16.7%	29.3%	20.0%	12.7%	32.7%		20.0%	40.0%	
Maximum Green (s)	20.5	39.5	39.5	18.5	37.5	23.0	12.0	41.5		23.0	52.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	19.6	57.6	57.6	17.6	55.6	79.0	34.5	23.4		23.9	36.7	
Actuated g/C Ratio	0.13	0.38	0.38	0.12	0.37	0.53	0.23	0.16		0.16	0.24	
v/c Ratio	0.66	0.98	0.20	0.82	0.72	0.45	0.49	0.72		1.23	0.85	
Control Delay	69.6	61.4	2.7	77.0	41.4	6.4	40.0	45.4		170.4	58.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	69.6	61.4	2.7	77.0	41.4	6.4	40.0	45.4		170.4	58.9	
LOS	E	E	A	E	D	A	D	D		F	E	
Approach Delay		58.8			39.4			43.9			128.7	
Approach LOS		E			D			D			F	
Queue Length 50th (ft)	143	682	0	162	431	86	65	138		~429	309	
Queue Length 95th (ft)	195	#955	26	m#221	#530	184	95	216		#556	403	
Internal Link Dist (ft)		1102			797			838			671	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	469	1951	719	423	2373	1060	218	530		547	639	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.63	0.98	0.20	0.78	0.72	0.45	0.45	0.47		1.23	0.63	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 90 (60%), Referenced to phase 2:WBT and 6:EBT, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.23			
Intersection Signal Delay: 62.2		Intersection LOS: E	
Intersection Capacity Utilization 99.2%		ICU Level of Service F	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 301: Woolbright Rd & SW 8th St



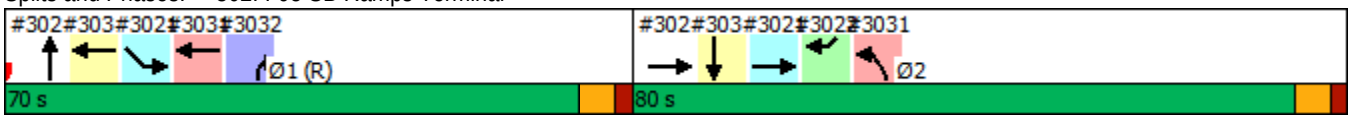


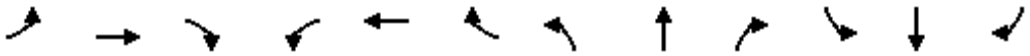
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1716	0	0	0	0	0	1370	0	0	0	0
Future Volume (vph)	0	1716	0	0	0	0	0	1370	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		152			231			237			102	
Travel Time (s)		2.3			3.5			3.6			1.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1806	0	0	0	0	0	1442	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1806	0	0	0	0	0	1442	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Detector Phase		2						1				
Switch Phase												
Minimum Initial (s)		12.0						12.0				
Minimum Split (s)		42.0						42.0				
Total Split (s)		80.0						70.0				
Total Split (%)		53.3%						46.7%				
Maximum Green (s)		74.0						64.0				
Yellow Time (s)		4.0						4.0				
All-Red Time (s)		2.0						2.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag		Lag						Lead				
Lead-Lag Optimize?		Yes						Yes				
Vehicle Extension (s)		3.0						3.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)		3.0						3.0				
Time Before Reduce (s)		0.0						0.0				
Time To Reduce (s)		0.0						0.0				
Recall Mode		Max						C-Max				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		29.0						29.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		74.0						64.0				
Actuated g/C Ratio		0.49						0.43				
v/c Ratio		0.72						0.66				
Control Delay		18.3						23.1				
Queue Delay		0.0						0.1				
Total Delay		18.3						23.2				
LOS		B						C				
Approach Delay		18.3						23.2				
Approach LOS		B						C				
Queue Length 50th (ft)		323						179				
Queue Length 95th (ft)		m202						195				
Internal Link Dist (ft)		72			151			157			22	
Turn Bay Length (ft)												
Base Capacity (vph)		2508						2169				
Starvation Cap Reductn		0						129				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.72						0.71				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 20.5		Intersection LOS: C	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 302: I-95 SB Ramps Terminal



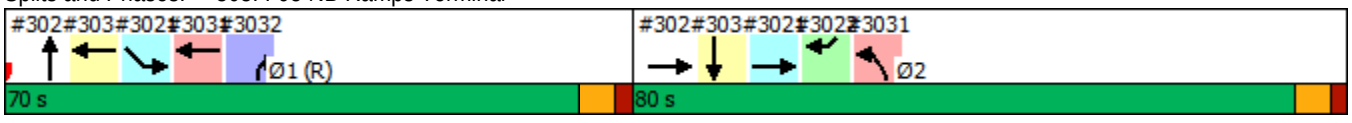


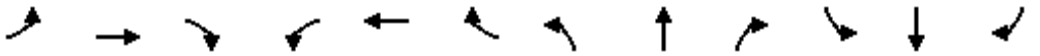
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	0	1413	0	0	0	0	0	1809	0
Future Volume (vph)	0	0	0	0	1413	0	0	0	0	0	1809	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	5036	0	0	0	0	0	5085	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5036	0	0	0	0	0	5085	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		226			265			146			224	
Travel Time (s)		3.4			4.0			2.2			3.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	1487	0	0	0	0	0	1904	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1487	0	0	0	0	0	1904	0
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Detector Phase					1						2	
Switch Phase												
Minimum Initial (s)					12.0						12.0	
Minimum Split (s)					42.0						42.0	
Total Split (s)					70.0						80.0	
Total Split (%)					46.7%						53.3%	
Maximum Green (s)					64.0						74.0	
Yellow Time (s)					4.0						4.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					6.0						6.0	
Lead/Lag					Lead						Lag	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)					3.0						3.0	
Time Before Reduce (s)					0.0						0.0	
Time To Reduce (s)					0.0						0.0	
Recall Mode					C-Max						Max	
Walk Time (s)					7.0						7.0	
Flash Dont Walk (s)					29.0						29.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)					64.0						74.0	
Actuated g/C Ratio					0.43						0.49	
v/c Ratio					0.69						0.76	
Control Delay					25.8						34.3	
Queue Delay					0.0						2.8	
Total Delay					25.8						37.1	
LOS					C						D	
Approach Delay					25.8						37.1	
Approach LOS					C						D	
Queue Length 50th (ft)					434						565	
Queue Length 95th (ft)					m343						600	
Internal Link Dist (ft)		146			185			66			144	
Turn Bay Length (ft)												
Base Capacity (vph)					2148						2508	
Starvation Cap Reductn					0						475	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.69						0.94	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 32.2		Intersection LOS: C	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 303: I-95 NB Ramps Terminal



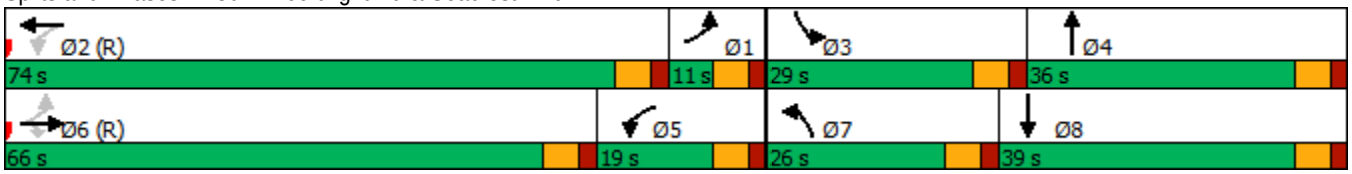


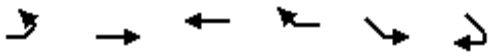
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.947			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3352	0	1770	3369	0
Flt Permitted	0.067			0.061			0.950			0.950		
Satd. Flow (perm)	124	3505	1568	113	3477	0	3433	3352	0	1770	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			432		5			60			49	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1533			1295			835			637	
Travel Time (s)		23.2			19.6			12.7			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1339	735	275	1759	0	633	430	0	134	631	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	37.0		10.0	34.0		10.0	37.0	
Total Split (s)	11.0	66.0	66.0	19.0	74.0		26.0	36.0		29.0	39.0	
Total Split (%)	7.3%	44.0%	44.0%	12.7%	49.3%		17.3%	24.0%		19.3%	26.0%	
Maximum Green (s)	5.0	60.0	60.0	13.0	68.0		20.0	30.0		23.0	33.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		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	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)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	65.0	60.0	60.0	79.0	68.0		20.0	36.4		16.6	33.0	
Actuated g/C Ratio	0.43	0.40	0.40	0.53	0.45		0.13	0.24		0.11	0.22	
v/c Ratio	1.32	0.96	0.83	1.37	1.11		1.39	0.50		0.69	0.81	
Control Delay	222.2	48.6	21.0	237.0	99.3		232.4	45.0		81.3	60.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	222.2	48.6	21.0	237.0	99.3		232.4	45.0		81.3	60.3	
LOS	F	D	C	F	F		F	D		F	E	
Approach Delay		50.7			117.9			156.6			64.0	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	~132	335	133	~304	~1036		~422	165		128	288	
Queue Length 95th (ft)	#273	#806	249	#495	#1174		#546	234		194	364	
Internal Link Dist (ft)		1453			1215			755			557	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	108	1402	886	201	1578		457	858		271	779	
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	1.32	0.96	0.83	1.37	1.11		1.39	0.50		0.49	0.81	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 99 (66%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.39			
Intersection Signal Delay: 93.4		Intersection LOS: F	
Intersection Capacity Utilization 108.7%		ICU Level of Service G	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd



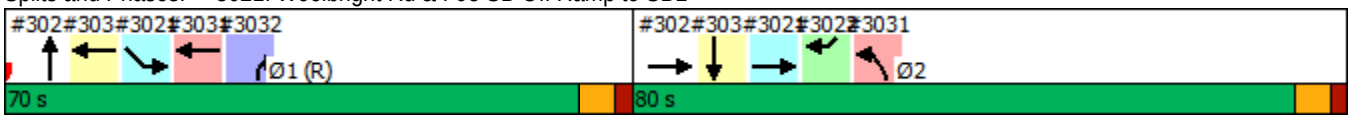


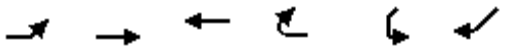
Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1716	0	0	1049	0
Future Volume (vph)	0	1716	0	0	1049	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	2	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	0	0	3433	0
Right Turn on Red				Yes	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		45	
Link Distance (ft)		231	433		169	
Travel Time (s)		3.5	6.6		2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1806	0	0	1104	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1806	0	0	1104	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Detector Phase		2			1	
Switch Phase						
Minimum Initial (s)		12.0			12.0	
Minimum Split (s)		42.0			42.0	
Total Split (s)		80.0			70.0	
Total Split (%)		53.3%			46.7%	
Maximum Green (s)		74.0			64.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Minimum Gap (s)		3.0			3.0	
Time Before Reduce (s)		0.0			0.0	
Time To Reduce (s)		0.0			0.0	
Recall Mode		Max			C-Max	
Walk Time (s)		7.0			7.0	
Flash Dont Walk (s)		29.0			29.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)		74.0			64.0	
Actuated g/C Ratio		0.49			0.43	
v/c Ratio		0.72			0.75	
Control Delay		1.3			40.4	
Queue Delay		0.1			0.0	
Total Delay		1.4			40.4	
LOS		A			D	
Approach Delay		1.4			40.4	
Approach LOS		A			D	
Queue Length 50th (ft)		0			465	
Queue Length 95th (ft)		0			552	
Internal Link Dist (ft)		151	353		89	
Turn Bay Length (ft)						
Base Capacity (vph)		2508			1464	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		117			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.76			0.75	

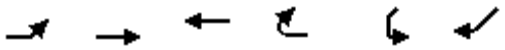
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 16.2		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL





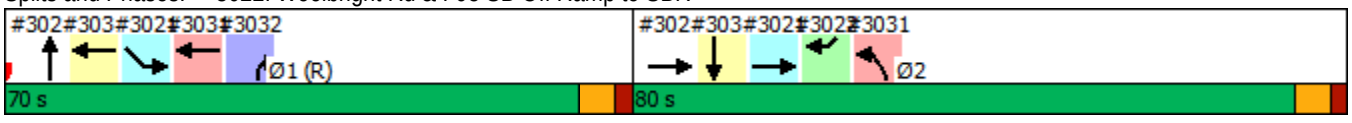
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Lane Configurations							
Traffic Volume (vph)	0	0	1370	0	0	1009	
Future Volume (vph)	0	0	1370	0	0	1009	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	0			0	0	0	
Storage Lanes	0			0	0	2	
Taper Length (ft)	50				50		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	0	0	5085	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	0	0	5085	0	0	2787	
Right Turn on Red				Yes		No	
Satd. Flow (RTOR)							
Link Speed (mph)		45	45		45		
Link Distance (ft)		365	102		276		
Travel Time (s)		5.5	1.5		4.2		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	0	0	1442	0	0	1062	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1442	0	0	1062	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	1
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						80.0	70.0
Total Split (%)						53.3%	47%
Maximum Green (s)						74.0	64.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lag	Lead
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						Max	C-Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)			150.0			74.0	
Actuated g/C Ratio			1.00			0.49	
v/c Ratio			0.28			0.77	
Control Delay			0.1			35.9	
Queue Delay			0.0			0.0	
Total Delay			0.1			35.9	
LOS			A			D	
Approach Delay			0.1		35.9		
Approach LOS			A		D		
Queue Length 50th (ft)			0			473	
Queue Length 95th (ft)			0			576	
Internal Link Dist (ft)		285	22		196		
Turn Bay Length (ft)							
Base Capacity (vph)			5085			1374	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.28			0.77	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 15.3		Intersection LOS: B	
Intersection Capacity Utilization 70.1%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

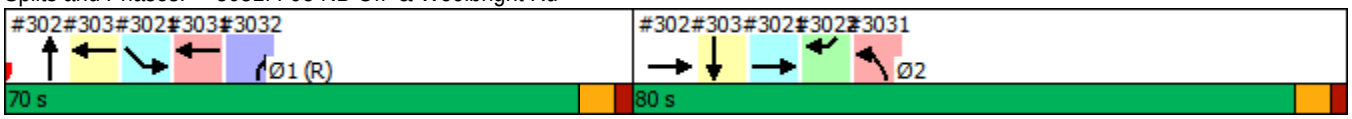


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	1413	419	0
Future Volume (vph)	0	0	0	1413	419	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		2	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	5085	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	5085	3433	0
Right Turn on Red		Yes			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	419			226	157	
Travel Time (s)	6.3			3.4	2.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	1487	441	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1487	441	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Detector Phase				1	2	
Switch Phase						
Minimum Initial (s)				12.0	12.0	
Minimum Split (s)				42.0	42.0	
Total Split (s)				70.0	80.0	
Total Split (%)				46.7%	53.3%	
Maximum Green (s)				64.0	74.0	
Yellow Time (s)				4.0	4.0	
All-Red Time (s)				2.0	2.0	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Vehicle Extension (s)				3.0	3.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Gap (s)				3.0	3.0	
Time Before Reduce (s)				0.0	0.0	
Time To Reduce (s)				0.0	0.0	
Recall Mode				C-Max	Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				29.0	29.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)				64.0	74.0	
Actuated g/C Ratio				0.43	0.49	
v/c Ratio				0.69	0.26	
Control Delay				5.0	22.6	
Queue Delay				0.0	0.0	
Total Delay				5.0	22.6	
LOS				A	C	
Approach Delay				5.0	22.6	
Approach LOS				A	C	
Queue Length 50th (ft)				24	126	
Queue Length 95th (ft)				26	163	
Internal Link Dist (ft)	339			146	77	
Turn Bay Length (ft)						
Base Capacity (vph)				2169	1693	
Starvation Cap Reductn				18	0	
Spillback Cap Reductn				0	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.69	0.26	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd

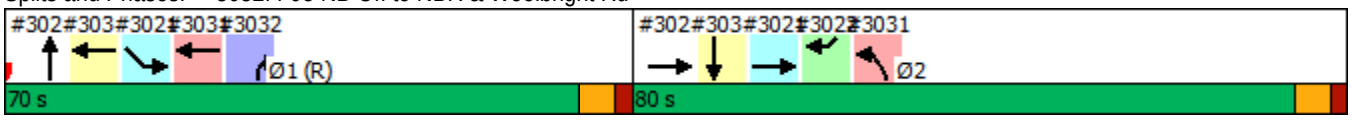


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations							
Traffic Volume (vph)	1809	0	0	0	0	485	
Future Volume (vph)	1809	0	0	0	0	485	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	0		0	2	
Taper Length (ft)			50		50		
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	5085	0	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5085	0	0	0	0	2787	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			45	45		
Link Distance (ft)	146			448	373		
Travel Time (s)	2.2			6.8	5.7		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	1904	0	0	0	0	511	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1904	0	0	0	0	511	
Turn Type	NA					Prot	
Protected Phases	Free!					1!	2
Permitted Phases							
Detector Phase						1	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						70.0	80.0
Total Split (%)						46.7%	53%
Maximum Green (s)						64.0	74.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lead	Lag
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						C-Max	Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)	150.0					64.0	
Actuated g/C Ratio	1.00					0.43	
v/c Ratio	0.37					0.43	
Control Delay	0.1					31.6	
Queue Delay	0.0					0.0	
Total Delay	0.1					31.6	
LOS	A					C	
Approach Delay	0.1				31.6		
Approach LOS	A				C		
Queue Length 50th (ft)	0					197	
Queue Length 95th (ft)	0					253	
Internal Link Dist (ft)	66			368	293		
Turn Bay Length (ft)							
Base Capacity (vph)	5085					1189	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.37					0.43	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 18 (12%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.77			
Intersection Signal Delay: 6.8		Intersection LOS: A	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



Design Year 2045 PM Analysis

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1629		3433	1649	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.35	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	643	1629		3433	1649	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
RTOR Reduction (vph)	0	0	74	0	0	294	0	132	0	0	82	0
Lane Group Flow (vph)	292	1513	44	177	2037	464	216	304	0	493	224	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	16.9	56.1	56.1	13.9	53.1	73.7	49.2	31.9		20.6	35.2	
Effective Green, g (s)	16.9	56.1	56.1	13.9	53.1	73.7	49.2	31.9		20.6	35.2	
Actuated g/C Ratio	0.11	0.37	0.37	0.09	0.35	0.49	0.33	0.21		0.14	0.23	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	386	1901	592	318	2268	777	340	346		471	386	
v/s Ratio Prot	c0.09	0.30		0.05	c0.32	0.08	0.07	c0.19		c0.14	c0.14	
v/s Ratio Perm			0.03			0.21	0.13					
v/c Ratio	0.76	0.80	0.07	0.56	0.90	0.60	0.64	0.88		1.05	0.58	
Uniform Delay, d1	64.6	41.8	30.2	65.1	45.9	27.5	39.3	57.2		64.7	50.9	
Progression Factor	1.00	1.00	1.00	0.84	0.73	0.45	1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.2	3.6	0.2	1.9	5.5	1.1	3.9	21.3		54.2	2.2	
Delay (s)	72.8	45.4	30.5	56.8	39.2	13.4	43.1	78.5		118.9	53.1	
Level of Service	E	D	C	E	D	B	D	E		F	D	
Approach Delay (s)		48.6			33.6			66.8			93.7	
Approach LOS		D			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	49.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	97.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1801	0	0	0	0	0	1840	0	0	0	0
Future Volume (vph)	0	1801	0	0	0	0	0	1840	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0						6.0				
Lane Util. Factor		0.91						0.91				
Frt		1.00						1.00				
Flt Protected		1.00						1.00				
Satd. Flow (prot)		5085						5085				
Flt Permitted		1.00						1.00				
Satd. Flow (perm)		5085						5085				
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1896	0	0	0	0	0	1937	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1896	0	0	0	0	0	1937	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Actuated Green, G (s)		79.0						59.0				
Effective Green, g (s)		79.0						59.0				
Actuated g/C Ratio		0.53						0.39				
Clearance Time (s)		6.0						6.0				
Vehicle Extension (s)		3.0						3.0				
Lane Grp Cap (vph)		2678						2000				
v/s Ratio Prot		c0.37						c0.38				
v/s Ratio Perm												
v/c Ratio		0.71						0.97				
Uniform Delay, d1		26.8						44.6				
Progression Factor		0.84						0.70				
Incremental Delay, d2		0.8						11.4				
Delay (s)		23.4						42.7				
Level of Service		C						D				
Approach Delay (s)		23.4			0.0			42.7			0.0	
Approach LOS		C			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	33.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1468	0	0	0	0	0	1560	0
Future Volume (vph)	0	0	0	0	1468	0	0	0	0	0	1560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					6.0						6.0	
Lane Util. Factor					0.91						0.91	
Frt					1.00						1.00	
Flt Protected					1.00						1.00	
Satd. Flow (prot)					5036						5085	
Flt Permitted					1.00						1.00	
Satd. Flow (perm)					5036						5085	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	0	1545	0	0	0	0	0	1642	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	1545	0	0	0	0	0	1642	0
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Actuated Green, G (s)					59.0						79.0	
Effective Green, g (s)					59.0						79.0	
Actuated g/C Ratio					0.39						0.53	
Clearance Time (s)					6.0						6.0	
Vehicle Extension (s)					3.0						3.0	
Lane Grp Cap (vph)					1980						2678	
v/s Ratio Prot					c0.31						c0.32	
v/s Ratio Perm												
v/c Ratio					0.78						0.61	
Uniform Delay, d1					39.8						24.8	
Progression Factor					0.62						1.06	
Incremental Delay, d2					0.9						0.8	
Delay (s)					25.7						27.1	
Level of Service					C						C	
Approach Delay (s)		0.0			25.7			0.0			27.1	
Approach LOS		A			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3475		3433	3324		1770	3346	
Flt Permitted	0.07	1.00	1.00	0.06	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	129	3505	1568	117	3475		3433	3324		1770	3346	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
RTOR Reduction (vph)	0	0	309	0	3	0	0	80	0	0	58	0
Lane Group Flow (vph)	222	1565	317	118	1686	0	700	646	0	117	376	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	64.0	57.0	57.0	83.0	70.0		26.8	31.0		18.0	22.2	
Effective Green, g (s)	64.0	57.0	57.0	83.0	70.0		26.8	31.0		18.0	22.2	
Actuated g/C Ratio	0.43	0.38	0.38	0.55	0.47		0.18	0.21		0.12	0.15	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	130	1331	595	282	1621		613	686		212	495	
v/s Ratio Prot	c0.08	0.45		0.06	c0.49		c0.20	c0.19		0.07	0.11	
v/s Ratio Perm	c0.64		0.20	0.18								
v/c Ratio	1.71	1.18	0.53	0.42	1.04		1.14	0.94		0.55	0.76	
Uniform Delay, d1	68.3	46.5	36.1	54.8	40.0		61.6	58.6		62.2	61.3	
Progression Factor	0.91	0.87	0.85	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	347.8	87.0	3.2	1.0	33.6		82.2	22.7		3.1	6.6	
Delay (s)	409.7	127.3	34.0	55.9	73.6		143.8	81.3		65.3	67.9	
Level of Service	F	F	C	E	E		F	F		E	E	
Approach Delay (s)		129.1			72.4			112.0			67.4	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	103.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.38		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	24.0
Intersection Capacity Utilization	107.4%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1801	0	0	655	0
Future Volume (vph)	0	1801	0	0	655	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0			6.0	
Lane Util. Factor		0.91			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		5085			3433	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		5085			3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1896	0	0	689	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1896	0	0	689	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Actuated Green, G (s)		79.0			59.0	
Effective Green, g (s)		79.0			59.0	
Actuated g/C Ratio		0.53			0.39	
Clearance Time (s)		6.0			6.0	
Vehicle Extension (s)		3.0			3.0	
Lane Grp Cap (vph)		2678			1350	
v/s Ratio Prot		c0.37			c0.20	
v/s Ratio Perm						
v/c Ratio		0.71			0.51	
Uniform Delay, d1		26.8			34.5	
Progression Factor		0.08			1.00	
Incremental Delay, d2		1.1			1.4	
Delay (s)		3.2			35.9	
Level of Service		A			D	
Approach Delay (s)		3.2	0.0		35.9	
Approach LOS		A	A		D	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations			↑↑↑			↱↱
Traffic Volume (vph)	0	0	1840	0	0	983
Future Volume (vph)	0	0	1840	0	0	983
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			4.0			6.0
Lane Util. Factor			0.91			0.88
Frt			1.00			0.85
Flt Protected			1.00			1.00
Satd. Flow (prot)			5085			2787
Flt Permitted			1.00			1.00
Satd. Flow (perm)			5085			2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	1937	0	0	1035
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	1937	0	0	1035
Turn Type			NA			Prot
Protected Phases			Free!			2!
Permitted Phases						
Actuated Green, G (s)			150.0			79.0
Effective Green, g (s)			150.0			79.0
Actuated g/C Ratio			1.00			0.53
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)			5085			1467
v/s Ratio Prot			0.38			c0.37
v/s Ratio Perm						
v/c Ratio			0.38			0.71
Uniform Delay, d1			0.0			26.7
Progression Factor			1.00			1.00
Incremental Delay, d2			0.1			2.9
Delay (s)			0.1			29.6
Level of Service			A			C
Approach Delay (s)		0.0	0.1		29.6	
Approach LOS		A	A		C	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1468	786	0
Future Volume (vph)	0	0	0	1468	786	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				6.0	6.0	
Lane Util. Factor				0.91	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				5085	3433	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				5085	3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1545	827	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1545	827	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Actuated Green, G (s)				59.0	79.0	
Effective Green, g (s)				59.0	79.0	
Actuated g/C Ratio				0.39	0.53	
Clearance Time (s)				6.0	6.0	
Vehicle Extension (s)				3.0	3.0	
Lane Grp Cap (vph)				2000	1808	
v/s Ratio Prot				c0.30	c0.24	
v/s Ratio Perm						
v/c Ratio				0.77	0.46	
Uniform Delay, d1				39.7	22.1	
Progression Factor				0.06	1.00	
Incremental Delay, d2				1.8	0.8	
Delay (s)				4.4	23.0	
Level of Service				A	C	
Approach Delay (s)	0.0			4.4	23.0	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	60.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑					↱↱
Traffic Volume (vph)	1560	0	0	0	0	523
Future Volume (vph)	1560	0	0	0	0	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0					6.0
Lane Util. Factor	0.91					0.88
Frt	1.00					0.85
Flt Protected	1.00					1.00
Satd. Flow (prot)	5085					2787
Flt Permitted	1.00					1.00
Satd. Flow (perm)	5085					2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1642	0	0	0	0	551
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1642	0	0	0	0	551
Turn Type	NA					Prot
Protected Phases	Free!					1!
Permitted Phases						
Actuated Green, G (s)	150.0					59.0
Effective Green, g (s)	150.0					59.0
Actuated g/C Ratio	1.00					0.39
Clearance Time (s)						6.0
Vehicle Extension (s)						3.0
Lane Grp Cap (vph)	5085					1096
v/s Ratio Prot	0.32					c0.20
v/s Ratio Perm						
v/c Ratio	0.32					0.50
Uniform Delay, d1	0.0					34.4
Progression Factor	1.00					1.00
Incremental Delay, d2	0.1					1.6
Delay (s)	0.1					36.1
Level of Service	A					D
Approach Delay (s)	0.1			0.0	36.1	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	9.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Synchro Methodology

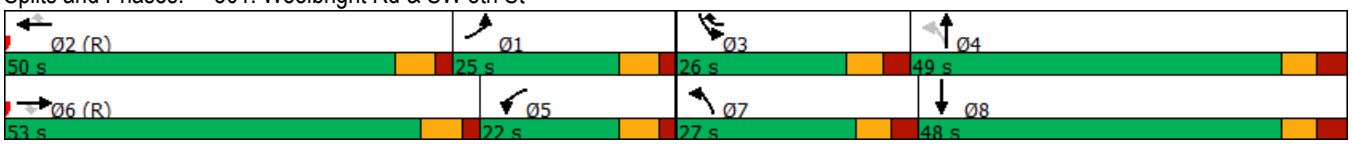
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.875			0.885	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1630	0	3433	1649	0
Flt Permitted	0.950			0.950			0.345			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	643	1630	0	3433	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131			578		168			107	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1182			568			918			751	
Travel Time (s)		17.9			8.6			13.9			11.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1513	118	177	2037	758	216	436	0	493	306	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	43.5		11.0	43.5	
Total Split (s)	25.0	53.0	53.0	22.0	50.0	26.0	27.0	49.0		26.0	48.0	
Total Split (%)	16.7%	35.3%	35.3%	14.7%	33.3%	17.3%	18.0%	32.7%		17.3%	32.0%	
Maximum Green (s)	18.5	46.5	46.5	15.5	43.5	19.0	20.0	41.5		19.0	40.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			29.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	16.9	56.1	56.1	13.9	53.1	73.2	49.7	31.9		20.6	35.2	
Actuated g/C Ratio	0.11	0.37	0.37	0.09	0.35	0.49	0.33	0.21		0.14	0.23	
v/c Ratio	0.76	0.80	0.18	0.56	0.90	0.71	0.63	0.91		1.05	0.65	
Control Delay	77.4	46.6	4.9	60.9	40.3	5.3	38.9	58.5		114.8	39.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	77.4	46.6	4.9	60.9	40.3	5.3	38.9	58.5		114.8	39.7	
LOS	E	D	A	E	D	A	D	E		F	D	
Approach Delay		48.7			32.6			52.0			86.0	
Approach LOS		D			C			D			F	
Queue Length 50th (ft)	143	487	0	86	456	15	144	273		~281	181	
Queue Length 95th (ft)	195	#635	38	m128	#720	106	192	391		#405	275	
Internal Link Dist (ft)		1102			488			838			671	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	423	1902	674	354	2269	1068	374	572		471	523	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.69	0.80	0.18	0.50	0.90	0.71	0.58	0.76		1.05	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 30 (20%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 140
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.05
Intersection Signal Delay: 46.2 Intersection LOS: D
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: Woolbright Rd & SW 8th St

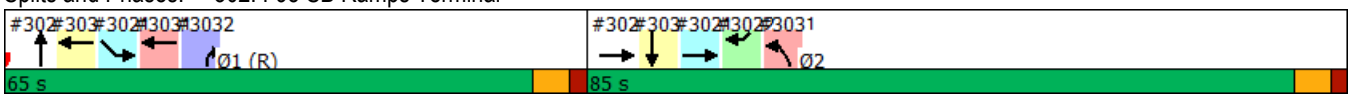


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑						↑↑↑				
Traffic Volume (vph)	0	1801	0	0	0	0	0	1840	0	0	0	0
Future Volume (vph)	0	1801	0	0	0	0	0	1840	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	400		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	5085	0	0	0	0	0	5085	0	0	0	0
Flt Permitted												
Satd. Flow (perm)	0	5085	0	0	0	0	0	5085	0	0	0	0
Right Turn on Red	Yes		Yes			Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		152			231			237			102	
Travel Time (s)		2.3			3.5			3.6			1.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	1896	0	0	0	0	0	1937	0	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1896	0	0	0	0	0	1937	0	0	0	0
Turn Type		NA						NA				
Protected Phases		2						1				
Permitted Phases												
Detector Phase		2						1				
Switch Phase												
Minimum Initial (s)		12.0						12.0				
Minimum Split (s)		42.0						42.0				
Total Split (s)		85.0						65.0				
Total Split (%)		56.7%						43.3%				
Maximum Green (s)		79.0						59.0				
Yellow Time (s)		4.0						4.0				
All-Red Time (s)		2.0						2.0				
Lost Time Adjust (s)		0.0						0.0				
Total Lost Time (s)		6.0						6.0				
Lead/Lag		Lag						Lead				
Lead-Lag Optimize?		Yes						Yes				
Vehicle Extension (s)		3.0						3.0				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)		3.0						3.0				
Time Before Reduce (s)		0.0						0.0				
Time To Reduce (s)		0.0						0.0				
Recall Mode		Max						C-Max				
Walk Time (s)		7.0						7.0				
Flash Dont Walk (s)		29.0						29.0				
Pedestrian Calls (#/hr)		0						0				
Act Effct Green (s)		79.0						59.0				
Actuated g/C Ratio		0.53						0.39				
v/c Ratio		0.71						0.97				
Control Delay		23.6						43.1				
Queue Delay		0.0						5.5				
Total Delay		23.6						48.5				
LOS		C						D				
Approach Delay		23.6						48.5				
Approach LOS		C						D				
Queue Length 50th (ft)		563						598				
Queue Length 95th (ft)		m591						#772				
Internal Link Dist (ft)		72			151			157			22	
Turn Bay Length (ft)												
Base Capacity (vph)		2678						2000				
Starvation Cap Reductn		0						64				
Spillback Cap Reductn		0						0				
Storage Cap Reductn		0						0				
Reduced v/c Ratio		0.71						1.00				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 36.2		Intersection LOS: D	
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 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.			

Splits and Phases: 302: I-95 SB Ramps Terminal

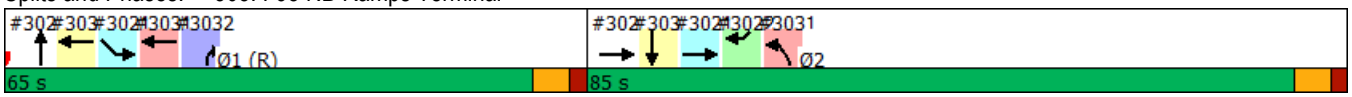


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑						↑↑↑	
Traffic Volume (vph)	0	0	0	0	1468	0	0	0	0	0	1560	0
Future Volume (vph)	0	0	0	0	1468	0	0	0	0	0	1560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	0.91	1.00
Ped Bike Factor												
Frt												
Flt Protected												
Satd. Flow (prot)	0	0	0	0	5036	0	0	0	0	0	5085	0
Flt Permitted												
Satd. Flow (perm)	0	0	0	0	5036	0	0	0	0	0	5085	0
Right Turn on Red			Yes	Yes		Yes			Yes			Yes
Satd. Flow (RTOR)												
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		226			265			146			224	
Travel Time (s)		3.4			4.0			2.2			3.4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	0	0	0	0	1545	0	0	0	0	0	1642	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	1545	0	0	0	0	0	1642	0
Turn Type					NA						NA	
Protected Phases					1						2	
Permitted Phases												
Detector Phase					1						2	
Switch Phase												
Minimum Initial (s)					12.0						12.0	
Minimum Split (s)					42.0						42.0	
Total Split (s)					65.0						85.0	
Total Split (%)					43.3%						56.7%	
Maximum Green (s)					59.0						79.0	
Yellow Time (s)					4.0						4.0	
All-Red Time (s)					2.0						2.0	
Lost Time Adjust (s)					0.0						0.0	
Total Lost Time (s)					6.0						6.0	
Lead/Lag					Lead						Lag	
Lead-Lag Optimize?					Yes						Yes	
Vehicle Extension (s)					3.0						3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)					3.0						3.0	
Time Before Reduce (s)					0.0						0.0	
Time To Reduce (s)					0.0						0.0	
Recall Mode					C-Max						Max	
Walk Time (s)					7.0						7.0	
Flash Dont Walk (s)					29.0						29.0	
Pedestrian Calls (#/hr)					0						0	
Act Effct Green (s)					59.0						79.0	
Actuated g/C Ratio					0.39						0.53	
v/c Ratio					0.78						0.61	
Control Delay					25.9						27.2	
Queue Delay					0.0						0.4	
Total Delay					25.9						27.7	
LOS					C						C	
Approach Delay					25.9						27.7	
Approach LOS					C						C	
Queue Length 50th (ft)					412						382	
Queue Length 95th (ft)					m382						425	
Internal Link Dist (ft)		146			185			66			144	
Turn Bay Length (ft)												
Base Capacity (vph)					1980						2678	
Starvation Cap Reductn					0						506	
Spillback Cap Reductn					0						0	
Storage Cap Reductn					0						0	
Reduced v/c Ratio					0.78						0.76	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 303: I-95 NB Ramps Terminal



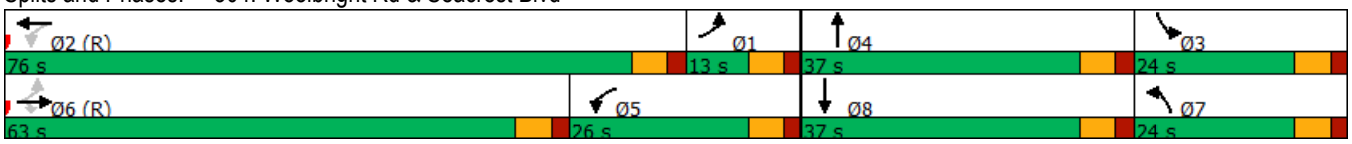
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.939			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3323	0	1770	3345	0
Flt Permitted	0.070			0.063			0.950			0.950		
Satd. Flow (perm)	129	3505	1568	116	3477	0	3433	3323	0	1770	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			499		5			101			68	
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1533			1295			835			637	
Travel Time (s)		23.2			19.6			12.7			9.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1565	626	118	1689	0	700	726	0	117	434	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.0	39.0	39.0	10.0	37.0		10.0	34.0		10.0	37.0	
Total Split (s)	13.0	63.0	63.0	26.0	76.0		24.0	37.0		24.0	37.0	
Total Split (%)	8.7%	42.0%	42.0%	17.3%	50.7%		16.0%	24.7%		16.0%	24.7%	
Maximum Green (s)	7.0	57.0	57.0	20.0	70.0		18.0	31.0		18.0	31.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		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	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)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lag	Lead		Lag	Lead	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	Max		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	64.0	57.0	57.0	83.0	70.0		26.8	31.0		18.0	22.2	
Actuated g/C Ratio	0.43	0.38	0.38	0.55	0.47		0.18	0.21		0.12	0.15	
v/c Ratio	1.71	1.18	0.69	0.42	1.04		1.14	0.95		0.55	0.79	
Control Delay	378.6	123.8	10.7	49.7	72.1		134.7	72.1		72.9	62.1	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	378.6	123.8	10.7	49.7	72.1		134.7	72.1		72.9	62.1	
LOS	F	F	B	D	E		F	E		E	E	
Approach Delay		117.9			70.7			102.8			64.4	
Approach LOS		F			E			F			E	
Queue Length 50th (ft)	~267	~975	266	56	~935		~408	327		110	185	
Queue Length 95th (ft)	#446	#1118	357	121	#1074		#616	#454		180	236	
Internal Link Dist (ft)		1453			1215			755			557	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	130	1331	905	282	1625		614	766		212	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	1.71	1.18	0.69	0.42	1.04		1.14	0.95		0.55	0.58	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 115 (77%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.71
Intersection Signal Delay: 95.9 Intersection LOS: F
Intersection Capacity Utilization 107.4% ICU Level of Service G
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Woolbright Rd & Seacrest Blvd

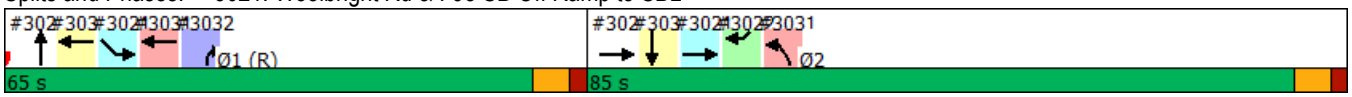


Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑↑			↰↰	
Traffic Volume (vph)	0	1801	0	0	655	0
Future Volume (vph)	0	1801	0	0	655	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	0			0	0	0
Storage Lanes	0			0	2	0
Taper Length (ft)	50				50	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	5085	0	0	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	5085	0	0	3433	0
Right Turn on Red				Yes	No	No
Satd. Flow (RTOR)						
Link Speed (mph)		45	45		45	
Link Distance (ft)		231	433		169	
Travel Time (s)		3.5	6.6		2.6	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Adj. Flow (vph)	0	1896	0	0	689	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1896	0	0	689	0
Turn Type		NA			Prot	
Protected Phases		2			1	
Permitted Phases						
Detector Phase		2			1	
Switch Phase						
Minimum Initial (s)		12.0			12.0	
Minimum Split (s)		42.0			42.0	
Total Split (s)		85.0			65.0	
Total Split (%)		56.7%			43.3%	
Maximum Green (s)		79.0			59.0	
Yellow Time (s)		4.0			4.0	
All-Red Time (s)		2.0			2.0	
Lost Time Adjust (s)		0.0			0.0	
Total Lost Time (s)		6.0			6.0	
Lead/Lag		Lag			Lead	
Lead-Lag Optimize?		Yes			Yes	
Vehicle Extension (s)		3.0			3.0	

Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Minimum Gap (s)		3.0			3.0	
Time Before Reduce (s)		0.0			0.0	
Time To Reduce (s)		0.0			0.0	
Recall Mode		Max			C-Max	
Walk Time (s)		7.0			7.0	
Flash Dont Walk (s)		29.0			29.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)		79.0			59.0	
Actuated g/C Ratio		0.53			0.39	
v/c Ratio		0.71			0.51	
Control Delay		3.2			36.2	
Queue Delay		0.0			0.0	
Total Delay		3.2			36.2	
LOS		A			D	
Approach Delay		3.2			36.2	
Approach LOS		A			D	
Queue Length 50th (ft)		28			262	
Queue Length 95th (ft)		30			323	
Internal Link Dist (ft)		151	353		89	
Turn Bay Length (ft)						
Base Capacity (vph)		2678			1350	
Starvation Cap Reductn		0			0	
Spillback Cap Reductn		0			0	
Storage Cap Reductn		0			0	
Reduced v/c Ratio		0.71			0.51	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 77.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3021: Woolbright Rd & I-95 SB Off Ramp to SBL

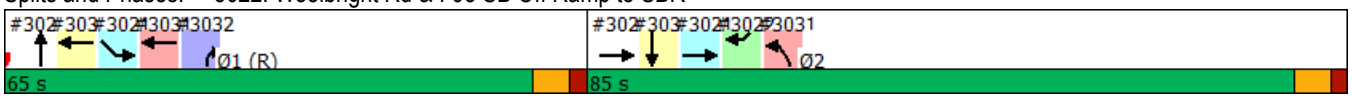


Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Lane Configurations			↑↑↑			↱↱	
Traffic Volume (vph)	0	0	1840	0	0	983	
Future Volume (vph)	0	0	1840	0	0	983	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)		0%	0%		0%		
Storage Length (ft)	0			0	0	0	
Storage Lanes	0			0	0	2	
Taper Length (ft)	50				50		
Lane Util. Factor	1.00	1.00	0.91	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	0	0	5085	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	0	0	5085	0	0	2787	
Right Turn on Red				Yes		No	
Satd. Flow (RTOR)							
Link Speed (mph)		45	45		45		
Link Distance (ft)		673	102		276		
Travel Time (s)		10.2	1.5		4.2		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)		0%	0%		0%		
Adj. Flow (vph)	0	0	1937	0	0	1035	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	0	0	1937	0	0	1035	
Turn Type			NA			Prot	
Protected Phases			Free!			2!	1
Permitted Phases							
Detector Phase						2	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						85.0	65.0
Total Split (%)						56.7%	43%
Maximum Green (s)						79.0	59.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lag	Lead
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBL	EBT	WBT	WBR	SWL	SWR	Ø1
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						Max	C-Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)			150.0			79.0	
Actuated g/C Ratio			1.00			0.53	
v/c Ratio			0.38			0.71	
Control Delay			1.0			30.0	
Queue Delay			0.0			0.0	
Total Delay			1.0			30.0	
LOS			A			C	
Approach Delay			1.0		30.0		
Approach LOS			A		C		
Queue Length 50th (ft)			0			422	
Queue Length 95th (ft)			m0			513	
Internal Link Dist (ft)		593	22		196		
Turn Bay Length (ft)							
Base Capacity (vph)			5085			1467	
Starvation Cap Reductn			0			0	
Spillback Cap Reductn			0			0	
Storage Cap Reductn			0			0	
Reduced v/c Ratio			0.38			0.71	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 11.1		Intersection LOS: B	
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			
m Volume for 95th percentile queue is metered by upstream signal.			
! Phase conflict between lane groups.			

Splits and Phases: 3022: Woolbright Rd & I-95 SB Off Ramp to SBR

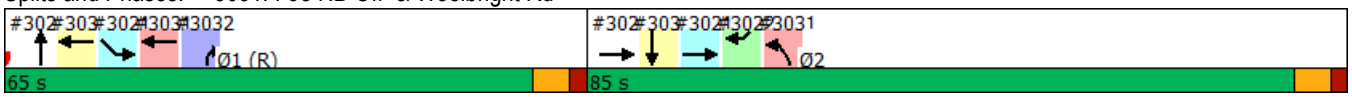


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1468	786	0
Future Volume (vph)	0	0	0	1468	786	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		0	0		2	0
Taper Length (ft)			50		50	
Lane Util. Factor	1.00	1.00	1.00	0.91	0.97	1.00
Ped Bike Factor						
Frt						
Flt Protected					0.950	
Satd. Flow (prot)	0	0	0	5085	3433	0
Flt Permitted					0.950	
Satd. Flow (perm)	0	0	0	5085	3433	0
Right Turn on Red		Yes			No	No
Satd. Flow (RTOR)						
Link Speed (mph)	45			45	45	
Link Distance (ft)	419			226	157	
Travel Time (s)	6.3			3.4	2.4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Adj. Flow (vph)	0	0	0	1545	827	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	1545	827	0
Turn Type				NA	Prot	
Protected Phases				1	2	
Permitted Phases						
Detector Phase				1	2	
Switch Phase						
Minimum Initial (s)				12.0	12.0	
Minimum Split (s)				42.0	42.0	
Total Split (s)				65.0	85.0	
Total Split (%)				43.3%	56.7%	
Maximum Green (s)				59.0	79.0	
Yellow Time (s)				4.0	4.0	
All-Red Time (s)				2.0	2.0	
Lost Time Adjust (s)				0.0	0.0	
Total Lost Time (s)				6.0	6.0	
Lead/Lag				Lead	Lag	
Lead-Lag Optimize?				Yes	Yes	
Vehicle Extension (s)				3.0	3.0	

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Minimum Gap (s)				3.0	3.0	
Time Before Reduce (s)				0.0	0.0	
Time To Reduce (s)				0.0	0.0	
Recall Mode				C-Max	Max	
Walk Time (s)				7.0	7.0	
Flash Dont Walk (s)				29.0	29.0	
Pedestrian Calls (#/hr)				0	0	
Act Effct Green (s)				59.0	79.0	
Actuated g/C Ratio				0.39	0.53	
v/c Ratio				0.77	0.46	
Control Delay				4.4	23.2	
Queue Delay				1.2	0.0	
Total Delay				5.6	23.2	
LOS				A	C	
Approach Delay				5.6	23.2	
Approach LOS				A	C	
Queue Length 50th (ft)				18	253	
Queue Length 95th (ft)				19	306	
Internal Link Dist (ft)	339			146	77	
Turn Bay Length (ft)						
Base Capacity (vph)				2000	1808	
Starvation Cap Reductn				16	0	
Spillback Cap Reductn				236	0	
Storage Cap Reductn				0	0	
Reduced v/c Ratio				0.88	0.46	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3031: I-95 NB Off & Woolbright Rd

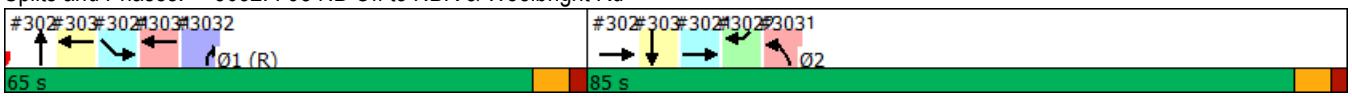


Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Lane Configurations	↑↑↑					↱↱	
Traffic Volume (vph)	1560	0	0	0	0	523	
Future Volume (vph)	1560	0	0	0	0	523	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	
Lane Width (ft)	12	12	12	12	12	12	
Grade (%)	0%			0%	0%		
Storage Length (ft)		0	0		0	0	
Storage Lanes		0	0		0	2	
Taper Length (ft)			50		50		
Lane Util. Factor	0.91	1.00	1.00	1.00	1.00	0.88	
Ped Bike Factor							
Frt						0.850	
Flt Protected							
Satd. Flow (prot)	5085	0	0	0	0	2787	
Flt Permitted							
Satd. Flow (perm)	5085	0	0	0	0	2787	
Right Turn on Red		Yes				No	
Satd. Flow (RTOR)							
Link Speed (mph)	45			45	45		
Link Distance (ft)	146			448	373		
Travel Time (s)	2.2			6.8	5.7		
Confl. Peds. (#/hr)							
Confl. Bikes (#/hr)							
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	
Growth Factor	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	
Bus Blockages (#/hr)	0	0	0	0	0	0	
Parking (#/hr)							
Mid-Block Traffic (%)	0%			0%	0%		
Adj. Flow (vph)	1642	0	0	0	0	551	
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1642	0	0	0	0	551	
Turn Type	NA					Prot	
Protected Phases	Free!					1!	2
Permitted Phases							
Detector Phase						1	
Switch Phase							
Minimum Initial (s)						12.0	12.0
Minimum Split (s)						42.0	42.0
Total Split (s)						65.0	85.0
Total Split (%)						43.3%	57%
Maximum Green (s)						59.0	79.0
Yellow Time (s)						4.0	4.0
All-Red Time (s)						2.0	2.0
Lost Time Adjust (s)						0.0	
Total Lost Time (s)						6.0	
Lead/Lag						Lead	Lag
Lead-Lag Optimize?						Yes	Yes
Vehicle Extension (s)						3.0	3.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2
Minimum Gap (s)						3.0	3.0
Time Before Reduce (s)						0.0	0.0
Time To Reduce (s)						0.0	0.0
Recall Mode						C-Max	Max
Walk Time (s)						7.0	7.0
Flash Dont Walk (s)						29.0	29.0
Pedestrian Calls (#/hr)						0	0
Act Effct Green (s)	150.0					59.0	
Actuated g/C Ratio	1.00					0.39	
v/c Ratio	0.32					0.50	
Control Delay	0.1					36.4	
Queue Delay	0.0					0.0	
Total Delay	0.1					36.4	
LOS	A					D	
Approach Delay	0.1				36.4		
Approach LOS	A				D		
Queue Length 50th (ft)	0					230	
Queue Length 95th (ft)	0					293	
Internal Link Dist (ft)	66			368	293		
Turn Bay Length (ft)							
Base Capacity (vph)	5085					1096	
Starvation Cap Reductn	0					0	
Spillback Cap Reductn	0					0	
Storage Cap Reductn	0					0	
Reduced v/c Ratio	0.32					0.50	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 1:NBT, Start of Green			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 9.2		Intersection LOS: A	
Intersection Capacity Utilization 68.5%		ICU Level of Service C	
Analysis Period (min) 15			
! Phase conflict between lane groups.			

Splits and Phases: 3032: I-95 NB Off to NBR & Woolbright Rd



Alternative 3 - Single Point Urban Interchange (SPUI)

Design Year 2045 AM Analysis

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1652		3433	1667	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.27	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	494	1652		3433	1667	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
RTOR Reduction (vph)	0	0	86	0	0	213	0	88	0	0	68	0
Lane Group Flow (vph)	297	1914	60	328	1697	266	99	160	0	674	335	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	18.2	61.9	61.9	19.6	63.3	83.3	26.0	21.0		20.0	36.0	
Effective Green, g (s)	18.2	61.9	61.9	19.6	63.3	83.3	26.0	21.0		20.0	36.0	
Actuated g/C Ratio	0.12	0.41	0.41	0.13	0.42	0.56	0.17	0.14		0.13	0.24	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	416	2098	653	448	2704	879	128	231		457	400	
v/s Ratio Prot	0.09	c0.38		c0.10	0.26	0.04	0.03	0.10		c0.20	c0.20	
v/s Ratio Perm			0.04			0.13	0.11					
v/c Ratio	0.71	0.91	0.09	0.73	0.63	0.30	0.77	0.69		1.47	0.84	
Uniform Delay, d1	63.4	41.5	26.9	62.7	34.1	17.8	58.0	61.4		65.0	54.2	
Progression Factor	1.00	1.00	1.00	1.21	0.82	0.03	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.7	7.5	0.3	4.2	0.8	0.1	24.7	8.7		225.3	14.1	
Delay (s)	69.1	49.0	27.2	79.8	28.9	0.6	82.7	70.1		290.3	68.3	
Level of Service	E	D	C	E	C	A	F	E		F	E	
Approach Delay (s)		50.2			30.1			73.7			207.2	
Approach LOS		D			C			E			F	

Intersection Summary					
HCM 2000 Control Delay	70.4	HCM 2000 Level of Service		E	
HCM 2000 Volume to Capacity ratio	0.98				
Actuated Cycle Length (s)	150.0	Sum of lost time (s)		27.5	
Intersection Capacity Utilization	99.2%	ICU Level of Service		F	
Analysis Period (min)	15				

c Critical Lane Group

Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	956	760	920	462	951	820	1049	1009	419	485
Future Volume (vph)	956	760	920	462	951	820	1049	1009	419	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1006	800	968	486	1001	863	1104	1062	441	511
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	1006	800	968	486	1001	863	1104	1062	441	511
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	46.3	68.0	150.0	29.0	50.7	150.0	35.0	150.0	35.0	150.0
Effective Green, g (s)	46.3	68.0	150.0	29.0	50.7	150.0	35.0	150.0	35.0	150.0
Actuated g/C Ratio	0.31	0.45	1.00	0.19	0.34	1.00	0.23	1.00	0.23	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0		6.0	
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	
Lane Grp Cap (vph)	1059	1604	1583	657	1184	1568	1164	1583	801	1583
v/s Ratio Prot	c0.29	0.23		0.14	c0.29		c0.22		0.13	
v/s Ratio Perm			0.61			0.55		0.67		0.32
v/c Ratio	0.95	0.50	0.61	0.74	0.85	0.55	0.95	0.67	0.55	0.32
Uniform Delay, d1	50.7	29.0	0.0	56.9	46.0	0.0	56.6	0.0	50.6	0.0
Progression Factor	0.66	0.82	1.00	0.88	0.86	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	0.1	0.2	0.4	0.7	0.1	16.6	2.3	2.7	0.5
Delay (s)	35.9	23.9	0.2	50.6	40.1	0.1	73.2	2.3	53.3	0.5
Level of Service	D	C	A	D	D	A	E	A	D	A
Approach Delay (s)		20.0			27.6					
Approach LOS		B			C					

Intersection Summary			
HCM 2000 Control Delay	27.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.95		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3476		3433	3353		1770	3368	
Flt Permitted	0.07	1.00	1.00	0.07	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	134	3505	1568	134	3476		3433	3353		1770	3368	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
RTOR Reduction (vph)	0	0	254	0	3	0	0	46	0	0	38	0
Lane Group Flow (vph)	143	1339	481	275	1756	0	633	384	0	134	593	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	60.4	60.4	60.4	65.9	65.9		22.5	36.0		16.6	30.1	
Effective Green, g (s)	60.4	60.4	60.4	65.9	65.9		22.5	36.0		16.6	30.1	
Actuated g/C Ratio	0.40	0.40	0.40	0.44	0.44		0.15	0.24		0.11	0.20	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	113	1411	631	177	1527		514	804		195	675	
v/s Ratio Prot	0.05	c0.38		c0.11	0.51		c0.18	c0.11		0.08	c0.18	
v/s Ratio Perm	0.46		0.31	c0.57								
v/c Ratio	1.27	0.95	0.76	1.55	1.15		1.23	0.48		0.69	0.88	
Uniform Delay, d1	67.9	43.3	38.6	44.0	42.0		63.8	48.9		64.2	58.2	
Progression Factor	0.67	0.56	0.27	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	161.0	11.6	6.4	275.0	75.6		120.3	0.4		9.6	12.4	
Delay (s)	206.6	35.9	16.7	319.0	117.7		184.1	49.4		73.8	70.6	
Level of Service	F	D	B	F	F		F	D		E	E	
Approach Delay (s)		40.6			144.9			129.6			71.1	
Approach LOS		D			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	94.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

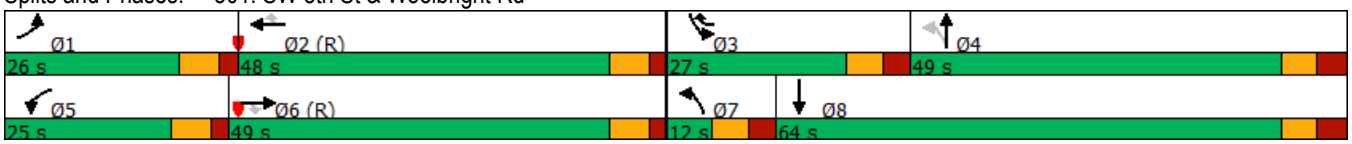
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Future Volume (vph)	282	1818	139	312	1612	455	94	58	178	640	115	268
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.887			0.895	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1652	0	3433	1667	0
Flt Permitted	0.950			0.950			0.265			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	494	1652	0	3433	1667	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			479		102			90	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1124			713			734			665	
Travel Time (s)		25.5			16.2			16.7			15.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	297	1914	146	328	1697	479	99	61	187	674	121	282
Shared Lane Traffic (%)												
Lane Group Flow (vph)	297	1914	146	328	1697	479	99	248	0	674	403	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	26.0	49.0	49.0	25.0	48.0	27.0	12.0	49.0		27.0	64.0	
Total Split (%)	17.3%	32.7%	32.7%	16.7%	32.0%	18.0%	8.0%	32.7%		18.0%	42.7%	
Maximum Green (s)	19.5	42.5	42.5	18.5	41.5	20.0	5.0	41.5		20.0	56.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	18.2	61.9	61.9	19.6	63.3	89.8	26.5	21.0		20.0	36.0	
Actuated g/C Ratio	0.12	0.41	0.41	0.13	0.42	0.60	0.18	0.14		0.13	0.24	
v/c Ratio	0.71	0.91	0.19	0.73	0.63	0.42	0.77	0.78		1.47	0.86	
Control Delay	73.1	49.2	2.6	82.2	30.5	0.8	76.8	51.8		268.2	59.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	73.1	49.2	2.6	82.2	30.5	0.8	76.8	51.8		268.2	59.6	
LOS	E	D	A	F	C	A	E	D		F	E	
Approach Delay		49.3			31.6			58.9			190.2	
Approach LOS		D			C			E			F	
Queue Length 50th (ft)	146	636	0	170	235	0	70	143		~465	307	
Queue Length 95th (ft)	192	#951	26	m212	446	m0	102	223		#591	395	
Internal Link Dist (ft)		1044			633			654			585	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	463	2098	760	469	2705	1140	129	530		457	684	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.64	0.91	0.19	0.70	0.63	0.42	0.77	0.47		1.47	0.59	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 54 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.47
Intersection Signal Delay: 66.9 Intersection LOS: E
Intersection Capacity Utilization 99.2% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: SW 8th St & Woolbright Rd



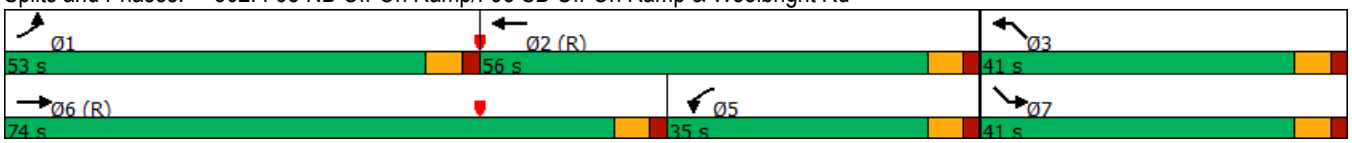
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	956	760	920	462	951	820	1049	1009	419	485
Future Volume (vph)	956	760	920	462	951	820	1049	1009	419	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%					
Storage Length (ft)	600			750			0		0	
Storage Lanes	1			2			3		2	
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Ped Bike Factor										
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			848			689		438		303
Link Speed (mph)		45			45					
Link Distance (ft)		948			1056					
Travel Time (s)		14.4			16.0					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%					
Adj. Flow (vph)	1006	800	968	486	1001	863	1104	1062	441	511
Shared Lane Traffic (%)										
Lane Group Flow (vph)	1006	800	968	486	1001	863	1104	1062	441	511
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	4.0	20.0		4.0	20.0		6.0		6.0	
Minimum Split (s)	10.0	28.0		10.0	28.0		12.0		12.0	
Total Split (s)	53.0	74.0		35.0	56.0		41.0		41.0	
Total Split (%)	35.3%	49.3%		23.3%	37.3%		27.3%		27.3%	
Maximum Green (s)	47.0	68.0		29.0	50.0		35.0		35.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
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)	6.0	6.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0		3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Recall Mode	None	C-Max		None	C-Max		Max		Max	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		15.0			15.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	46.3	68.0	150.0	29.0	50.7	150.0	35.0	150.0	35.0	150.0
Actuated g/C Ratio	0.31	0.45	1.00	0.19	0.34	1.00	0.23	1.00	0.23	1.00
v/c Ratio	0.95	0.50	0.61	0.74	0.84	0.55	0.95	0.67	0.55	0.32
Control Delay	36.6	24.1	7.4	51.2	40.6	0.4	73.0	2.3	53.6	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.6	24.1	7.4	51.2	40.6	0.4	73.0	2.3	53.6	0.5
LOS	D	C	A	D	D	A	E	A	D	A
Approach Delay		22.8			28.0					
Approach LOS		C			C					
Queue Length 50th (ft)	514	310	91	214	415	0	380	0	197	0
Queue Length 95th (ft)	m512	m310	m463	m183	m332	m0	#469	0	255	0
Internal Link Dist (ft)		868			976					
Turn Bay Length (ft)	600		700	750		800				
Base Capacity (vph)	1075	1604	1583	657	1185	1568	1164	1583	801	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.50	0.61	0.74	0.84	0.55	0.95	0.67	0.55	0.32

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.95
Intersection Signal Delay: 28.6 Intersection LOS: C
Intersection Capacity Utilization 88.5% ICU Level of Service E
Analysis Period (min) 15
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.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd



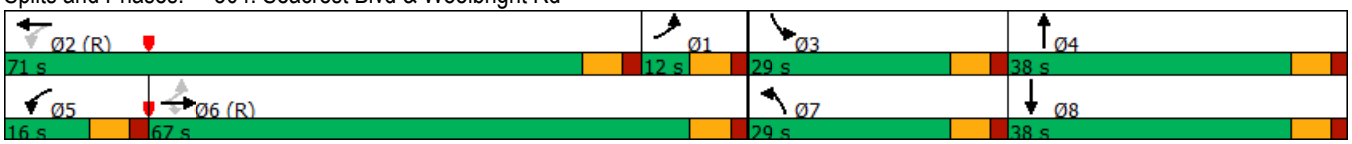
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Future Volume (vph)	136	1272	698	261	1579	92	601	265	143	127	406	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.947			0.952	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3352	0	1770	3369	0
Flt Permitted	0.073			0.073			0.950			0.950		
Satd. Flow (perm)	135	3505	1568	135	3477	0	3433	3352	0	1770	3369	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			425		5			61			48	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1707			966			792			716	
Travel Time (s)		38.8			22.0			18.0			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	143	1339	735	275	1662	97	633	279	151	134	427	204
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1339	735	275	1759	0	633	430	0	134	631	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		22.5	34.5		10.5	37.5	
Total Split (s)	12.0	67.0	67.0	16.0	71.0		29.0	38.0		29.0	38.0	
Total Split (%)	8.0%	44.7%	44.7%	10.7%	47.3%		19.3%	25.3%		19.3%	25.3%	
Maximum Green (s)	5.5	60.5	60.5	9.5	64.5		22.5	31.5		22.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lag	Lag	Lead	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	60.5	60.5	60.5	66.0	66.0		22.5	36.0		16.6	30.0	
Actuated g/C Ratio	0.40	0.40	0.40	0.44	0.44		0.15	0.24		0.11	0.20	
v/c Ratio	1.27	0.95	0.83	1.55	1.15		1.23	0.51		0.69	0.89	
Control Delay	196.2	36.4	11.3	302.1	113.3		171.3	44.9		81.5	68.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	196.2	36.4	11.3	302.1	113.3		171.3	44.9		81.5	68.8	
LOS	F	D	B	F	F		F	D		F	E	
Approach Delay		38.4			138.8			120.2			71.0	
Approach LOS		D			F			F			E	
Queue Length 50th (ft)	~121	546	38	~347	~1080		~392	163		128	293	
Queue Length 95th (ft)	m#208	m#778	m425	#538	#1218		#517	231		195	#373	
Internal Link Dist (ft)		1627			886			712			636	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	113	1413	886	177	1531		514	850		265	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	1.27	0.95	0.83	1.55	1.15		1.23	0.51		0.51	0.85	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 130 (87%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.55
Intersection Signal Delay: 90.4 Intersection LOS: F
Intersection Capacity Utilization 110.4% ICU Level of Service H
Analysis Period (min) 15
~ 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.

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



Design Year 2045 PM Analysis

HCM 6th Edition Methodology

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00		0.97	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.87		1.00	0.89	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1629		3433	1649	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.52	1.00		0.95	1.00	
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	973	1629		3433	1649	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
RTOR Reduction (vph)	0	0	76	0	0	293	0	133	0	0	86	0
Lane Group Flow (vph)	292	1513	42	177	2037	465	216	303	0	493	220	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Actuated Green, G (s)	17.6	52.8	52.8	15.6	50.8	72.7	42.7	32.2		21.9	43.6	
Effective Green, g (s)	17.6	52.8	52.8	15.6	50.8	72.7	42.7	32.2		21.9	43.6	
Actuated g/C Ratio	0.12	0.35	0.35	0.10	0.34	0.48	0.28	0.21		0.15	0.29	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	402	1789	557	357	2170	767	332	349		501	479	
v/s Ratio Prot	c0.09	0.30		0.05	c0.32	0.09	0.05	c0.19		c0.14	0.13	
v/s Ratio Perm			0.03			0.21	0.14					
v/c Ratio	0.73	0.85	0.07	0.50	0.94	0.61	0.65	0.87		0.98	0.46	
Uniform Delay, d1	63.9	44.8	32.3	63.5	48.1	28.2	44.9	56.9		63.9	43.6	
Progression Factor	1.00	1.00	1.00	0.75	0.82	1.58	1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.4	5.1	0.3	0.5	5.2	0.7	4.5	19.9		35.8	0.7	
Delay (s)	70.3	50.0	32.6	48.1	44.4	45.4	49.4	76.7		99.7	44.3	
Level of Service	E	D	C	D	D	D	D	E		F	D	
Approach Delay (s)		52.0			44.9			67.7			78.5	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	27.5
Intersection Capacity Utilization	97.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	896	905	450	414	1054	1022	655	983	786	523
Future Volume (vph)	896	905	450	414	1054	1022	655	983	786	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0	6.0	4.0	6.0	4.0	6.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	943	953	474	436	1109	1076	689	1035	827	551
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	943	953	474	436	1109	1076	689	1035	827	551
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Actuated Green, G (s)	45.0	68.0	150.0	25.0	48.0	150.0	39.0	150.0	39.0	150.0
Effective Green, g (s)	45.0	68.0	150.0	25.0	48.0	150.0	39.0	150.0	39.0	150.0
Actuated g/C Ratio	0.30	0.45	1.00	0.17	0.32	1.00	0.26	1.00	0.26	1.00
Clearance Time (s)	6.0	6.0		6.0	6.0		6.0		6.0	
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	
Lane Grp Cap (vph)	1029	1604	1583	566	1121	1568	1297	1583	892	1583
v/s Ratio Prot	c0.27	0.27		0.13	c0.32		0.14		c0.24	
v/s Ratio Perm			0.30			0.69		0.65		0.35
v/c Ratio	0.92	0.59	0.30	0.77	0.99	0.69	0.53	0.65	0.93	0.35
Uniform Delay, d1	50.7	30.7	0.0	59.8	50.7	0.0	47.7	0.0	54.1	0.0
Progression Factor	0.79	1.02	1.00	0.93	0.90	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.7	0.8	0.2	0.6	6.0	0.2	1.6	2.1	16.9	0.6
Delay (s)	46.7	32.0	0.2	55.9	51.7	0.2	49.2	2.1	71.0	0.6
Level of Service	D	C	A	E	D	A	D	A	E	A
Approach Delay (s)		31.5			31.3					
Approach LOS		C			C					

Intersection Summary			
HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	92.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	3505	1568	1752	3475		3433	3324		1770	3346	
Flt Permitted	0.06	1.00	1.00	0.07	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	113	3505	1568	121	3475		3433	3324		1770	3346	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
RTOR Reduction (vph)	0	0	252	0	3	0	0	83	0	0	57	0
Lane Group Flow (vph)	222	1565	374	118	1686	0	700	643	0	117	377	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
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								
Actuated Green, G (s)	79.6	65.1	65.1	71.6	61.1		22.5	35.1		13.3	25.9	
Effective Green, g (s)	79.6	65.1	65.1	71.6	61.1		22.5	35.1		13.3	25.9	
Actuated g/C Ratio	0.53	0.43	0.43	0.48	0.41		0.15	0.23		0.09	0.17	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	218	1521	680	171	1415		514	777		156	577	
v/s Ratio Prot	c0.10	0.45		0.05	c0.49		c0.20	c0.19		0.07	0.11	
v/s Ratio Perm	0.44		0.24	0.28								
v/c Ratio	1.02	1.03	0.55	0.69	1.19		1.36	0.83		0.75	0.65	
Uniform Delay, d1	64.3	42.5	31.5	64.4	44.5		63.8	54.6		66.7	57.9	
Progression Factor	0.73	0.92	0.96	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	62.6	29.6	2.9	11.4	93.5		175.1	7.2		18.2	2.7	
Delay (s)	109.4	68.7	33.1	75.8	137.9		238.8	61.8		84.9	60.5	
Level of Service	F	E	C	E	F		F	E		F	E	
Approach Delay (s)		63.2			133.9			148.7			65.7	
Approach LOS		E			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	103.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Synchro Methodology

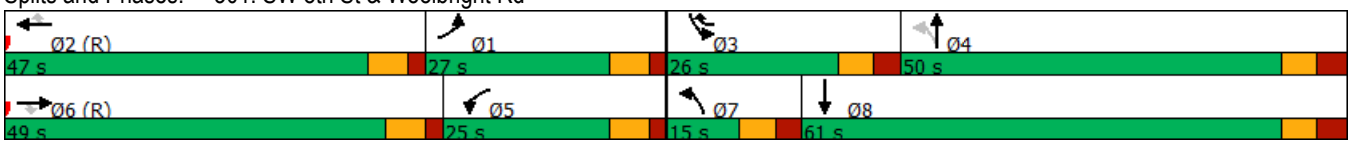
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Future Volume (vph)	277	1437	112	168	1935	720	205	68	346	468	68	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	250		225	300		375	0		0	250		0
Storage Lanes	2		1	2		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	0.97	0.86	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Ped Bike Factor												
Frt			0.850			0.850		0.875			0.885	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	3433	6408	1583	1770	1630	0	3433	1649	0
Flt Permitted	0.950			0.950			0.522			0.950		
Satd. Flow (perm)	3433	5085	1583	3433	6408	1583	972	1630	0	3433	1649	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			182			568		169			121	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1124			713			734			665	
Travel Time (s)		25.5			16.2			16.7			15.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	292	1513	118	177	2037	758	216	72	364	493	72	234
Shared Lane Traffic (%)												
Lane Group Flow (vph)	292	1513	118	177	2037	758	216	436	0	493	306	0
Turn Type	Prot	NA	Perm	Prot	NA	pm+ov	pm+pt	NA		Prot	NA	
Protected Phases	1	6		5	2	3	7	4		3	8	
Permitted Phases			6			2	4					
Detector Phase	1	6	6	5	2	3	7	4		3	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	4.0	4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	36.5	36.5	10.5	40.5	11.0	11.0	48.5		11.0	43.5	
Total Split (s)	27.0	49.0	49.0	25.0	47.0	26.0	15.0	50.0		26.0	61.0	
Total Split (%)	18.0%	32.7%	32.7%	16.7%	31.3%	17.3%	10.0%	33.3%		17.3%	40.7%	
Maximum Green (s)	20.5	42.5	42.5	18.5	40.5	19.0	8.0	42.5		19.0	53.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	3.0	3.0	3.5		3.0	3.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.5		7.0	7.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	None	None	None		None	None	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		23.0	23.0		27.0			34.0			29.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	17.6	52.8	52.8	15.6	50.8	72.3	43.2	32.2		21.9	43.6	
Actuated g/C Ratio	0.12	0.35	0.35	0.10	0.34	0.48	0.29	0.21		0.15	0.29	
v/c Ratio	0.73	0.85	0.17	0.50	0.94	0.72	0.64	0.90		0.98	0.54	
Control Delay	74.6	50.7	0.8	49.7	45.1	9.1	44.0	57.1		98.7	28.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	74.6	50.7	0.8	49.7	45.1	9.1	44.0	57.1		98.7	28.7	
LOS	E	D	A	D	D	A	D	E		F	C	
Approach Delay		51.3			36.2			52.8			71.9	
Approach LOS		D			D			D			E	
Queue Length 50th (ft)	143	503	0	84	518	109	141	272		~253	152	
Queue Length 95th (ft)	192	#685	2	m97	m#739	m310	189	386		#405	227	
Internal Link Dist (ft)		1044			633			654			585	
Turn Bay Length (ft)	250		225	300		375				250		
Base Capacity (vph)	469	1790	675	423	2170	1056	335	582		502	665	
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	
Reduced v/c Ratio	0.62	0.85	0.17	0.42	0.94	0.72	0.64	0.75		0.98	0.46	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 74 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 145
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay: 47.0 Intersection LOS: D
Intersection Capacity Utilization 97.1% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 301: SW 8th St & Woolbright Rd



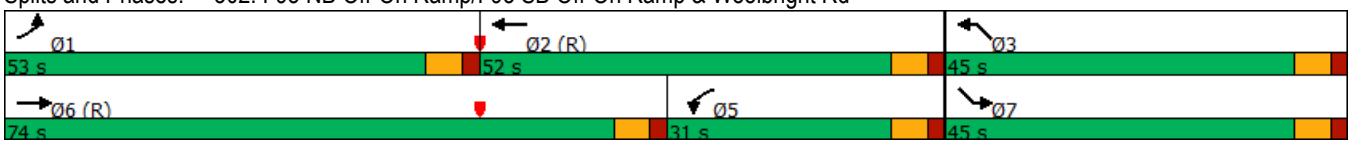
Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Lane Configurations										
Traffic Volume (vph)	896	905	450	414	1054	1022	655	983	786	523
Future Volume (vph)	896	905	450	414	1054	1022	655	983	786	523
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%					
Storage Length (ft)	600			750			0		0	
Storage Lanes	1			2			3		2	
Taper Length (ft)	25			25			25		25	
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.94	1.00	0.97	1.00
Ped Bike Factor										
Frt			0.850			0.850		0.850		0.850
Flt Protected	0.950			0.950			0.950		0.950	
Satd. Flow (prot)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Flt Permitted	0.950			0.950			0.950		0.950	
Satd. Flow (perm)	3433	3539	1583	3400	3505	1568	4990	1583	3433	1583
Right Turn on Red			Yes			Yes		Yes		Yes
Satd. Flow (RTOR)			474			691		414		258
Link Speed (mph)		45			45					
Link Distance (ft)		948			1056					
Travel Time (s)		14.4			16.0					
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)										
Mid-Block Traffic (%)		0%			0%					
Adj. Flow (vph)	943	953	474	436	1109	1076	689	1035	827	551
Shared Lane Traffic (%)										
Lane Group Flow (vph)	943	953	474	436	1109	1076	689	1035	827	551
Turn Type	Prot	NA	Free	Prot	NA	Free	Prot	Free	Prot	Free
Protected Phases	1	6		5	2		7		3	
Permitted Phases			Free			Free		Free		Free
Detector Phase	1	6		5	2		7		3	
Switch Phase										
Minimum Initial (s)	4.0	20.0		4.0	20.0		6.0		6.0	
Minimum Split (s)	10.0	28.0		10.0	28.0		12.0		12.0	
Total Split (s)	53.0	74.0		31.0	52.0		45.0		45.0	
Total Split (%)	35.3%	49.3%		20.7%	34.7%		30.0%		30.0%	
Maximum Green (s)	47.0	68.0		25.0	46.0		39.0		39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0		4.0	
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)	6.0	6.0		6.0	6.0		6.0		6.0	
Lead/Lag	Lead	Lead		Lag	Lag					
Lead-Lag Optimize?	Yes	Yes		Yes	Yes					
Vehicle Extension (s)	3.0	2.5		3.0	2.5		3.0		3.0	

Lane Group	EBL	EBT	EBR2	WBL	WBT	WBR2	SEL	SER2	NWL	NWR2
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0		3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0		0.0	
Recall Mode	None	C-Max		None	C-Max		Max		Max	
Walk Time (s)		7.0			7.0					
Flash Dont Walk (s)		15.0			15.0					
Pedestrian Calls (#/hr)		0			0					
Act Effct Green (s)	45.0	68.0	150.0	25.0	48.0	150.0	39.0	150.0	39.0	150.0
Actuated g/C Ratio	0.30	0.45	1.00	0.17	0.32	1.00	0.26	1.00	0.26	1.00
v/c Ratio	0.92	0.59	0.30	0.77	0.99	0.69	0.53	0.65	0.93	0.35
Control Delay	47.8	32.3	0.2	56.6	51.6	4.3	49.4	2.1	71.0	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.8	32.3	0.2	56.6	51.6	4.3	49.4	2.1	71.0	0.6
LOS	D	C	A	E	D	A	D	A	E	A
Approach Delay		32.1			33.0					
Approach LOS		C			C					
Queue Length 50th (ft)	504	484	0	197	~602	68	206	0	409	0
Queue Length 95th (ft)	m562	m560	m0	m161	m388	m16	250	0	#529	0
Internal Link Dist (ft)		868			976					
Turn Bay Length (ft)	600		700	750		800				
Base Capacity (vph)	1075	1604	1583	566	1122	1568	1297	1583	892	1583
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.59	0.30	0.77	0.99	0.69	0.53	0.65	0.93	0.35

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 16 (11%), Referenced to phase 2:WBT and 6:EBT, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.99
Intersection Signal Delay: 31.8 Intersection LOS: C
Intersection Capacity Utilization 92.1% ICU Level of Service F
Analysis Period (min) 15
~ 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.

Splits and Phases: 302: I-95 NB Off-On Ramp/I-95 SB Off-On Ramp & Woolbright Rd

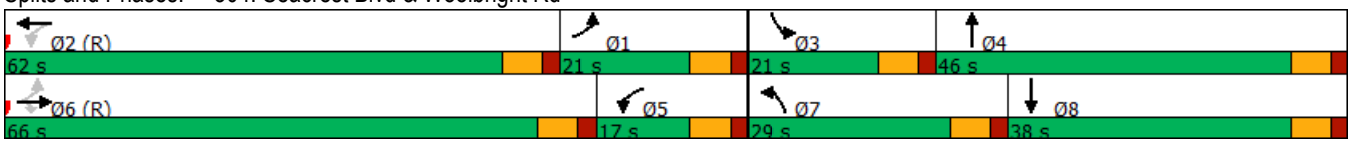


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Future Volume (vph)	211	1487	595	112	1514	90	665	410	279	111	262	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	300		600	300		0	475		0	180		0
Storage Lanes	1		1	1		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	0.95	1.00	0.95	0.95
Ped Bike Factor												
Frt			0.850		0.992			0.939			0.945	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	3505	1568	1752	3477	0	3433	3323	0	1770	3345	0
Flt Permitted	0.061			0.065			0.950			0.950		
Satd. Flow (perm)	113	3505	1568	120	3477	0	3433	3323	0	1770	3345	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			446		5			109			69	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1707			966			792			716	
Travel Time (s)		38.8			22.0			18.0			16.3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
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
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	222	1565	626	118	1594	95	700	432	294	117	276	158
Shared Lane Traffic (%)												
Lane Group Flow (vph)	222	1565	626	118	1689	0	700	726	0	117	434	0
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)	4.0	20.0	20.0	4.0	20.0		4.0	6.0		4.0	6.0	
Minimum Split (s)	10.5	39.5	39.5	10.5	37.5		22.5	34.5		10.5	37.5	
Total Split (s)	21.0	66.0	66.0	17.0	62.0		29.0	46.0		21.0	38.0	
Total Split (%)	14.0%	44.0%	44.0%	11.3%	41.3%		19.3%	30.7%		14.0%	25.3%	
Maximum Green (s)	14.5	59.5	59.5	10.5	55.5		22.5	39.5		14.5	31.5	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	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)	6.5	6.5	6.5	6.5	6.5		6.5	6.5		6.5	6.5	
Lead/Lag	Lag	Lead	Lead	Lag	Lead		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0		10.0			7.0			10.0	
Flash Dont Walk (s)		26.0	26.0		21.0			21.0			21.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	79.6	65.1	65.1	71.6	61.1		22.5	35.1		13.3	25.9	
Actuated g/C Ratio	0.53	0.43	0.43	0.48	0.41		0.15	0.23		0.09	0.17	
v/c Ratio	1.02	1.03	0.67	0.69	1.19		1.36	0.84		0.75	0.69	
Control Delay	105.5	68.0	12.7	70.5	131.6		221.2	56.0		94.0	53.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	105.5	68.0	12.7	70.5	131.6		221.2	56.0		94.0	53.9	
LOS	F	E	B	E	F		F	E		F	D	
Approach Delay		57.1			127.6			137.1			62.4	
Approach LOS		E			F			F			E	
Queue Length 50th (ft)	~169	~862	110	56	~1067		~462	310		113	176	
Queue Length 95th (ft)	#331	#1060	314	#160	#1258		#590	376		#200	230	
Internal Link Dist (ft)		1627			886			712			636	
Turn Bay Length (ft)	300		600	300			475			180		
Base Capacity (vph)	218	1522	933	171	1420		514	955		171	756	
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	1.02	1.03	0.67	0.69	1.19		1.36	0.76		0.68	0.57	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 124 (83%), Referenced to phase 2:WBTL and 6:EBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 96.5		Intersection LOS: F	
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			
~ 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.			

Splits and Phases: 304: Seacrest Blvd & Woolbright Rd



Appendix H
Predictive Safety Analysis

Predictive Safety Analysis
Freeway and Ramp Segments

No-Build ISATe Inputs

Enhanced Interchange Safety Analysis Tool

General Information

Project description:	I-95 at Woolbright Road - No-Build				
Analyst:	LL	Date:	4/27/2021	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	No crash data				
Ramp segments	No crash data				
Ramp terminals	No crash data				

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

Warning Messages See note

Freeway Segments	Ramp Segments	Ramp Terminals

Input Worksheet for Ramp Segments

Clear | Echo Input Values (View results in Column CJ) | Check Input Values (View results in Advisory Messages)

		Segment 1	Segment 2	Segment 3	Segment 4
		Study Period	**Study Period**	**Study Period**	**Study Period**
Basic Roadway Data					
Number of through lanes (n):		2	1	2	1
Ramp segment description:		NB Exit	NB Entrance	SB Exit	SB Entrance
Segment length (L), mi:		0.16	0.21	0.15	0.2
Average traffic speed on the freeway (V_{frwy}), mi/h:		70	70	70	70
Segment type (ramp or collector-distributor road):		Exit	Entrance	Exit	Entrance
Type of control at crossroad ramp terminal:		Signal	Signal	Signal	Signal
Alignment Data					
Horizontal Curve Data ← See notes →					
1	Horizontal curve?:	No	No	No	No
	Curve radius (R_1), ft:				
	Length of curve (L_{c1}), mi:				
	Length of curve in segment ($L_{c1,seg}$), mi:				
	Ramp-mile of beginning of curve in direction of travel (X_1), mi:				
2	Horizontal curve?:				
	Curve radius (R_2), ft:				
	Length of curve (L_{c2}), mi:				
	Length of curve in segment ($L_{c2,seg}$), mi:				
	Ramp-mile of beginning of curve in direction of travel (X_2), mi:				
3	Horizontal curve?:				
	Curve radius (R_3), ft:				
	Length of curve (L_{c3}), mi:				
	Length of curve in segment ($L_{c3,seg}$), mi:				
	Ramp-mile of beginning of curve in direction of travel (X_3), mi:				
4	Horizontal curve?:				
	Curve radius (R_4), ft:				
	Length of curve (L_{c4}), mi:				
	Length of curve in segment ($L_{c4,seg}$), mi:				
	Ramp-mile of beginning of curve in direction of travel (X_4), mi:				
5	Horizontal curve?:				
	Curve radius (R_5), ft:				
	Length of curve (L_{c5}), mi:				
	Length of curve in segment ($L_{c5,seg}$), mi:				
	Ramp-mile of beginning of curve in direction of travel (X_5), mi:				
Cross Section Data					
Lane width (W_l), ft:		12	12	12	12
Right shoulder width (W_{rs}), ft:		8	8	8	8
Left shoulder width (W_{ls}), ft:		4	4	4	4
Presence of lane add or lane drop by taper:		No	Lane Drop	No	Lane Drop
	Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi:		0.1		0.11

Roadside Data					
Presence of barrier on right side of roadway:		No	Yes	Yes	Yes
1	Length of barrier ($L_{rb,1}$), mi:		0.04	0.04	0.12
	Distance from edge of traveled way to barrier face ($W_{off,r,1}$), ft:		10	10	10
2	Length of barrier ($L_{rb,2}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,r,2}$), ft:				
3	Length of barrier ($L_{rb,3}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,r,3}$), ft:				
4	Length of barrier ($L_{rb,4}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,r,4}$), ft:				
5	Length of barrier ($L_{rb,5}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,r,5}$), ft:				
Presence of barrier on left side of roadway:		No	No	Yes	Yes
1	Length of barrier ($L_{lb,1}$), mi:			0.12	0.12
	Distance from edge of traveled way to barrier face ($W_{off,l,1}$), ft:			5	10
2	Length of barrier ($L_{lb,2}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,l,2}$), ft:				
3	Length of barrier ($L_{lb,3}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,l,3}$), ft:				
4	Length of barrier ($L_{lb,4}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,l,4}$), ft:				
5	Length of barrier ($L_{lb,5}$), mi:				
	Distance from edge of traveled way to barrier face ($W_{off,l,5}$), ft:				
Ramp Access Data	↖ See note				
Ramp Entrance	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No
	Length of entrance s-c lane in segment ($L_{en,seg}$), mi:				
Ramp Exit	Ramp exit in segment? (If yes, indicate type.):	No	No	No	No
	Length of exit s-c lane in segment ($L_{ex,seg}$), mi:				
Weaving Section	Weave section in collector-distributor road segment?:				
	Length of weaving section (L_{wev}), mi:				
	Length of weaving section in segment ($L_{wev,seg}$), mi:				

Traffic Data	**Year**				
Average daily traffic ($AADT_r$ or $AADT_c$) by year, veh/d:	2025	13000	17000	19500	12500
(enter data only for those years for which	2026				
it is available, leave other years blank)	2027				
	2028				
	2029				
	2030				
	2031				
	2032				
	2033				
	2034				
	2035				
	2036				
	2037				
	2038				
	2039				
	2040				
	2041				
	2042				
	2043				
	2044				
	2045	13500	22000	24000	13500
	2046				
	2047				
	2048				

Crash Data		**Year**		Segment Crashes -->			
Count of Fatal-and-Injury (FI) Crashes by Year							
	Multiple-vehicle crashes ($N_{o,w,n,mv,fi}$)	2025					
		2026					
		2027					
		2028					
		2029					
	Single-vehicle crashes ($N_{o,w,n,sv,fi}$)	2025					
		2026					
		2027					
		2028					
		2029					
Count of Property-Damage-Only (PDO) Crashes by Year							
	Multiple-vehicle crashes ($N_{o,w,n,mv,pdo}$)	2025					
		2026					
		2027					
		2028					
		2029					
	Single-vehicle crashes ($N_{o,w,n,sv,pdo}$)	2025					
		2026					
		2027					
		2028					
		2029					

Advisory Messages

Variable Limits				
Number of through lanes (n):	2	2	2	2
Length of curve in segment (Lc1,seg), mi:	0.16	0.21	0.15	0.2
Length of curve in segment (Lc2,seg), mi:	0.16	0.21	0.15	0.2
Length of curve in segment (Lc3,seg), mi:	0.16	0.21	0.15	0.2
Length of curve in segment (Lc4,seg), mi:	0.16	0.21	0.15	0.2
Length of curve in segment (Lc5,seg), mi:	0.16	0.21	0.15	0.2
Length of taper in segment (Ladd,seg or Ldrop,seg), mi:	0.16	0.21	0.15	0.2
Length of entrance s-c lane in segment (Len,seg), mi:	0.16	0.19	0.15	0.19
Length of exit s-c lane in segment (Lex,seg), mi:	0.16	0.19	0.15	0.19
Length of weaving section in segment (Lwev,seg), mi:	0.16	0.21	0.15	0.2

Input Worksheet for Crossroad Ramp Terminals

Clear | Echo Input Values (View results in Column T) | Check Input Values (View results in Advisory Messages)

			Terminal 1 Study Period	Terminal 2 Study Period	Terminal 3 Study Period
Basic Intersection Data					
Ramp terminal configuration:			D4	D4	
Ramp terminal description:			SB Ramps	NB Ramos	
Ramp terminal traffic control type:			Signal	Signal	
Is a non-ramp public street leg present at the terminal (I_{ps})?:			No	No	
Alignment Data					
Exit ramp skew angle (I_{sk}), degrees:					
Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi:			0.25	0.2	
Distance to the adjacent ramp terminal (L_{rmp}), mi:			0.12	0.12	
Traffic Control					
Left-Turn Operational Mode					
Crossroad	Inside approach	Protected-only mode ($I_{p,lt,in}$)?:	Yes	Yes	
	Outside approach	Protected-only mode ($I_{p,lt,out}$)?:			
Right-Turn Control Type					
Ramp	Exit ramp approach	Right-turn control type:	Free	Merge	
Cross Section Data					
Crossroad median width (W_m), ft:			32	32	
Number of Lanes					
Crossroad	Both approaches	Lanes serving through vehicles (n_{th}):	6	6	
	Inside approach	Lanes serving through vehicles ($n_{th,in}$):	2	2	
	Outside approach	Lanes serving through vehicles ($n_{th,out}$):	4	4	0
Ramp	Exit ramp approach	All lanes (n_{ex}):	3	3	
Right-Turn Channelization		see note: →			
Crossroad	Inside approach	Channelization present ($I_{ch,in}$)?:			
	Outside approach	Channelization present ($I_{ch,out}$)?:	Yes	Yes	
Ramp	Exit ramp approach	Channelization present ($I_{ch,ex}$)?:	Yes	Yes	
Left-Turn Lane or Bay					
Crossroad	Inside approach	Lane or bay present ($I_{bay,lt,in}$)?:	Yes	Yes	
		Width of lane or bay ($W_{b,in}$), ft:	24	24	
	Outside approach	Lane or bay present ($I_{bay,lt,out}$)?:			
		Width of lane or bay ($W_{b,out}$), ft:			
Right-Turn Lane or Bay					
Crossroad	Inside approach	Lane or bay present ($I_{bay,rt,in}$)?:			
	Outside approach	Lane or bay present ($I_{bay,rt,out}$)?:	Yes	Yes	
Access Data					
Number of driveways on the outside crossroad leg (n_{dw}):			0	0	
Number of public street approaches on the outside crossroad leg (n_{ps}):					

Traffic Data	**Year**			
Inside Crossroad Leg Data	2025	42200	42200	
Average daily traffic ($AADT_{in}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	52300	52300	
	2046			
	2047			
	2048			
Outside Crossroad Leg Data	2025	44500	42000	
Average daily traffic ($AADT_{out}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	52000	46000	
	2046			
	2047			
	2048			

Exit Ramp Data	2025	19500	13000	
Average daily traffic ($AADT_{ex}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
For a B4 terminal configuration, enter the AADT for the	2030			
diagonal exit ramp (not the loop exit ramp).	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	24000	13500	
	2046			
	2047			
	2048			
Entrance Ramp Data	2025	12500	17000	
Average daily traffic ($AADT_{en}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
For an A4 terminal configuration, enter the AADT for the	2030			
diagonal entrance ramp (not the loop entrance ramp).	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	13500	22000	
	2046			
	2047			
	2048			

Crash Data	**Year**	Ramp Terminal Crashes -->			
Count of Fatal-and-Injury (FI) Crashes by Year					
($N_{o,w,ac,at,fi}$)	2025				
	2026				
	2027				
	2028				
	2029				
Count of Property-Damage-Only (PDO) Crashes by Year					
($N_{o,w,ac,at,pdo}$)	2025				
	2026				
	2027				
	2028				
	2029				

Advisory Messages

Variable Limits			
Number of Lanes			
Both approaches	6	6	4
Ramp	4	4	2

Output Tables

Output Summary

General Information

Project description:	I-95 at Woolbright Road				
Analyst:	LL	Date:	4/27/2021	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	1150.7	1.1	12.2	76.8	384.0	676.6
Estimated average crash freq. during Study Period, crashes/yr:	54.8	0.1	0.6	3.7	18.3	32.2

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	4	67.6	0.7	2.0	10.0	16.8	38.1
Crossroad ramp terminals, crashes:	2	1083.1	0.4	10.2	66.8	367.2	638.4

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	50.8	0.0	0.5	3.3	16.6	30.3
	2026	51.2	0.0	0.5	3.4	16.8	30.4
	2027	51.6	0.0	0.5	3.4	17.0	30.6
	2028	52.0	0.0	0.5	3.4	17.1	30.8
	2029	52.4	0.0	0.6	3.5	17.3	31.0
	2030	52.8	0.0	0.6	3.5	17.4	31.2
	2031	53.2	0.0	0.6	3.5	17.6	31.4
	2032	53.6	0.1	0.6	3.6	17.8	31.6
	2033	54.0	0.1	0.6	3.6	17.9	31.8
	2034	54.4	0.1	0.6	3.6	18.1	32.0
	2035	54.8	0.1	0.6	3.7	18.3	32.2
	2036	55.2	0.1	0.6	3.7	18.4	32.4
	2037	55.6	0.1	0.6	3.7	18.6	32.6
	2038	56.0	0.1	0.6	3.8	18.8	32.8
	2039	56.4	0.1	0.6	3.8	18.9	33.0
	2040	56.8	0.1	0.6	3.8	19.1	33.2
	2041	57.2	0.1	0.6	3.9	19.3	33.4
	2042	57.6	0.1	0.6	3.9	19.5	33.6
	2043	58.0	0.1	0.6	3.9	19.6	33.8
	2044	58.4	0.1	0.6	4.0	19.8	34.0
	2045	58.8	0.1	0.6	4.0	20.0	34.2
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	9.6	0.0	0.1	0.8	4.1	4.6
	Right-angle crashes:	256.2	0.1	2.7	17.4	95.5	140.5
	Rear-end crashes:	635.3	0.3	6.7	43.4	232.0	353.0
	Sideswipe crashes:	118.4	0.0	0.5	3.1	15.9	99.0
	Other multiple-vehicle crashes:	18.8	0.0	0.1	0.9	3.8	13.9
	Total multiple-vehicle crashes:	1038.3	0.5	10.1	65.5	351.2	610.9
Single vehicle	Crashes with animal:	0.2	0.0	0.0	0.0	0.0	0.1
	Crashes with fixed object:	85.5	0.4	1.5	7.7	21.7	54.2
	Crashes with other object:	2.7	0.0	0.0	0.2	0.6	1.9
	Crashes with parked vehicle:	2.3	0.0	0.0	0.2	0.5	1.6
	Other single-vehicle crashes	21.7	0.1	0.6	3.1	10.0	7.8
	Total single-vehicle crashes:	112.4	0.6	2.2	11.3	32.8	65.6
	Total crashes:	1150.7	1.1	12.2	76.8	384.0	676.6

Evaluation Site Summary

General Information

Project description:	I-95 at Woolbright Road				
Analyst:	LL	Date:	4/27/2021	Area type:	Urban
First year of analysis:	2025	Total length of freeway segments for Study Period (mi):		0.000	
Last year of analysis:	2045				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	0	0.000	0
2	0	0.000	0
3	0	0.000	0
4	0	0.000	0
5	0	0.000	0
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description		Number	Study Period Description
1	NB Exit		21	0
2	NB Entrance		22	0
3	SB Exit		23	0
4	SB Entrance		24	0
5	0		25	0
6	0		26	0
7	0		27	0
8	0		28	0
9	0		29	0
10	0		30	0
11	0		31	0
12	0		32	0
13	0		33	0
14	0		34	0
15	0		35	0
16	0		36	0
17	0		37	0
18	0		38	0
19	0		39	0
20	0		40	0

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB Ramps
2	D4	Signal	NB Ramos
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

Build Alternative 1 -TDI
ISATe Inputs

Enhanced Interchange Safety Analysis Tool					
General Information					
Project description:	I-95 at Woolbright - Alternative 1 (TDI)				
Analyst:	LL	Date:	4/27/2021	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2045	.			
Crash Data Description					
Freeway segments	No crash data	.			
Ramp segments	No crash data	.			
Ramp terminals	No crash data	.			

Program Control

1. Enter data in the Main, Input Freeway Segments, Input Ramp Segments, Input Ramp Terminals worksheets.
2. Click Perform Calculations button to start calculation process.

Perform Calculations | Print Results (optional) | Print Site Summary (optional)

3. Review results in the Output Summary worksheet. Optionally, click the Print buttons to print the summary worksheets.
4. Optionally, detailed results can be reviewed in the Output Freeway Segments, Output Ramp Segments, Output Ramp Terminals worksheets.

Warning Messages See note

Freeway Segments	Ramp Segments	Ramp Terminals

Input Worksheet for Ramp Segments

Clear | Echo Input Values (View results in Column CJ) | Check Input Values (View results in Advisory Messages)

		Segment 1 Study Period	Segment 2 Study Period	Segment 3 Study Period	Segment 4 Study Period	Segment 5 Study Period
Basic Roadway Data						
Number of through lanes (n):		2	2	2	1	
Ramp segment description:		NB Exit	NB Entrance	SB Exit	SB Entrance	
Segment length (L), mi:		0.14	0.21	0.14	0.21	
Average traffic speed on the freeway (V_{frwy}), mi/h:		70	70	70	70	
Segment type (ramp or collector-distributor road):		Exit	Entrance	Exit	Entrance	
Type of control at crossroad ramp terminal:		Signal	Signal	Signal	Signal	
Alignment Data						
Horizontal Curve Data ←See notes→						
1	Horizontal curve?:	No	No	No	No	
	Curve radius (R_1), ft:					
	Length of curve (L_{c1}), mi:					
	Length of curve in segment ($L_{c1,seg}$), mi:					
	Ramp-mile of beginning of curve in direction of travel (X_1), mi:					
2	Horizontal curve?:					
	Curve radius (R_2), ft:					
	Length of curve (L_{c2}), mi:					
	Length of curve in segment ($L_{c2,seg}$), mi:					
	Ramp-mile of beginning of curve in direction of travel (X_2), mi:					
3	Horizontal curve?:					
	Curve radius (R_3), ft:					
	Length of curve (L_{c3}), mi:					
	Length of curve in segment ($L_{c3,seg}$), mi:					
	Ramp-mile of beginning of curve in direction of travel (X_3), mi:					
4	Horizontal curve?:					
	Curve radius (R_4), ft:					
	Length of curve (L_{c4}), mi:					
	Length of curve in segment ($L_{c4,seg}$), mi:					
	Ramp-mile of beginning of curve in direction of travel (X_4), mi:					
5	Horizontal curve?:					
	Curve radius (R_5), ft:					
	Length of curve (L_{c5}), mi:					
	Length of curve in segment ($L_{c5,seg}$), mi:					
	Ramp-mile of beginning of curve in direction of travel (X_5), mi:					
Cross Section Data						
Lane width (W_l), ft:		12	12	12	12	
Right shoulder width (W_{rs}), ft:		8	8	8	8	
Left shoulder width (W_{ls}), ft:		4	4	4	4	
Presence of lane add or lane drop by taper:		Lane Add	Lane Drop	Lane Add	Lane Drop	
	Length of taper in segment ($L_{add,seg}$ or $L_{drop,seg}$), mi:	0.03	0.09	0.03	0.06	

Roadside Data						
Presence of barrier on right side of roadway:		No	Yes	Yes	Yes	
1	Length of barrier ($L_{rb,1}$), mi:		0.04	0.04	0.04	
	Distance from edge of traveled way to barrier face ($W_{off,r,1}$), ft:		10	10	10	
2	Length of barrier ($L_{rb,2}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,r,2}$), ft:					
3	Length of barrier ($L_{rb,3}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,r,3}$), ft:					
4	Length of barrier ($L_{rb,4}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,r,4}$), ft:					
5	Length of barrier ($L_{rb,5}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,r,5}$), ft:					
Presence of barrier on left side of roadway:		No	No	Yes	Yes	
1	Length of barrier ($L_{lb,1}$), mi:			0.12	0.12	
	Distance from edge of traveled way to barrier face ($W_{off,l,1}$), ft:			5	10	
2	Length of barrier ($L_{lb,2}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,l,2}$), ft:					
3	Length of barrier ($L_{lb,3}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,l,3}$), ft:					
4	Length of barrier ($L_{lb,4}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,l,4}$), ft:					
5	Length of barrier ($L_{lb,5}$), mi:					
	Distance from edge of traveled way to barrier face ($W_{off,l,5}$), ft:					
Ramp Access Data	↖ See note					
Ramp Entrance	Ramp entrance in segment? (If yes, indicate type.):	No	No	No	No	
	Length of entrance s-c lane in segment ($L_{en,seg}$), mi:					
Ramp Exit	Ramp exit in segment? (If yes, indicate type.):	No	No	No	No	
	Length of exit s-c lane in segment ($L_{ex,seg}$), mi:					
Weaving Section	Weave section in collector-distributor road segment?:					
	Length of weaving section (L_{wev}), mi:					
	Length of weaving section in segment ($L_{wev,seg}$), mi:					

Traffic Data	**Year**					
Average daily traffic ($AADT_r$ or $AADT_c$) by year, veh/d:	2025	13000	17000	19500	12500	
(enter data only for those years for which	2026					
it is available, leave other years blank)	2027					
	2028					
	2029					
	2030					
	2031					
	2032					
	2033					
	2034					
	2035					
	2036					
	2037					
	2038					
	2039					
	2040					
	2041					
	2042					
	2043					
	2044					
	2045	13500	22000	24000	13500	
	2046					
	2047					
	2048					

Crash Data		**Year**		Segment Crashes -->				
Count of Fatal-and-Injury (FI) Crashes by Year								
	Multiple-vehicle crashes ($N_{o,w,n,mv,fi}$)	2025						
		2026						
		2027						
		2028						
		2029						
	Single-vehicle crashes ($N_{o,w,n,sv,fi}$)	2025						
		2026						
		2027						
		2028						
		2029						
Count of Property-Damage-Only (PDO) Crashes by Year								
	Multiple-vehicle crashes ($N_{o,w,n,mv,pdo}$)	2025						
		2026						
		2027						
		2028						
		2029						
	Single-vehicle crashes ($N_{o,w,n,sv,pdo}$)	2025						
		2026						
		2027						
		2028						
		2029						

Advisory Messages

Variable Limits					
Number of through lanes (n):	2	2	2	2	2
Length of curve in segment (Lc1,seg), mi:	0.14	0.21	0.14	0.21	0
Length of curve in segment (Lc2,seg), mi:	0.14	0.21	0.14	0.21	0
Length of curve in segment (Lc3,seg), mi:	0.14	0.21	0.14	0.21	0
Length of curve in segment (Lc4,seg), mi:	0.14	0.21	0.14	0.21	0
Length of curve in segment (Lc5,seg), mi:	0.14	0.21	0.14	0.21	0
Length of taper in segment (Ladd,seg or Ldrop,seg), mi:	0.14	0.21	0.14	0.21	0.3
Length of entrance s-c lane in segment (Len,seg), mi:	0.14	0.19	0.14	0.19	0.19
Length of exit s-c lane in segment (Lex,seg), mi:	0.14	0.19	0.14	0.19	0.19
Length of weaving section in segment (Lwev,seg), mi:	0.14	0.21	0.14	0.21	0.3

Input Worksheet for Crossroad Ramp Terminals

Clear | Echo Input Values (View results in Column T) | Check Input Values (View results in Advisory Messages)

			Terminal 1 Study Period	Terminal 2 Study Period	Terminal 3 Study Period
Basic Intersection Data					
Ramp terminal configuration:			D4	D4	
Ramp terminal description:			SB Ramps	NB Ramps	
Ramp terminal traffic control type:			Signal	Signal	
Is a non-ramp public street leg present at the terminal (I_{ps})?:			No	No	
Alignment Data					
Exit ramp skew angle (I_{sk}), degrees:					
Distance to the next public street intersection on the outside crossroad leg (L_{str}), mi:			0.25	0.2	
Distance to the adjacent ramp terminal (L_{rmp}), mi:			0.12	0.12	
Traffic Control					
Left-Turn Operational Mode					
Crossroad	Inside approach	Protected-only mode ($I_{p,lt,in}$)?:	Yes	Yes	
	Outside approach	Protected-only mode ($I_{p,lt,out}$)?:			
Right-Turn Control Type					
Ramp	Exit ramp approach	Right-turn control type:	Free	Signal	
Cross Section Data					
Crossroad median width (W_m), ft:			32	32	
Number of Lanes					
Crossroad	Both approaches	Lanes serving through vehicles (n_{th}):	6	6	
	Inside approach	Lanes serving through vehicles ($n_{th,in}$):	3	3	
	Outside approach	Lanes serving through vehicles ($n_{th,out}$):	3	3	0
Ramp	Exit ramp approach	All lanes (n_{ex}):	4	4	
Right-Turn Channelization		see note: →			
Crossroad	Inside approach	Channelization present ($I_{ch,in}$)?:			
	Outside approach	Channelization present ($I_{ch,out}$)?:	Yes	Yes	
Ramp	Exit ramp approach	Channelization present ($I_{ch,ex}$)?:	Yes	Yes	
Left-Turn Lane or Bay					
Crossroad	Inside approach	Lane or bay present ($I_{bay,lt,in}$)?:	Yes	Yes	
		Width of lane or bay ($W_{b,in}$), ft:	24	24	
	Outside approach	Lane or bay present ($I_{bay,lt,out}$)?:			
		Width of lane or bay ($W_{b,out}$), ft:			
Right-Turn Lane or Bay					
Crossroad	Inside approach	Lane or bay present ($I_{bay,rt,in}$)?:			
	Outside approach	Lane or bay present ($I_{bay,rt,out}$)?:	Yes	Yes	
Access Data					
Number of driveways on the outside crossroad leg (n_{dw}):			0	0	
Number of public street approaches on the outside crossroad leg (n_{ps}):					

Traffic Data	**Year**			
Inside Crossroad Leg Data	2025	42200	42200	
Average daily traffic ($AADT_{in}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	52300	52300	
	2046			
	2047			
	2048			
Outside Crossroad Leg Data	2025	44500	42000	
Average daily traffic ($AADT_{out}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
	2030			
	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	52000	46000	
	2046			
	2047			
	2048			

Exit Ramp Data	2025	19500	13000	
Average daily traffic ($AADT_{ex}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
For a B4 terminal configuration, enter the AADT for the	2030			
diagonal exit ramp (not the loop exit ramp).	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	24000	13500	
	2046			
	2047			
	2048			
Entrance Ramp Data	2025	12500	17000	
Average daily traffic ($AADT_{en}$) by year, veh/d:	2026			
(enter data only for those years for which	2027			
it is available, leave other years blank)	2028			
	2029			
For an A4 terminal configuration, enter the AADT for the	2030			
diagonal entrance ramp (not the loop entrance ramp).	2031			
	2032			
	2033			
	2034			
	2035			
	2036			
	2037			
	2038			
	2039			
	2040			
	2041			
	2042			
	2043			
	2044			
	2045	13500	22000	
	2046			
	2047			
	2048			

Crash Data	**Year**	Ramp Terminal Crashes -->			
Count of Fatal-and-Injury (FI) Crashes by Year					
($N_{o,w,ac,at,fi}$)	2025				
	2026				
	2027				
	2028				
	2029				
Count of Property-Damage-Only (PDO) Crashes by Year					
($N_{o,w,ac,at,pdo}$)	2025				
	2026				
	2027				
	2028				
	2029				

Advisory Messages

Variable Limits			
Number of Lanes			
Both approaches	6	6	4
Ramp	4	4	2

Output Tables

Output Summary

General Information

Project description:	Sample Data				
Analyst:	LL	Date:	4/27/2021	Area type:	Urban
First year of analysis:	2025				
Last year of analysis:	2045				

Crash Data Description

Freeway segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp segments	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	
Ramp terminals	Segment crash data available?	No	First year of crash data:	
	Project-level crash data available?	No	Last year of crash data:	

Estimated Crash Statistics

Crashes for Entire Facility	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during Study Period, crashes:	1146.3	1.0	11.9	74.4	376.3	682.7
Estimated average crash freq. during Study Period, crashes/yr:	54.6	0.0	0.6	3.5	17.9	32.5

Crashes by Facility Component	**Nbr. Sites**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Freeway segments, crashes:	0	0.0	0.0	0.0	0.0	0.0	0.0
Ramp segments, crashes:	4	73.3	0.6	2.0	9.1	17.4	44.2
Crossroad ramp terminals, crashes:	2	1073.0	0.4	10.0	65.3	358.9	638.4

Crashes for Entire Facility by Year	**Year**	**Total**	**K**	**A**	**B**	**C**	**PDO**
Estimated number of crashes during the Study Period, crashes:	2025	50.6	0.0	0.5	3.2	16.4	30.5
	2026	51.0	0.0	0.5	3.3	16.5	30.7
	2027	51.4	0.0	0.5	3.3	16.7	30.9
	2028	51.8	0.0	0.5	3.3	16.8	31.1
	2029	52.2	0.0	0.5	3.4	17.0	31.3
	2030	52.6	0.0	0.5	3.4	17.1	31.5
	2031	53.0	0.0	0.5	3.4	17.3	31.7
	2032	53.4	0.0	0.6	3.4	17.4	31.9
	2033	53.8	0.0	0.6	3.5	17.6	32.1
	2034	54.2	0.0	0.6	3.5	17.8	32.3
	2035	54.6	0.0	0.6	3.5	17.9	32.5
	2036	55.0	0.1	0.6	3.6	18.1	32.7
	2037	55.4	0.1	0.6	3.6	18.2	32.9
	2038	55.8	0.1	0.6	3.6	18.4	33.1
	2039	56.2	0.1	0.6	3.7	18.5	33.3
	2040	56.6	0.1	0.6	3.7	18.7	33.5
	2041	57.0	0.1	0.6	3.7	18.9	33.7
	2042	57.4	0.1	0.6	3.8	19.0	33.9
	2043	57.8	0.1	0.6	3.8	19.2	34.1
	2044	58.1	0.1	0.6	3.8	19.3	34.3
	2045	58.5	0.1	0.6	3.9	19.5	34.5
	2046						
	2047						
	2048						

Distribution of Crashes for Entire Facility

Crash Type	**Crash Type Category**	**Estimated Number of Crashes During the Study Period**					
		Total	**K**	**A**	**B**	**C**	**PDO**
Multiple vehicle	Head-on crashes:	9.5	0.0	0.1	0.8	4.0	4.6
	Right-angle crashes:	253.6	0.1	2.6	17.0	93.4	140.5
	Rear-end crashes:	632.9	0.4	6.6	42.6	227.7	355.7
	Sideswipe crashes:	119.9	0.0	0.5	3.1	15.7	100.6
	Other multiple-vehicle crashes:	19.4	0.0	0.2	0.9	3.9	14.4
	Total multiple-vehicle crashes:	1035.4	0.5	9.9	64.3	344.6	616.0
Single vehicle	Crashes with animal:	0.2	0.0	0.0	0.0	0.0	0.1
	Crashes with fixed object:	84.6	0.4	1.4	6.9	20.9	55.1
	Crashes with other object:	2.7	0.0	0.0	0.2	0.5	1.9
	Crashes with parked vehicle:	2.3	0.0	0.0	0.1	0.5	1.6
	Other single-vehicle crashes	21.1	0.1	0.6	2.8	9.7	8.0
	Total single-vehicle crashes:	110.9	0.5	2.0	10.0	31.7	66.7
	Total crashes:	1146.3	1.0	11.9	74.4	376.3	682.7

Evaluation Site Summary

General Information

Project description:	Sample Data				
Analyst:	LL	Date:	4/27/2021	Area type:	Urban
First year of analysis:	2025	Total length of freeway segments for Study Period (mi):		0.000	
Last year of analysis:	2045				

Site Description

Freeway Segments

Number	Lanes	Study Period Length (mi)	Study Period Description
1	0	0.000	0
2	0	0.000	0
3	0	0.000	0
4	0	0.000	0
5	0	0.000	0
6	0	0.000	0
7	0	0.000	0
8	0	0.000	0
9	0	0.000	0
10	0	0.000	0
11	0	0.000	0
12	0	0.000	0
13	0	0.000	0
14	0	0.000	0
15	0	0.000	0
16	0	0.000	0
17	0	0.000	0
18	0	0.000	0
19	0	0.000	0
20	0	0.000	0

Ramp Segments

Number	Study Period Description		Number	Study Period Description	
1	NB Exit		21	0	
2	NB Entrance		22	0	
3	SB Exit		23	0	
4	SB Entrance		24	0	
5	0		25	0	
6	0		26	0	
7	0		27	0	
8	0		28	0	
9	0		29	0	
10	0		30	0	
11	0		31	0	
12	0		32	0	
13	0		33	0	
14	0		34	0	
15	0		35	0	
16	0		36	0	
17	0		37	0	
18	0		38	0	
19	0		39	0	
20	0		40	0	

Crossroad Ramp Terminals

Number	Config.	Control	Study Period Description
1	D4	Signal	SB Ramps
2	D4	Signal	NB Ramps
3	0	0	0
4	0	0	0
5	0	0	0
6	0	0	0

CMF

CMF / CRF Details

CMF ID: 9104

Convert diamond interchange to Diverging Diamond Interchange (DDI) or Double Crossover Diamond (DCD)

Description: Convert a diamond interchange to a Diverging Diamond Interchange (DDI) or a Double Crossover Diamond (DCD)

Prior Condition: Conventional diamond interchange

Category: Interchange design

Study: *Safety Evaluation of Diverging Diamond Interchanges in Missouri*, Claros et al., 2015

Star Quality Rating:	★★★★☆ [View score details]

Crash Modification Factor (CMF)	
Value:	0.592
Adjusted Standard Error:	
Unadjusted Standard Error:	0.029

Crash Reduction Factor (CRF)	
Value:	40.8 *(This value indicates a **decrease** in crashes)*

Adjusted Standard Error:	
Unadjusted Standard Error:	2.9

Applicability

Crash Type:	All
Crash Severity:	All
Roadway Types:	All
Number of Lanes:	multilane
Road Division Type:	
Speed Limit:	c
Area Type:	Urban
Traffic Volume:	
Time of Day:	Not specified

If countermeasure is intersection-based

Intersection Type:	Other
Intersection Geometry:	Not specified
Traffic Control:	Not specified
Major Road Traffic Volume:	33000 to 152000 Annual Average Daily Traffic (AADT)
Minor Road Traffic Volume:	16000 to 29000 Annual Average Daily Traffic (AADT)

Development Details

Date Range of Data Used:	
Municipality:	

State:	MO
Country:	
Type of Methodology Used:	Before/after using empirical Bayes or full Bayes
Sample Size Used:	

Other Details

Included in Highway Safety Manual?	No
Date Added to Clearinghouse:	Jan-17-2018
Comments:	This CMF applies to the entire interchange footprint (i.e., ramp terminals, ramp segments, speed-change lanes, crossroad, and freeway segment).

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the University of North Carolina Highway Safety Research Center

The information contained in the Crash Modification Factors (CMF) Clearinghouse is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The U.S. Government assumes no liability for the use of the information contained in the CMF Clearinghouse. The information contained in the CMF Clearinghouse does not constitute a standard, specification, or regulation, nor is it a substitute for sound engineering judgment.

Appendix I
Cost Estimates & Benefit Cost Analysis Results

LRE Cost Estimates

Date: 5/14/2020 7:10:42 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 437279-1-52-01 **Letting Date:** 07/2025

Description: SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD

District: 04 **County:** 93 PALM BEACH **Market Area:** 12 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 3.214 MI

Project Manager: ARRIETA

Version 7 Project Grand Total **$10,956,542.03**
Description: 437279-1-52-01, 2020 Update

Sequence: 1 WDU - Widen/Resurface, Divided, Urban **Net Length:** 0.189 MI
1,000 LF

Description: Woolbright Road from SW 18th Ct to west of Bridge #934461 (Woolbright Road over LWDD E-4 Canal)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 20.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.189
Top of Structural Course For Begin Section	103.00
Top of Structural Course For End Section	103.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.15	AC	$30,000.00	$34,500.00
120-1	REGULAR EXCAVATION	273.50	CY	$18.75	$5,128.12
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	3,222.91	CY	$23.00	$74,126.93
	Earthwork Component Total				$113,755.06

ROADWAY COMPONENT

User Input Data

Description	Value

Number of Lanes	6
Existing Roadway Pavement Width L/R	42.00 / 38.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	7.00 / 1.00
Widened Inside Pavement Width L/R	1.00 / 1.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	2,257.85	SY	$6.50	$14,676.03
285-709	OPTIONAL BASE,BASE GROUP 09	1,257.82	SY	$25.00	$31,445.50
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	8,889.17	SY	$3.50	$31,112.10
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	488.90	TN	$115.00	$56,223.50
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	183.34	TN	$115.00	$21,084.10
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	733.36	TN	$135.00	$99,003.60
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	91.67	TN	$135.00	$12,375.45

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	2,052.00	SY	$21.00	$43,092.00
	Comment: C&G + Median conc. Removal = 535 SY C&G RT -Removal = 176 SY C&G LT - Removal = 209 SY Sidewalk Removal = 1132 SY				

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	512.00	LF	$23.72	$12,144.64
	Comment: Median				

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	128.00	EA	$4.25	$544.00
710-11-101		0.38	GM	$987.97	$375.43

	PAINTED PAVT MARK,STD,WHITE,SOLID,6"			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.76 GM	$400.00	$304.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.38 GM	$4,271.58	$1,623.20
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	0.76 GM	$1,264.51	$961.03
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.38 GM	$4,295.09	$1,632.13

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Roadway Component Total $326,596.71

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	4.25 / 4.25
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Sidewalk Width L/R	0.00 / 0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	444.46	SY	$1.50	$666.69

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,731.00	LF	$27.00	$46,737.00
	Comment: 791' (RT) + 940' (LT)				
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	928.00	SY	$44.00	$40,832.00
	Comment: 300 SY (RT) + 628 SY (LT)				
527-2	DETECTABLE WARNINGS	48.00	SF	$28.00	$1,344.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,000.06	LF	$1.80	$3,600.11
104-11	FLOATING TURBIDITY BARRIER	18.94	LF	$10.50	$198.87
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	18.94	LF	$5.00	$94.70

104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$2,700.00	$2,700.00
104-18	INLET PROTECTION SYSTEM	9.00 EA	$105.00	$945.00
107-1	LITTER REMOVAL	1.65 AC	$45.00	$74.25
107-2	MOWING	1.65 AC	$75.00	$123.75
	Shoulder Component Total			$97,316.37

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	1.30

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	144.45	SY	$1.50	$216.68

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F **Comment:** 68' (RT) + 304' (LT)	372.00	LF	$27.00	$10,044.00
	Median Component Total				$10,260.68

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.41	CY	$1,600.00	$5,456.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	7.00	EA	$5,200.00	$36,400.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	2.00	EA	$7,700.00	$15,400.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	104.00	LF	$95.00	$9,880.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	32.00	LF	$125.00	$4,000.00
570-1-1	PERFORMANCE TURF	57.58	SY	$1.50	$86.37
	Drainage Component Total				$71,222.37

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	5.00	AS	$340.00	$1,700.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,100.00	$1,100.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$215.00	$215.00

700-1-60	SINGLE POST SIGN, REMOVE	5.00 AS	$23.00	$115.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	$4,500.00	$4,500.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	$530.00	$530.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-8-113	FRONT ACC DYN MESS SIGN, F&I, MONO,21-31	1.00	EA	$40,000.00	$40,000.00
	Comment: Florida Department of Transportation Item Average Unit Cost From 2012/01/01 to 2012/12/31				
700-10-122	DMS SUPPORT STRUCTURE, CANT, 21-30 FT	1.00	EA	$58,000.00	$58,000.00
	Comment: Florida Department of Transportation Item Average Unit Cost From 2012/01/01 to 2012/12/31				
	Signing Component Total				$106,160.00

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,000.03	LF	$7.50	$7,500.22
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	198.49	LF	$20.00	$3,969.80
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	7.00	EA	$650.00	$4,550.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	3,652.39	LF	$2.25	$8,217.88
715-4-13	LIGHT POLE COMPLETE, F&I-STD, 40'	7.00	EA	$5,700.00	$39,900.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	7.00	EA	$580.00	$4,060.00
	Subcomponent Total				$68,197.90
	Lighting Component Total				$68,197.91

Sequence 1 Total $793,509.10

Sequence: 2 MIS - Miscellaneous Construction **Net Length:** 0.019 MI
101 LF

Description: Bridge #934461 (Woolbright Road over LWDD E-4 Canal)

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	61.00	SY	$21.00	$1,281.00
	Comment: Median Conc. Traff. Separator				
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	95.00	SY	$88.04	$8,363.80
	Roadway Component Total				$9,644.80

BRIDGES COMPONENT

Bridge 934461

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	60.40
Width (LF)	39.00
Type	Overpass Widening
Cost Factor	3.07
Structure No.	
Removal of Existing Structures area	860.00
Default Cost per SF	$75.00
Factored Cost per SF	$230.25
Final Cost per SF	**$252.14**
Basic Bridge Cost	**$542,376.90**
Description	WIDENING BRIDGE # 934461, WOOLBRIGHT ROAD OVER THE E-4 CANAL, TO THE NORTH TO ACCOMODATE THE ADDITION OF 2ND EB LEFT TURN LANE AT SW 8TH STREET.

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	860.00	SF	$50.00	$43,000.00
400-2-10	CONC CLASS II, APPROACH SLABS	86.67	CY	$420.00	$36,401.40
415-1-9	REINF STEEL- APPROACH SLABS	15,167.25	LB	$1.00	$15,167.25
	Bridge 934461 Total				$636,945.55
	Bridges Component Total				$636,945.55

Sequence 2 Total $646,590.35

Sequence: 3 WDU - Widen/Resurface, Divided, Urban **Net Length:** 0.258 MI
1,360 LF

Description: Woolbright Road east of Bridge #934461 (Woolbright Road over LWDD E-4 Canal)to west of Bridge # 930300 (Woolbright Road over CSX)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 25.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.258
Top of Structural Course For Begin Section	104.00
Top of Structural Course For End Section	104.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.72	AC	$30,000.00	$51,600.00
120-1	REGULAR EXCAVATION	1,596.34	CY	$18.75	$29,931.38
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	7,772.84	CY	$23.00	$178,775.32
	Earthwork Component Total				$260,306.70

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	44.00 / 40.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	14.00 / 2.00
Widened Inside Pavement Width L/R	0.00 / 9.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	4,947.84	SY	$6.50	$32,160.96
285-709	OPTIONAL BASE,BASE GROUP 09	3,927.75	SY	$25.00	$98,193.75
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	12,694.53	SY	$3.50	$44,430.86
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	698.20	TN	$115.00	$80,293.00
334-1-13		623.39	TN	$115.00	$71,689.85

	SUPERPAVE ASPHALTIC CONC, TRAFFIC C			
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,047.30 TN	$135.00	$141,385.50
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	311.70 TN	$135.00	$42,079.50

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	2,555.00 SY	$21.00	$53,655.00
	Comment: Traff. separator removal = 399 SY C&G RT removal = 288 SY C&G LT removal = 318 SY Sidewalk Removal = 1550 SY			
339-1	MISCELLANEOUS ASPHALT PAVEMENT	37.73 TN	$235.00	$8,866.55
515-3-2	PIPE HANDRAIL- RETROFIT EXIST, ALUMINUM	613.00 LF	$54.00	$33,102.00
520-70	CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT	294.00 SY	$88.04	$25,883.76
536-73	GUARDRAIL REMOVAL	984.00 LF	$3.00	$2,952.00

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,727.00 LF	$23.72	$40,964.44
	Comment: median			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	174.00 EA	$4.25	$739.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.52 GM	$987.97	$513.74
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.03 GM	$400.00	$412.00
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.52 GM	$4,271.58	$2,221.22
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	1.03 GM	$1,264.51	$1,302.45

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0
Noise Barrier Wall Length	0.00

Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	44.33	TN	$235.00	$10,417.55
536-6	PIPE RAIL FOR GUARDRAIL	1,290.00	LF	$15.00	$19,350.00
536-8-11	APPR TRANS TO RIGID BARR CONNECT, F&I	4.00	EA	$2,600.00	$10,400.00
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	4.00	EA	$2,900.00	$11,600.00
	Roadway Component Total				$732,613.63

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	4.25 / 4.25
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Sidewalk Width L/R	0.00 / 0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
570-1-1	PERFORMANCE TURF	604.50	SY	$1.50	$906.75

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,522.00	LF	$27.00	$68,094.00
	Comment: 1145' (RT) + 822' (LT)				
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	1,642.00	SY	$44.00	$72,248.00
	Comment: 824 SY (RT) + 818 SY (LT)				
527-2	DETECTABLE WARNINGS	12.00	SF	$28.00	$336.00

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,720.26	LF	$1.80	$4,896.47
104-11	FLOATING TURBIDITY BARRIER	25.76	LF	$10.50	$270.48
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	25.76	LF	$5.00	$128.80
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,700.00	$2,700.00
104-18	INLET PROTECTION SYSTEM	12.00	EA	$105.00	$1,260.00
107-1	LITTER REMOVAL	2.25	AC	$45.00	$101.25
107-2	MOWING	2.25	AC	$75.00	$168.75
	Shoulder Component Total				$151,110.50

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	2.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-5-41	TRAF SEP CONC-TYPE IV, 4' WIDE	750.00	LF	$48.00	$36,000.00
570-1-2	PERFORMANCE TURF, SOD	302.25	SY	$3.50	$1,057.88

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F **Comment:** 858' (RT) + 107' (LT)	965.00	LF	$27.00	$26,055.00
	Median Component Total				$63,112.88

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	4.64	CY	$1,600.00	$7,424.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	10.00	EA	$5,200.00	$52,000.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	3.00	EA	$7,700.00	$23,100.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	144.00	LF	$95.00	$13,680.00
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	48.00	LF	$125.00	$6,000.00
570-1-1	PERFORMANCE TURF	78.31	SY	$1.50	$117.46
	Drainage Component Total				$102,321.47

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	6.00	AS	$340.00	$2,040.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00	AS	$1,100.00	$1,100.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$215.00	$215.00
700-1-60	SINGLE POST SIGN, REMOVE	6.00	AS	$23.00	$138.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00	AS	$4,500.00	$4,500.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$530.00	$530.00
	Signing Component Total				$8,523.00

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value

Type	6 Lane Mast Arm
Multiplier	1
Description	Woolbright Road at Corporate Drive

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	700.00	LF	$7.50	$5,250.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	300.00	LF	$20.00	$6,000.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00	PI	$5,300.00	$5,300.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	22.00	EA	$650.00	$14,300.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00	AS	$2,700.00	$2,700.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00	LF	$5.00	$300.00
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$1,100.00	$1,100.00
646-1-11	ALUMINUM SIGNALS POLE, PEDESTAL	1.00	EA	$1,165.66	$1,165.66
649-21-21	STEEL MAST ARM ASSEMBLY, F&I, 78'	4.00	EA	$50,000.00	$200,000.00
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	20.00	AS	$1,000.00	$20,000.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00	AS	$650.00	$5,200.00
660-1-102	LOOP DETECTOR INDUCTIVE, F&I, TYPE 2	20.00	EA	$200.00	$4,000.00
660-2-106	LOOP ASSEMBLY, F&I, TYPE F	20.00	AS	$950.00	$19,000.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00	EA	$230.00	$1,840.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00	AS	$27,000.00	$27,000.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00	EA	$230.00	$920.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
660-4-11	VEHICLE DETECTION SYSTEM-VIDEO, CABINET	4.00	EA	$7,000.00	$28,000.00
660-4-12	VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G	4.00	EA	$3,300.00	$13,200.00

Signalization 2

Description	Value
Type	Miscellaneous
Multiplier	1
Description	Signal Pedestal at SB On-Ramp

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
641-2-11	PREST CNC POLE,F&I,TYP P-II,PEDESTAL	1.00	EA	$1,100.00	$1,100.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	1.00	AS	$650.00	$650.00

Signalizations Component Total	$357,025.66
Sequence 3 Total	$1,675,013.84

Sequence: 4 MIS - Miscellaneous Construction **Net Length:** 0.027 MI
142 LF

Description: Bridge #930300 (Woolbright Road over CSX RR)

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC **Comment:** Median C&G	83.00	SY	$21.00	$1,743.00

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	935.00	LF	$23.72	$22,178.20
	Roadway Component Total				$23,921.20

BRIDGES COMPONENT

Bridge 930300

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	142.00
Width (LF)	29.00
Type	Overpass Widening
Cost Factor	3.07
Structure No.	
Removal of Existing Structures area	1,250.00
Default Cost per SF	$75.00
Factored Cost per SF	$230.25
Final Cost per SF	**$239.56**
Basic Bridge Cost	**$948,169.50**
Description	WIDENING BRIDGE # 930300, WOOLBRIGHT ROAD OVER CSX RR

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	1,250.00	SF	$50.00	$62,500.00
400-2-10	CONC CLASS II, APPROACH SLABS	64.44	CY	$420.00	$27,064.80
415-1-9	REINF STEEL- APPROACH SLABS	11,277.00	LB	$1.00	$11,277.00
	Bridge 930300 Total				$1,049,011.30
	Bridges Component Total				$1,049,011.30
Sequence 4 Total					$1,072,932.50

Sequence: 5 WDU - Widen/Resurface, Divided, Urban **Net Length:** 0.306 MI 1,615 LF

Description: Woolbright Road east of Bridge #930300 (Excluding Bridge # 930301)

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	30.00 / 15.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.677
Top of Structural Course For Begin Section	102.00
Top of Structural Course For End Section	102.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Existing Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Front Slope L/R	6 to 1 / 6 to 1
Median Shoulder Cross Slope L/R	4.00 % / 4.00 %
Outside Shoulder Cross Slope L/R	2.00 % / 2.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	1.67	AC	$30,000.00	$50,100.00
120-1	REGULAR EXCAVATION	7,183.54	CY	$18.75	$134,691.38
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	3,227.70	CY	$23.00	$74,237.10
	Earthwork Component Total				$259,028.48

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	6
Existing Roadway Pavement Width L/R	44.00 / 44.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	0.00 / 1.00
Widened Inside Pavement Width L/R	0.00 / 15.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,797.40	SY	$6.50	$24,683.10
285-709	OPTIONAL BASE,BASE GROUP 09	2,989.83	SY	$25.00	$74,745.75
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	15,792.60	SY	$3.50	$55,274.10
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	868.59	TN	$115.00	$99,887.85
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	473.78	TN	$115.00	$54,484.70

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	1,302.89 TN	$135.00	$175,890.15
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	236.89 TN	$135.00	$31,980.15

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	1,668.00 SY	$21.00	$35,028.00
	Comment: Traffic sep. removal = 91 SY C&G removal (median) = 405 SY C&G removal = 202 SY Sidewalk removal = 970 SY			

EX-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,827.00 LF	$23.72	$43,336.44
	Comment: Median			

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	4

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	206.00 EA	$4.25	$875.50
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.61 GM	$987.97	$602.66
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	1.22 GM	$400.00	$488.00
711-15-201	THERMOPLASTIC, STD-OP,YELLOW, SOLID, 6"	0.61 GM	$4,914.49	$2,997.84
711-16-101	THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6"	0.61 GM	$4,271.58	$2,605.66
711-16-131	THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6"	1.22 GM	$1,264.51	$1,542.70
	Roadway Component Total			$604,422.60

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	0.00 / 0.00
New Total Outside Shoulder Width L/R	4.25 / 4.25
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 2.00
Sidewalk Width L/R	0.00 / 0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount

570-1-1	PERFORMANCE TURF	717.85 SY	$1.50	$1,076.78

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	1,723.00 LF	$27.00	$46,521.00
	Comment: 1723' RT			
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	926.00 SY	$44.00	$40,744.00
	Comment: 926 SY RT			
527-2	DETECTABLE WARNINGS	72.00 SF	$28.00	$2,016.00

Erosion Control

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	3,230.30 LF	$1.80	$5,814.54
104-11	FLOATING TURBIDITY BARRIER	30.59 LF	$10.50	$321.20
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	30.59 LF	$5.00	$152.95
104-15	SOIL TRACKING PREVENTION DEVICE	1.00 EA	$2,700.00	$2,700.00
104-18	INLET PROTECTION SYSTEM	15.00 EA	$105.00	$1,575.00
107-1	LITTER REMOVAL	2.67 AC	$45.00	$120.15
107-2	MOWING	2.67 AC	$75.00	$200.25

	Shoulder Component Total	$101,241.87

MEDIAN COMPONENT

User Input Data

Description	Value
Total Median Width	22.00
Performance Turf Width	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-5-41	TRAF SEP CONC-TYPE IV, 4' WIDE	340.00 LF	$48.00	$16,320.00

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	2,624.00 LF	$27.00	$70,848.00
	Comment: 1470' (RT) + 1154' (LT)			

	Median Component Total	$87,168.00

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	5.51 CY	$1,600.00	$8,816.00
425-1-351	INLETS, CURB, TYPE P-5, <10'	12.00 EA	$5,200.00	$62,400.00
425-1-451	INLETS, CURB, TYPE J-5, <10'	4.00 EA	$7,700.00	$30,800.00
430-175-124		168.00 LF	$95.00	$15,960.00

	PIPE CULV, OPT MATL, ROUND, 24"S/CD			
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	48.00 LF	$125.00	$6,000.00
570-1-1	PERFORMANCE TURF	92.99 SY	$1.50	$139.49
	Drainage Component Total			$124,115.49

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	7.00 AS	$340.00	$2,380.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	1.00 AS	$1,100.00	$1,100.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00 AS	$215.00	$215.00
700-1-60	SINGLE POST SIGN, REMOVE	7.00 AS	$23.00	$161.00
700-2-14	MULTI- POST SIGN, F&I GM, 31-50 SF	1.00 AS	$4,500.00	$4,500.00
700-2-60	MULTI- POST SIGN, REMOVE	1.00 AS	$530.00	$530.00
	Signing Component Total			$8,886.00

SIGNALIZATIONS COMPONENT

Signalization 1

Description	Value
Type	4 Lane Mast Arm
Multiplier	1
Description	Woolbright Road at Seacrest Boulevard

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	750.00 LF	$7.50	$5,625.00
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	250.00 LF	$20.00	$5,000.00
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	1.00 PI	$5,300.00	$5,300.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	16.00 EA	$650.00	$10,400.00
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	1.00 AS	$2,700.00	$2,700.00
639-2-1	ELECTRICAL SERVICE WIRE, F&I	60.00 LF	$5.00	$300.00
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	4.00 EA	$40,000.00	$160,000.00
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	12.00 AS	$1,000.00	$12,000.00
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	8.00 AS	$650.00	$5,200.00
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	8.00 EA	$230.00	$1,840.00
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	1.00 AS	$27,000.00	$27,000.00
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	4.00 EA	$230.00	$920.00

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
660-4-11	VEHICLE DETECTION SYSTEM-VIDEO, CABINET	4.00	EA	$7,000.00	$28,000.00
660-4-12	VEHICLE DETECTION SYSTEM-VIDEO, ABOVE G	4.00	EA	$3,300.00	$13,200.00
	Signalizations Component Total				$277,485.00

LIGHTING COMPONENT

Conventional Lighting Subcomponent

Description	Value
Spacing	MIN

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
630-2-11	CONDUIT, F& I, OPEN TRENCH	1,615.15	LF	$7.50	$12,113.62
630-2-12	CONDUIT, F& I, DIRECTIONAL BORE	320.58	LF	$20.00	$6,411.60
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	11.00	EA	$650.00	$7,150.00
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	5,898.98	LF	$2.25	$13,272.70
715-4-13	LIGHT POLE COMPLETE, F&I-STD, 40'	11.00	EA	$5,700.00	$62,700.00
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	11.00	EA	$580.00	$6,380.00
	Subcomponent Total				$108,027.93
	Lighting Component Total				$108,027.94
Sequence 5 Total					$1,570,375.38

Sequence: 6 MIS - Miscellaneous Construction **Net Length:** 0.052 MI
272 LF

Description: Bridge #930301 (Woolbright Road over SR9/ I-95)

ROADWAY COMPONENT

X-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-4-10	REMOVAL OF EXIST CONC	143.00	SY	$21.00	$3,003.00
	Comment: Traffic separator				
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	311.00	LF	$37.17	$11,559.87

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
520-1-10	CONCRETE CURB & GUTTER, TYPE F	935.00	LF	$23.72	$22,178.20
	Roadway Component Total				$36,741.07

BRIDGES COMPONENT

Bridge 930301

Description	Value
Estimate Type	SF Estimate
Primary Estimate	YES
Length (LF)	272.00
Width (LF)	35.00
Type	Overpass Widening
Cost Factor	3.07
Structure No.	
Removal of Existing Structures area	2,570.00
Default Cost per SF	$75.00
Factored Cost per SF	$230.25
Final Cost per SF	**$235.11**
Basic Bridge Cost	**$2,191,980.00**
Description	WIDENING BRIDGE # 930301, WOOLBRIGHT ROAD OVER SR-9/ I-95

Bridge Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-3	REMOVAL OF EXISTING STRUCTURES/BRIDGES	2,570.00	SF	$50.00	$128,500.00
400-2-10	CONC CLASS II, APPROACH SLABS	77.78	CY	$420.00	$32,667.60
415-1-9	REINF STEEL- APPROACH SLABS	13,611.50	LB	$1.00	$13,611.50
	Bridge 930301 Total				$2,366,759.10
	Bridges Component Total				$2,366,759.10

Sequence 6 Total $2,403,500.17

Sequence: 7 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.189 MI 1,000 LF

Description: NB On Ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.170
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.69	AC	$30,000.00	$20,700.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	2,349.72	CY	$23.00	$54,043.56
	Earthwork Component Total				$74,743.56

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	3
Existing Roadway Pavement Width L/R	12.00 / 12.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	0.00 / 24.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	3,777.90	SY	$6.50	$24,556.35
285-709	OPTIONAL BASE,BASE GROUP 09	2,703.42	SY	$25.00	$67,585.50
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	2,666.75	SY	$3.50	$9,333.62
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	220.01	TN	$115.00	$25,301.15
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	440.01	TN	$115.00	$50,601.15
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	220.01	TN	$135.00	$29,701.35

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	220.01 TN	$135.00	$29,701.35

X-Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
520-6	SHOULDER GUTTER- CONCRETE	900.00 LF	$24.00	$21,600.00

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	102.00 EA	$4.25	$433.50
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.38 NM	$4,100.00	$1,558.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.38 GM	$400.00	$152.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.38 GM	$4,500.00	$1,710.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.38 GM	$1,500.00	$570.00
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.38 GM	$4,295.09	$1,632.13

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	34.80 TN	$235.00	$8,178.00
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	1,034.00 LF	$20.00	$20,680.00
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00 EA	$2,900.00	$2,900.00
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00 EA	$2,900.00	$2,900.00

	Roadway Component Total	$299,094.11

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	10.00 / 10.00
New Total Outside Shoulder Width L/R	0.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	8.00 / 8.00
New Paved Outside Shoulder Width L/R	0.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	925.59	SY	$15.00	$13,883.85
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	1,777.83	SY	$3.75	$6,666.86
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	48.89	TN	$115.00	$5,622.35
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	73.34	TN	$135.00	$9,900.90
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.19	GM	$1,945.00	$369.55
570-1-1	PERFORMANCE TURF	222.23	SY	$1.50	$333.34

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	2,300.07	LF	$1.80	$4,140.13
104-11	FLOATING TURBIDITY BARRIER	18.94	LF	$10.50	$198.87
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	18.94	LF	$5.00	$94.70
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,700.00	$2,700.00
104-18	INLET PROTECTION SYSTEM	1.00	EA	$105.00	$105.00
107-1	LITTER REMOVAL	0.46	AC	$45.00	$20.70
107-2	MOWING	0.46	AC	$75.00	$34.50
	Shoulder Component Total				$44,070.76

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	3.41	CY	$1,600.00	$5,456.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	32.00	LF	$463.20	$14,822.40
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	16.00	LF	$125.00	$2,000.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	2.00	EA	$1,944.00	$3,888.00

570-1-1	PERFORMANCE TURF	76.52 SY	$1.50	$114.78
	Drainage Component Total			$26,281.18

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$340.00	$340.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	4.00	AS	$1,100.00	$4,400.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$215.00	$215.00
700-1-60	SINGLE POST SIGN, REMOVE	4.00	AS	$23.00	$92.00
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$4,287.16	$4,287.16
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$530.00	$530.00
	Signing Component Total				$9,864.16

Sequence 7 Total $454,053.77

Sequence: 8 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.091 MI 480 LF

Description: NB OFF Ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.170
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.33	AC	$30,000.00	$9,900.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	1,347.06	CY	$23.00	$30,982.38
	Earthwork Component Total				$40,882.38

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	3
Existing Roadway Pavement Width L/R	12.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,173.22	SY	$6.50	$7,625.93
285-709	OPTIONAL BASE,BASE GROUP 09	657.53	SY	$25.00	$16,438.25
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	1,919.81	SY	$3.50	$6,719.34
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	158.38	TN	$115.00	$18,213.70
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	105.59	TN	$115.00	$12,142.85
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	158.38	TN	$135.00	$21,381.30

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	52.79 TN	$135.00	$7,126.65

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	49.00	EA	$4.25	$208.25
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.18	NM	$4,100.00	$738.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.18	GM	$400.00	$72.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.18	GM	$4,500.00	$810.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.18	GM	$1,500.00	$270.00
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.18	GM	$4,295.09	$773.12

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	0.33	TN	$235.00	$77.55
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00	EA	$2,900.00	$2,900.00
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00	EA	$2,900.00	$2,900.00
	Roadway Component Total				$98,396.94

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	8.00 / 10.00
New Total Outside Shoulder Width L/R	10.00 / 0.00
Total Outside Shoulder Perf. Turf Width L/R	2.00 / 0.00

Existing Paved Outside Shoulder Width L/R	4.00 / 8.00
New Paved Outside Shoulder Width L/R	8.00 / 0.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	444.22	SY	$15.00	$6,663.30
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	639.94	SY	$3.75	$2,399.78
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	23.46	TN	$115.00	$2,697.90
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	35.20	TN	$135.00	$4,752.00
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.09	GM	$1,945.00	$175.05
570-1-1	PERFORMANCE TURF	106.66	SY	$1.50	$159.99

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,103.89	LF	$1.80	$1,987.00
104-11	FLOATING TURBIDITY BARRIER	9.09	LF	$10.50	$95.44
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	9.09	LF	$5.00	$45.45
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,700.00	$2,700.00
104-18	INLET PROTECTION SYSTEM	1.00	EA	$105.00	$105.00
107-1	LITTER REMOVAL	0.22	AC	$45.00	$9.90
107-2	MOWING	0.22	AC	$75.00	$16.50
	Shoulder Component Total				$21,807.32

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.64	CY	$1,600.00	$2,624.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	16.00	LF	$463.20	$7,411.20
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	8.00	LF	$125.00	$1,000.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	1.00	EA	$1,944.00	$1,944.00
570-1-1	PERFORMANCE TURF	36.72	SY	$1.50	$55.08
	Drainage Component Total				$13,034.28

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$340.00	$340.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	2.00	AS	$1,100.00	$2,200.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$215.00	$215.00
700-1-60	SINGLE POST SIGN, REMOVE	2.00	AS	$23.00	$46.00
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$4,287.16	$4,287.16
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$530.00	$530.00
	Signing Component Total				$7,618.16
Sequence 8 Total					$181,739.08

Sequence: 9 WUR - Widen/Resurface, Undivided, Rural **Net Length:** 0.085 MI
450 LF

Description: SB OFF Ramp

EARTHWORK COMPONENT

User Input Data

Description	Value
Standard Clearing and Grubbing Limits L/R	0.00 / 30.00
Incidental Clearing and Grubbing Area	0.00
Alignment Number	1
Distance	0.170
Top of Structural Course For Begin Section	105.00
Top of Structural Course For End Section	105.00
Horizontal Elevation For Begin Section	100.00
Horizontal Elevation For End Section	100.00
Existing Front Slope L/R	6 to 1 / 6 to 1
Existing Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Front Slope L/R	6 to 1 / 6 to 1
Outside Shoulder Cross Slope L/R	6.00 % / 6.00 %
Roadway Cross Slope L/R	2.00 % / 2.00 %

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
110-1-1	CLEARING & GRUBBING	0.31	AC	$30,000.00	$9,300.00
120-2-2	BORROW EXCAVATION, TRUCK MEASURE	219.08	CY	$23.00	$5,038.84
	Earthwork Component Total				$14,338.84

ROADWAY COMPONENT

User Input Data

Description	Value
Number of Lanes	3
Existing Roadway Pavement Width L/R	12.00 / 24.00
Structural Spread Rate	165
Friction Course Spread Rate	165
Widened Outside Pavement Width L/R	12.00 / 0.00
Widened Structural Spread Rate	330
Widened Friction Course Spread Rate	165

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
160-4	TYPE B STABILIZATION	1,099.65	SY	$6.50	$7,147.72
285-709	OPTIONAL BASE,BASE GROUP 09	616.30	SY	$25.00	$15,407.50
327-70-8	MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH	1,799.42	SY	$3.50	$6,297.97
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	148.45	TN	$115.00	$17,071.75
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	98.97	TN	$115.00	$11,381.55
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	148.45	TN	$135.00	$20,040.75

337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	49.48 TN	$135.00	$6,679.80

Pavement Marking Subcomponent

Description	Value
Include Thermo/Tape/Other	Y
Pavement Type	Asphalt
Solid Stripe No. of Paint Applications	1
Solid Stripe No. of Stripes	2
Skip Stripe No. of Paint Applications	1
Skip Stripe No. of Stripes	2

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
706-3	RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS	46.00 EA	$4.25	$195.50
710-11-111	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	0.17 NM	$4,100.00	$697.00
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	0.17 GM	$400.00	$68.00
711-15-101	THERMOPLASTIC, STD-OP, WHITE, SOLID, 6"	0.17 GM	$4,500.00	$765.00
711-15-131	THERMOPLASTIC, STD-OP, WHITE, SKIP, 6"	0.17 GM	$1,500.00	$255.00
711-16-201	THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6"	0.17 GM	$4,295.09	$730.17

Peripherals Subcomponent

Description	Value
Off Road Bike Path(s)	0
Off Road Bike Path Width L/R	0.00 / 0.00
Bike Path Structural Spread Rate	0
Noise Barrier Wall Length	0.00
Noise Barrier Wall Begin Height	0.00
Noise Barrier Wall End Height	0.00

Pay Items

Pay item	Description	Quantity Unit	Unit Price	Extended Amount
339-1	MISCELLANEOUS ASPHALT PAVEMENT	15.33 TN	$235.00	$3,602.55
536-1-1	GUARDRAIL- ROADWAY, GEN TL-3	450.00 LF	$20.00	$9,000.00
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00 EA	$2,900.00	$2,900.00
536-85-24	GUARDRAIL END TREATMENT-PARA APP TERM	1.00 EA	$2,900.00	$2,900.00
	Roadway Component Total			$105,140.27

SHOULDER COMPONENT

User Input Data

Description	Value
Existing Total Outside Shoulder Width L/R	12.00 / 10.00

New Total Outside Shoulder Width L/R	0.00 / 10.00
Total Outside Shoulder Perf. Turf Width L/R	0.00 / 2.00
Existing Paved Outside Shoulder Width L/R	10.00 / 8.00
New Paved Outside Shoulder Width L/R	0.00 / 8.00
Structural Spread Rate	110
Friction Course Spread Rate	165
Total Width (T) / 8" Overlap (O)	T
Rumble Strips ï¿½No. of Sides	1

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
285-704	OPTIONAL BASE,BASE GROUP 04	416.37	SY	$15.00	$6,245.55
327-70-1	MILLING EXIST ASPH PAVT, 1" AVG DEPTH	899.71	SY	$3.75	$3,373.91
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	21.99	TN	$115.00	$2,528.85
337-7-83	ASPH CONC FC,TRAFFIC C,FC-12.5,PG 76-22	32.99	TN	$135.00	$4,453.65
546-72-1	GROUND-IN RUMBLE STRIPS, 16"	0.09	GM	$1,945.00	$175.05
570-1-1	PERFORMANCE TURF	99.97	SY	$1.50	$149.96

EX-Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
536-73	GUARDRAIL REMOVAL	450.00	LF	$2.25	$1,012.50

Erosion Control

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
104-10-3	SEDIMENT BARRIER	1,034.67	LF	$1.80	$1,862.41
104-11	FLOATING TURBIDITY BARRIER	8.52	LF	$10.50	$89.46
104-12	STAKED TURBIDITY BARRIER-NYL REINF PVC	8.52	LF	$5.00	$42.60
104-15	SOIL TRACKING PREVENTION DEVICE	1.00	EA	$2,700.00	$2,700.00
104-18	INLET PROTECTION SYSTEM	1.00	EA	$105.00	$105.00
107-1	LITTER REMOVAL	0.21	AC	$45.00	$9.45
107-2	MOWING	0.21	AC	$75.00	$15.75
	Shoulder Component Total				$22,764.14

DRAINAGE COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
400-2-2	CONC CLASS II, ENDWALLS	1.53	CY	$1,600.00	$2,448.00
430-174-124	PIPE CULV, OPT MATL, ROUND,24"SD	16.00	LF	$463.20	$7,411.20
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	8.00	LF	$125.00	$1,000.00
430-984-129	MITERED END SECT, OPTIONAL RD, 24" SD	1.00	EA	$1,944.00	$1,944.00

570-1-1	PERFORMANCE TURF	34.42 SY	$1.50	$51.63
	Drainage Component Total			$12,854.83

SIGNING COMPONENT

Pay Items

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	1.00	AS	$340.00	$340.00
700-1-12	SINGLE POST SIGN, F&I GM, 12-20 SF	2.00	AS	$1,100.00	$2,200.00
700-1-50	SINGLE POST SIGN, RELOCATE	1.00	AS	$215.00	$215.00
700-1-60	SINGLE POST SIGN, REMOVE	2.00	AS	$23.00	$46.00
700-2-13	MULTI- POST SIGN, F&I GM, 21-30 SF	1.00	AS	$4,287.16	$4,287.16
700-2-60	MULTI- POST SIGN, REMOVE	1.00	AS	$530.00	$530.00
	Signing Component Total				$7,618.16

Sequence 9 Total $162,716.24

Sequence: 10 MIS - Miscellaneous Construction **Net Length:** 1.998 MI
10,549 LF

Description: To match PSEE project length

Sequence 10 Total	$0.00

Date: 5/14/2020 7:10:43 PM

FDOT Long Range Estimating System - Production

R3: Project Details by Sequence Report

Project: 437279-1-52-01 **Letting Date:** 07/2025

Description: SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT ROAD

District: 04 **County:** 93 PALM BEACH **Market Area:** 12 **Units:** English
Contract Class: 1 **Lump Sum Project:** N **Design/Build:** N **Project Length:** 3.214 MI

Project Manager: ARRIETA

Version 7 Project Grand Total **$10,956,542.03**
Description: 437279-1-52-01, 2020 Update

Project Sequences Subtotal **$8,960,430.43**

102-1	Maintenance of Traffic	10.00 %	$896,043.04
101-1	Mobilization	10.00 %	$985,647.35

Project Sequences Total **$10,842,120.82**

Project Unknowns		0.00 %	$0.00
Justification for high %:	For mobilization, special equipment (cranes) will be needed to construct bridge under transmission lines.		
Design/Build		0.00 %	$0.00

Non-Bid Components:

Pay item	Description	Quantity	Unit	Unit Price	Extended Amount
999-16	PARTNERING (DO NOT BID)	2.00	LS	$3,000.00	$6,000.00
999-25	INITIAL CONTINGENCY AMOUNT (DO NOT BID)		LS	$108,421.21	$108,421.21

Project Non-Bid Subtotal **$114,421.21**

Version 7 Project Grand Total **$10,956,542.03**

Engineer's Estimates for DDI and SPUI

DDI

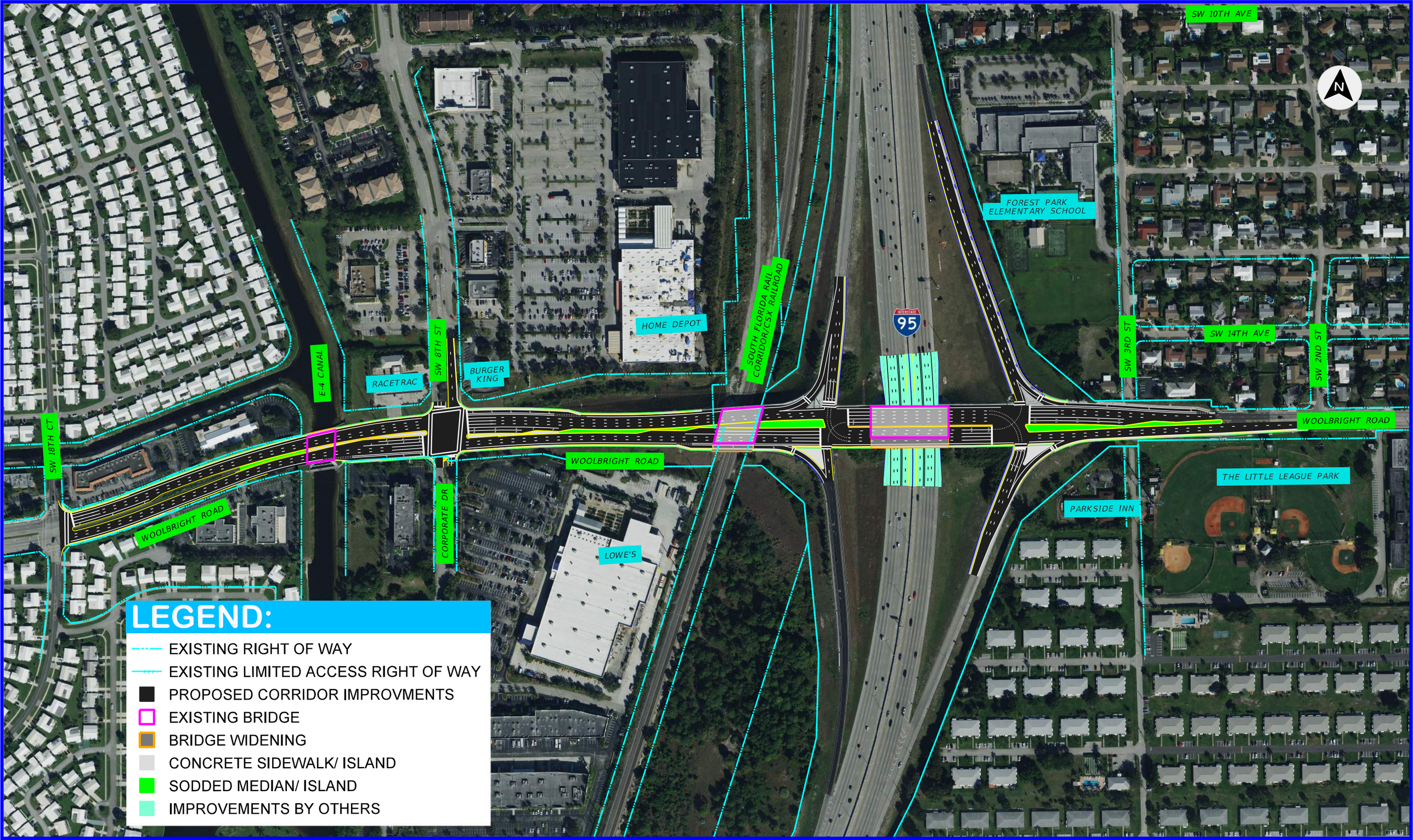
			Unit cost	Cost
Paved Shape	518,580	sft		
Area of widening	196,125	sft		
Base	21791.67	syd	$25.00	$544,791.67
Pavement	4794.167	tns	$120.00	$575,300.00
Area of milling	35828.33	syd	$2.50	$89,570.83
Resurfacing pavement	3941.117	tns	$120.00	$472,934.00
Embankment	10377.78	cyd	$12.00	$124,533.33
Curb and gutter Type F	11320	lf	$22.00	$249,040.00
Barrier Wall	600	lf	$150.00	$90,000.00
Sidewalk	3,941	syd	$37.00	$145,829.33
Sod	20,800	syd	$2.70	$56,158.80
Roadway Subtotal				**$2,348,157.97**
Signing and pavement markings	57000	ft	$1.50	$85,500.00
Overhead structures	6	ea	$50,000.00	$300,000.00
Signing and marking subtotal				**$385,500.00**
Signalization	3	int	$250,000.00	**$750,000.00**
Lighting	1.25	directional mile	$350,000.00	**$437,500.00**
Structures				**$2,268,172.00**
Drainage				**$250,000.00**
Clearing and Grubbing	1	LS	$200,000.00	**$200,000.00**
Combined Sub-Total				**$6,639,329.97**
MOT	10	%		**$663,933.00**
Mobilization	10	%		**$663,933.00**
Contingencies	20	%		**$1,593,439.19**
Total				**$9,560,635.15**

SPUI

			Unit cost	Cost
Paved Shape	493,163	sft		
Area of widening	210,092	sft		
Base	23343.55556	syd	$25.00	$583,588.89
Pavement	5135.582222	tns	$120.00	$616,269.87
Area of milling	31452.33333	syd	$2.50	$78,630.83
Resurfacing pavement	3459.756667	tns	$120.00	$415,170.80
Embankment	65481.48148	cyd	$12.00	$785,777.78
Curb and gutter Type F	11120	lf	$22.00	$244,640.00
Barrier Wall	4600	lf	$150.00	$690,000.00
Sidewalk	3,941	syd	$37.00	$145,829.33
Sod	72,222	syd	$2.70	$195,000.00
MSE wall	8,000	sft	$28.00	$224,000.00
Roadway Subtotal				**$3,978,907.50**
Signing and pavement markings	39000	ft	$1.50	$58,500.00
Overhead structures	3	ea	$50,000.00	$150,000.00
Signing and marking subtotal				**$208,500.00**
Signalization	3	int	$250,000.00	**$750,000.00**
Lighting	1.25	directional mile	$350,000.00	**$437,500.00**
Structures				**$7,884,341.00**
Drainage				**$350,000.00**
Clearing and Grubbing	1	LS	$200,000.00	**$200,000.00**
Combined Sub-Total				**$13,809,248.50**
MOT	10	%		**$1,380,924.85**
Mobilization	10	%		**$1,380,924.85**
Contingencies	20	%		**$3,314,219.64**
Total				**$19,885,317.84**

Appendix J
Conceptual Signing Plan

Alternative 1 - TDI



LEGEND:

- EXISTING RIGHT OF WAY
- EXISTING LIMITED ACCESS RIGHT OF WAY
- PROPOSED CORRIDOR IMPROVMENTS
- EXISTING BRIDGE
- BRIDGE WIDENING
- CONCRETE SIDEWALK/ ISLAND
- SODDED MEDIAN/ ISLAND
- IMPROVEMENTS BY OTHERS

FDOT

FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3200 WEST COMMERCIAL BLVD.
FORT LAUDERDALE, FL 33309

INTERSTATE 95

I-95/ SR 9 INTERCHANGE AT WOOLBRIGHT ROAD
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
FPID NO.: 437279-1-22-02
ETDM NO.: 14341

TITLE:

ALTERNATIVE 1
TIGHT DIAMOND INTERCHANGE (TDI)

FIGURE:

1

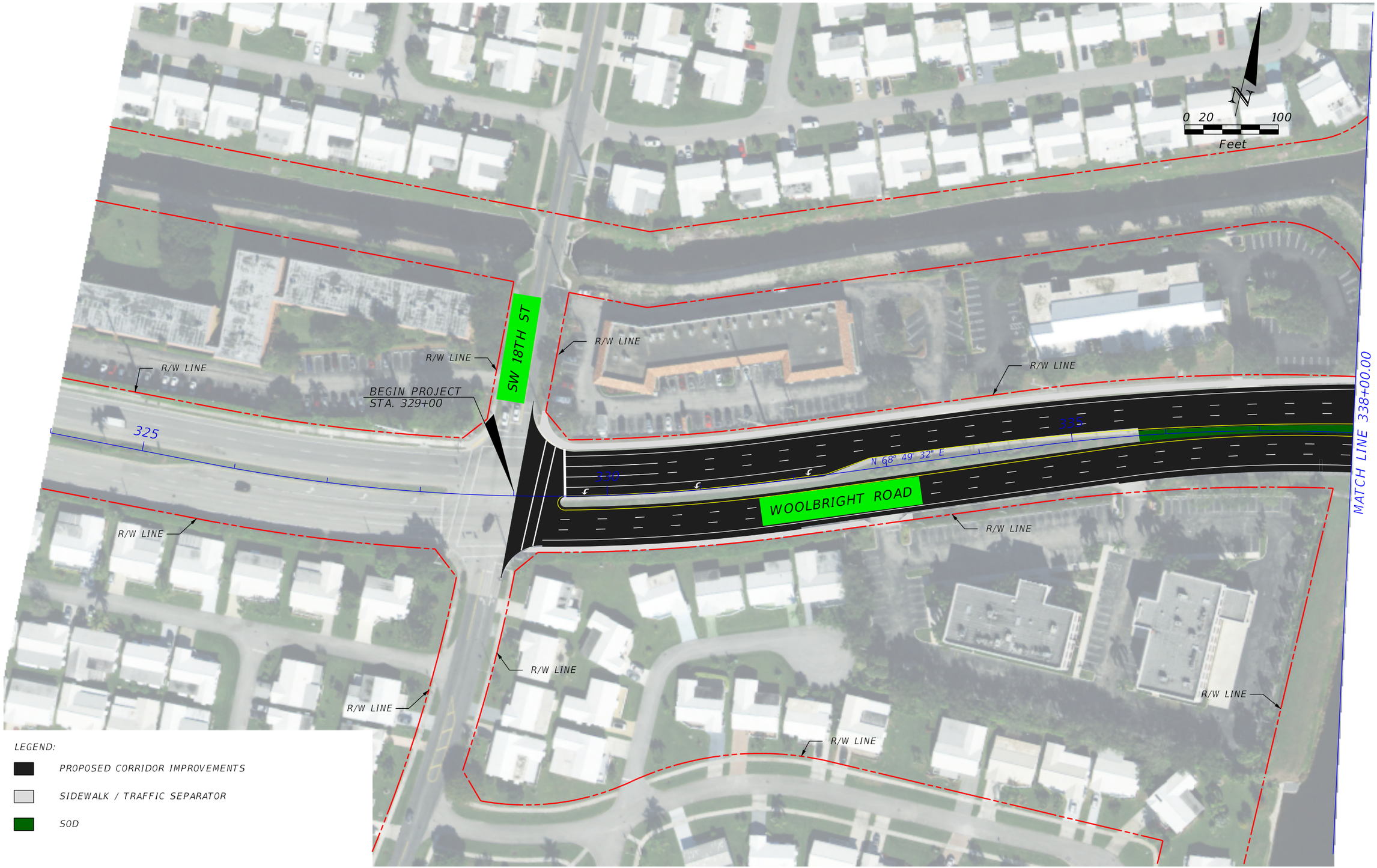
FDOT

SR 9/I-95 INTERCHANGE AT WOOLBRIGHT ROAD PD&E STUDY

PALM BEACH COUNTY, FLORIDA

FPID No.: 437279-1-22-02 | ETDM No.: 14341

SIGNING PLAN



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
P.E. LICENSE NUMBER 45199
HANSON PROFESSIONAL SERVICES INC.
6303 BLUE LAGOON DRIVE, SUITE 280
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION 7961

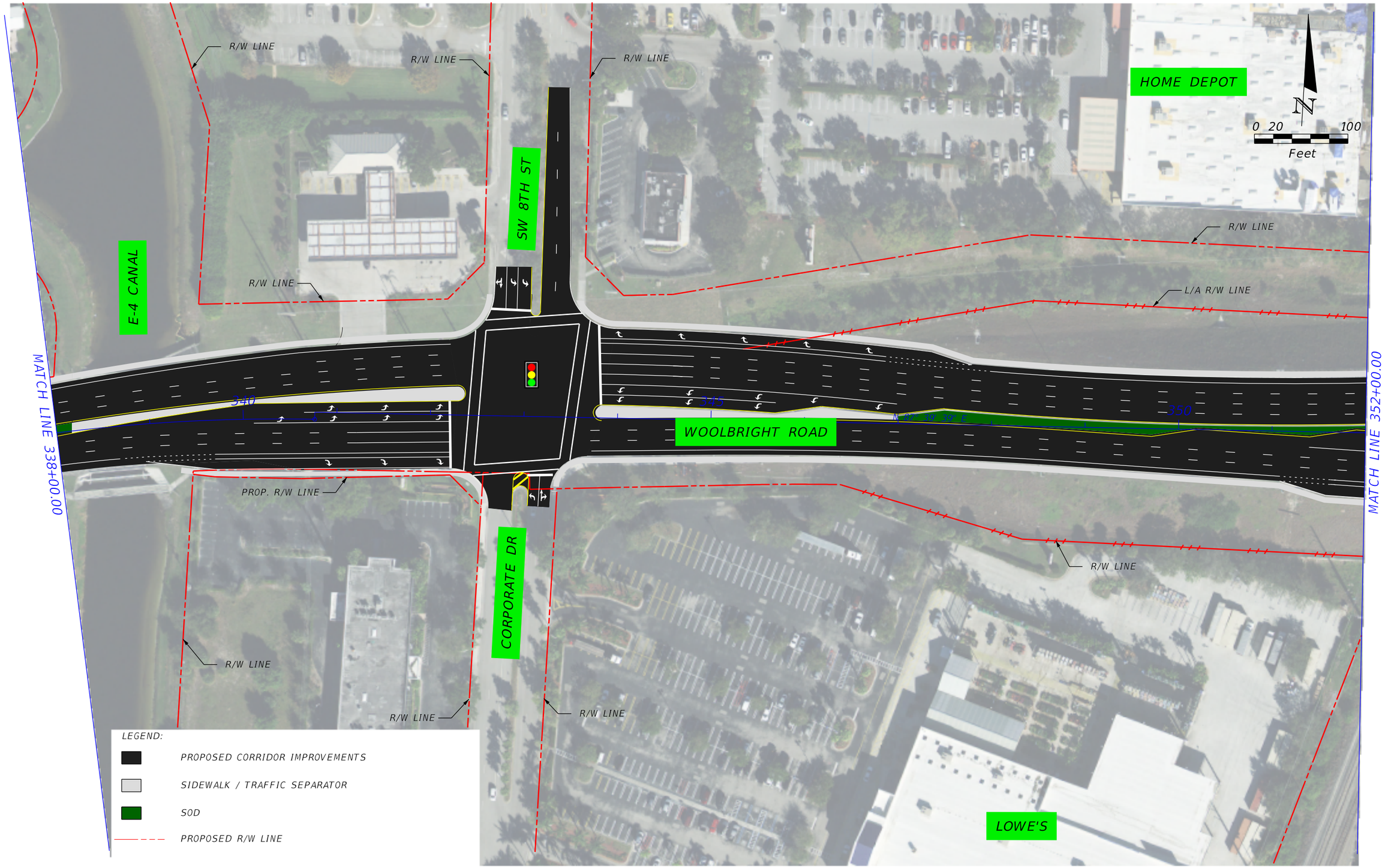
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PALM BEACH	437279-1-22-01

ROADWAY PLANS

SHEET NO. 8

THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.



REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
P.E. LICENSE NUMBER 45199
HANSON PROFESSIONAL SERVICES INC.
6303 BLUE LAGOON DRIVE, SUITE 280
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION 7961

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PALM BEACH	437279-1-22-01

ROADWAY PLANS

SHEET NO. 9

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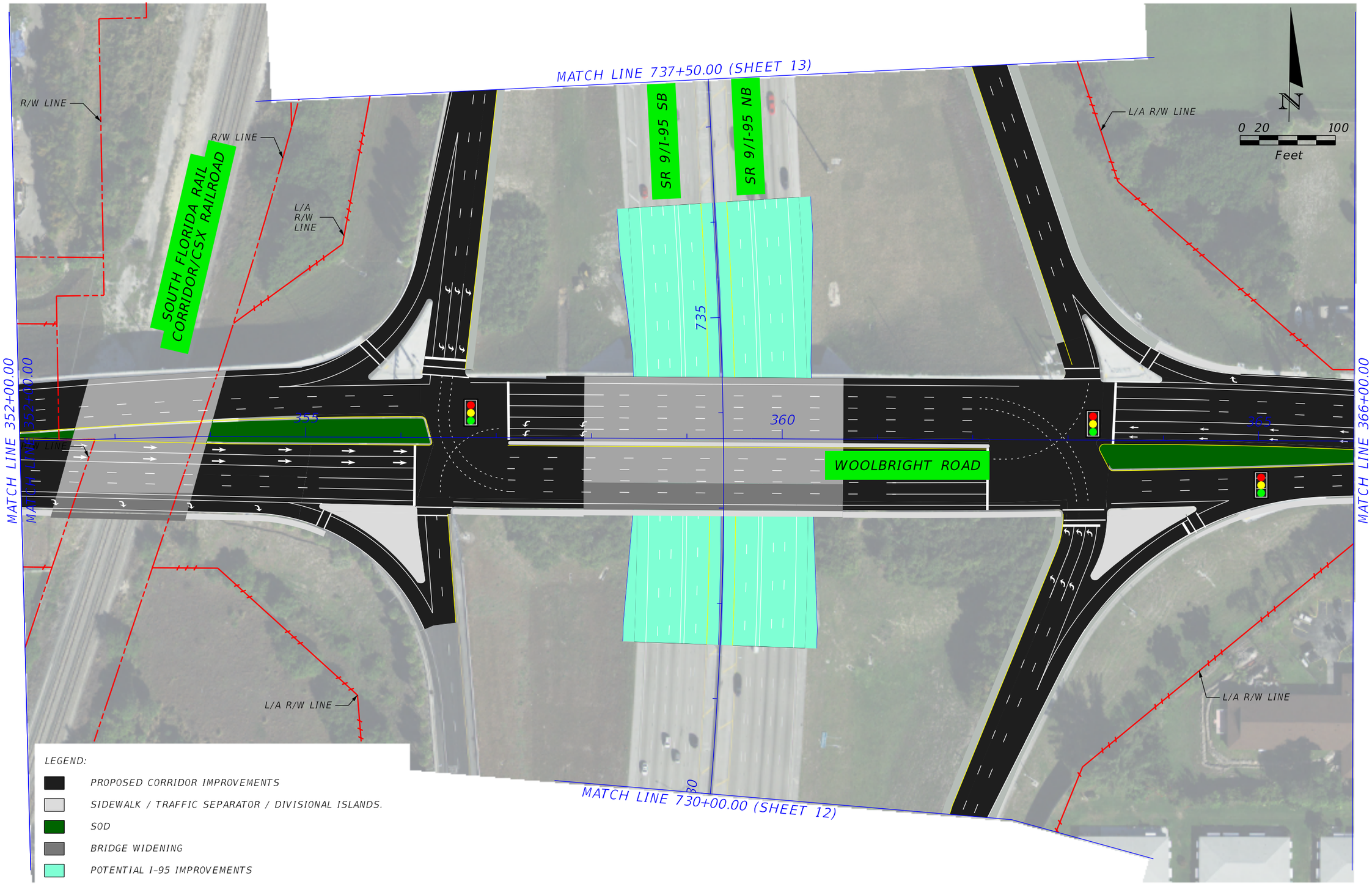

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION
	9		

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
P.E. LICENSE NUMBER 45199
HANSON PROFESSIONAL SERVICES INC.
6303 BLUE LAGOON DRIVE, SUITE 280
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION 7961

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PALM BEACH	437279-1-22-01

ROADWAY PLANS

SHEET NO. 10

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ANS

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
P.E. LICENSE NUMBER 45199
HANSON PROFESSIONAL SERVICES INC.
6303 BLUE LAGOON DRIVE, SUITE 280
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION 7961

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PALM BEACH	437279-1-22-01

ROADWAY PLANS

SHEET NO. 11

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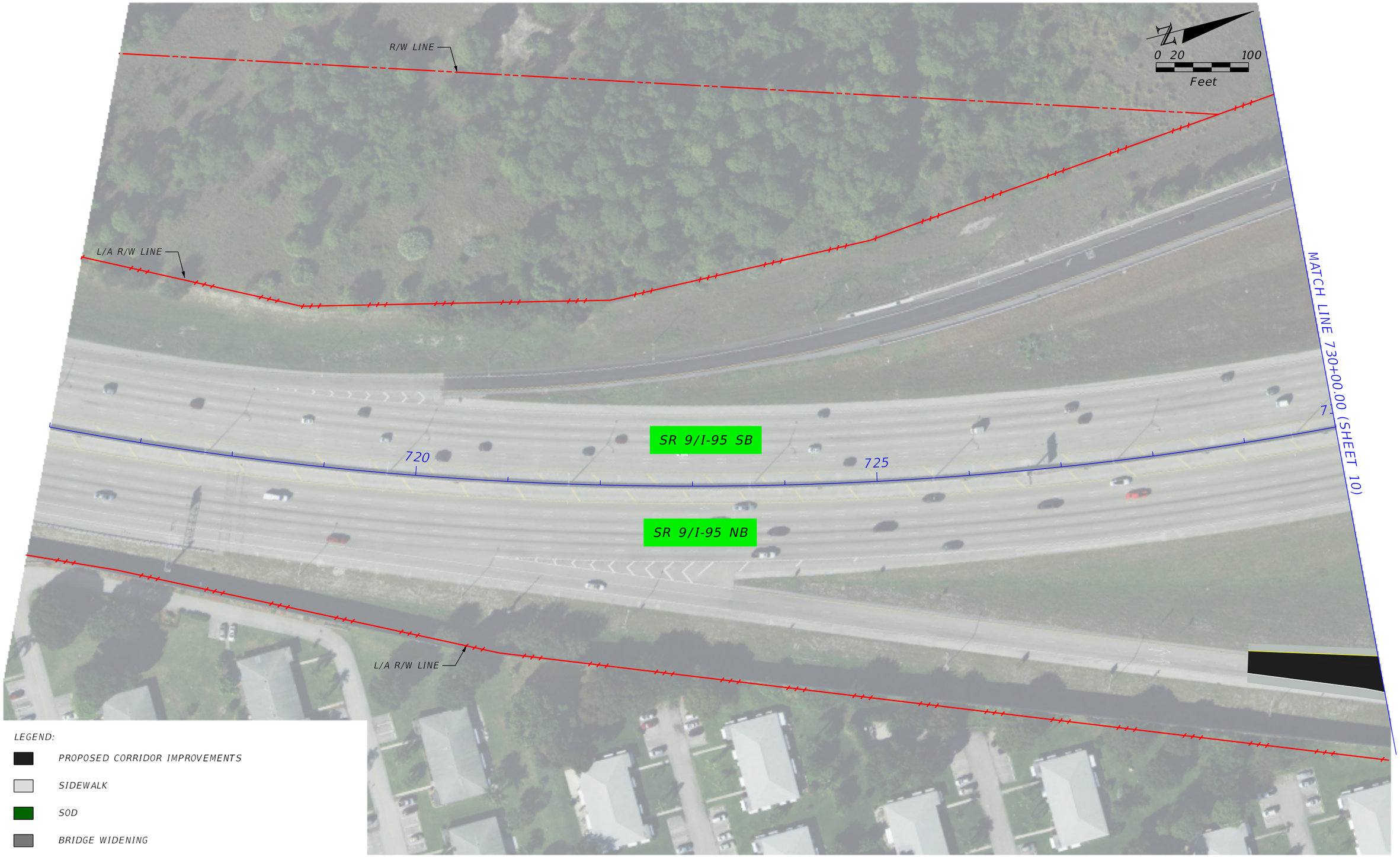

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
P.E. LICENSE NUMBER 45199
HANSON PROFESSIONAL SERVICES INC.
6303 BLUE LAGOON DRIVE, SUITE 280
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION 7961

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PALM BEACH	437279-1-22-01

ROADWAY PLANS

SHEET NO. 12

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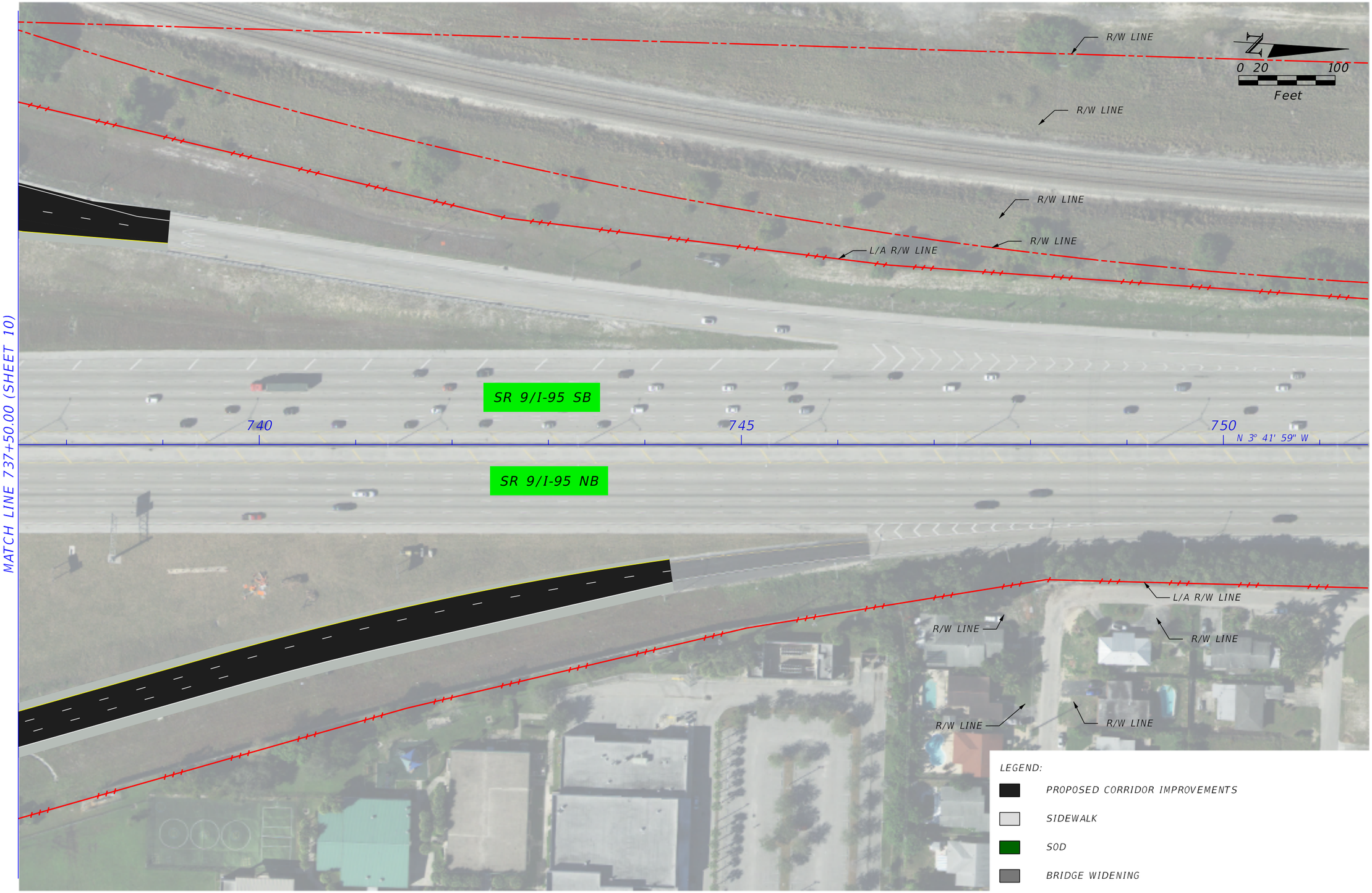


THE OFFICIAL RECORD OF THIS SHEET IS THE ELECTRONIC FILE DIGITALLY SIGNED AND SEALED UNDER RULE 61G15-23.004, F.A.C.

REVISIONS			
DATE	DESCRIPTION	DATE	DESCRIPTION

ENGINEER OF RECORD JEFF V. EASLEY, P.E.
P.E. LICENSE NUMBER 45199
HANSON PROFESSIONAL SERVICES INC.
6303 BLUE LAGOON DRIVE, SUITE 280
MIAMI, FLORIDA 33126
CERTIFICATE OF AUTHORIZATION 7961

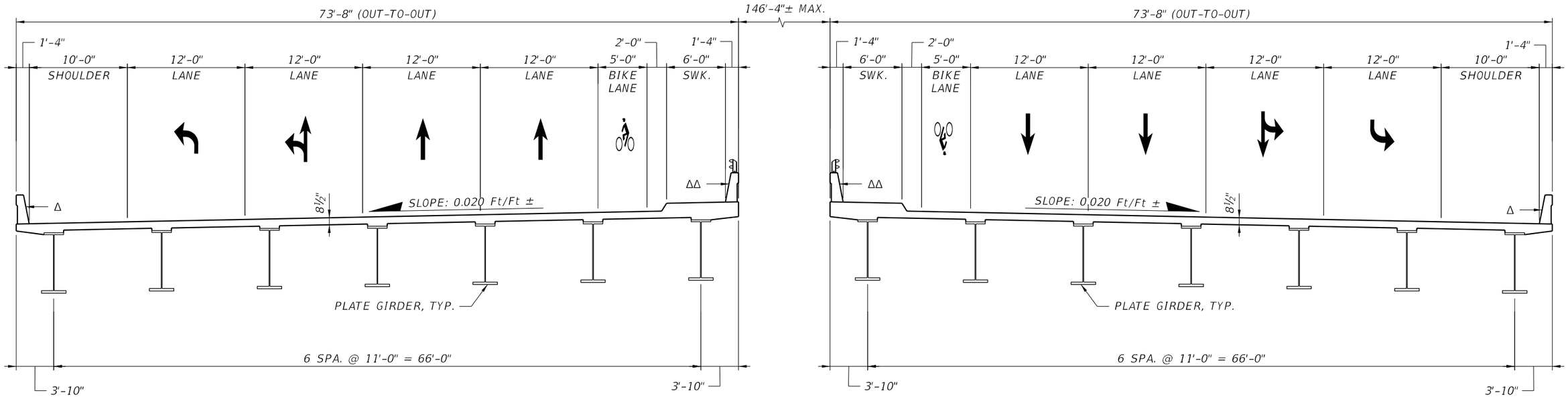
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	PALM BEACH	437279-1-22-01

ROADWAY PLANS

SHEET NO. 13

Alternative 2 - DDI



TYPICAL SECTION
ALTERNATIVE 2
WOOLBRIGHT OVER I-95

LEGEND

Δ — 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)

ΔΔ — 36" SINGLE-SLOPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-427 & 515-022)

▭ — NEW CONSTRUCTION

BRIDGE NOS. XXXXXX & XXXXXX

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

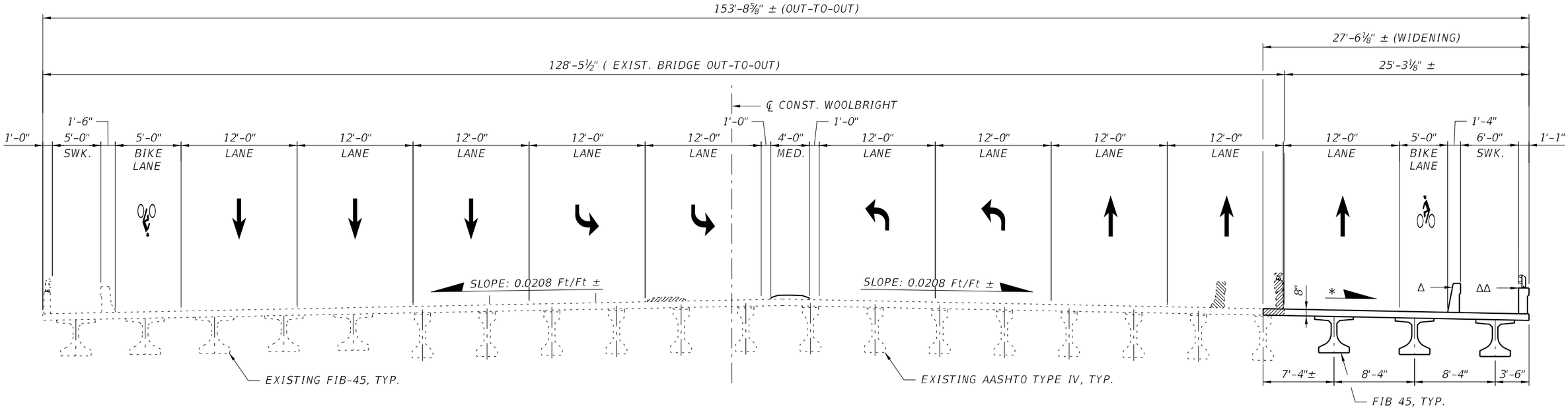
SHEET TITLE: TYPICAL SECTION ALTERNATIVE 2

REF. DWG. NO.

PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$



TYPICAL SECTION ALTERNATIVE 1 WOOLBRIGHT OVER I-95

LEGEND

Δ	36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
ΔΔ	32" VERTICAL SHAPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-423 & 515-022)
*	SLOPE = 0.02 Ft/Ft
	EXISTING TO REMAIN
	EXISTING TO BE REMOVED
	NEW CONSTRUCTION

BRIDGE NO. 930301

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

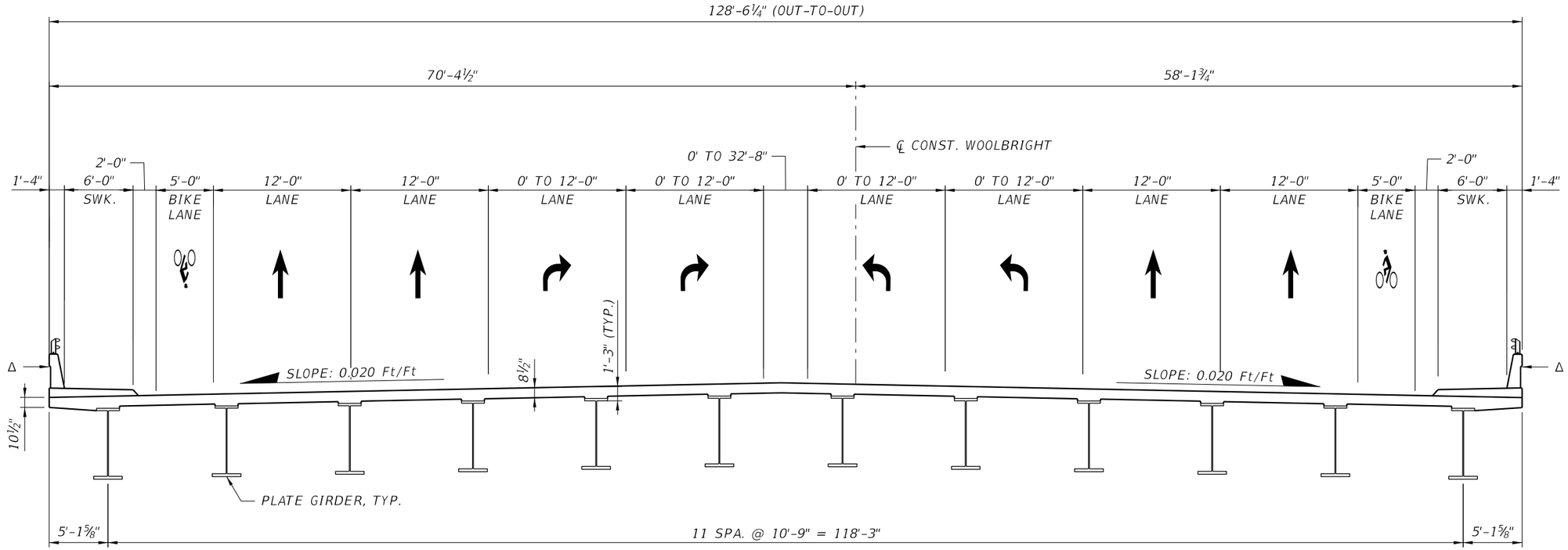
SHEET TITLE: TYPICAL SECTION ALTERNATIVE 1

REF. DWG. NO.

PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$



TYPICAL SECTION
ALTERNATIVE 3
WOOLBRIGHT OVER I-95

LEGEND

Δ 36" SINGLE-SLOPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-427 & 515-022)

☐ NEW CONSTRUCTION

BRIDGE NO. XXXXXX

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

$USER$

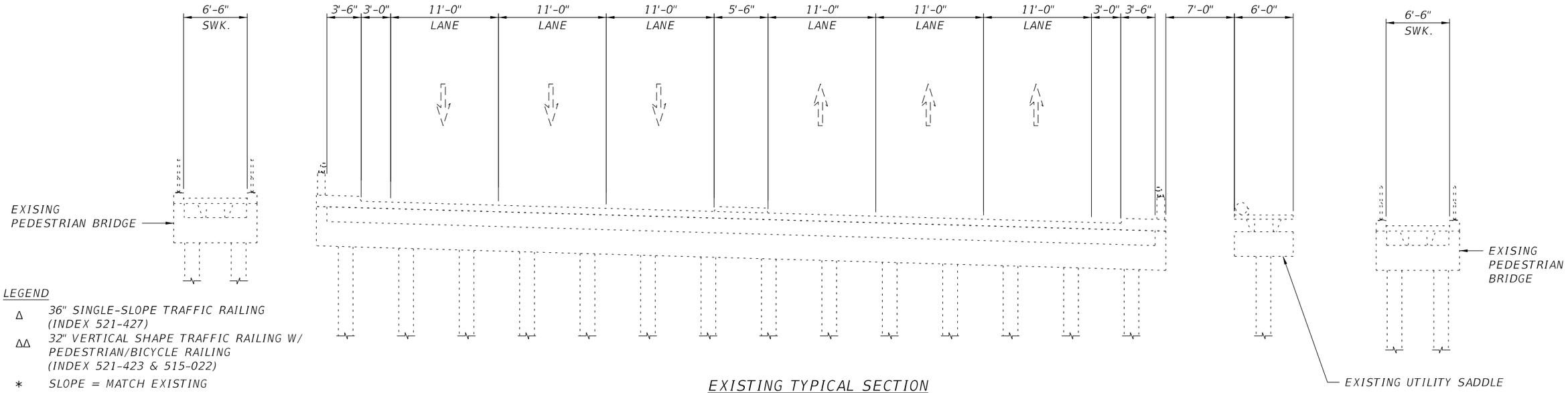
SHEET TITLE: TYPICAL SECTION ALTERNATIVE 3

REF. DWG. NO.

PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

SHEET NO.

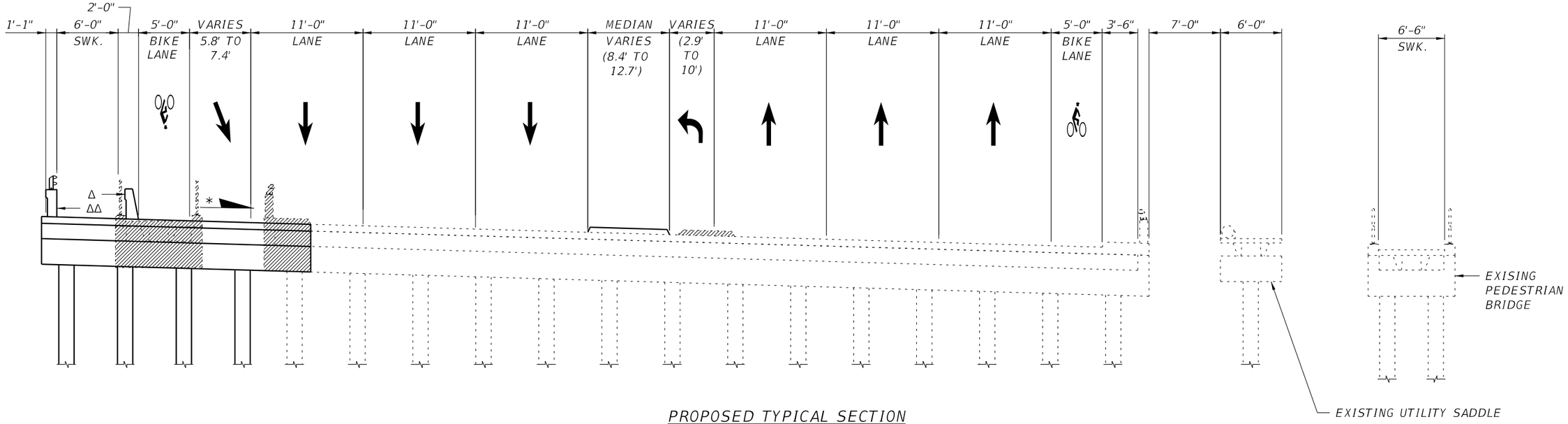
$DATE$ $TIME$ $FILE$



LEGEND

- Δ — 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
- ΔΔ — 32" VERTICAL SHAPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-423 & 515-022)
- * — SLOPE = MATCH EXISTING
- EXISTING TO REMAIN
- EXISTING TO BE REMOVED
- NEW CONSTRUCTION

EXISTING TYPICAL SECTION
WOOLBRIGHT ROAD OVER E-4 CANAL



PROPOSED TYPICAL SECTION
ALTERNATIVE 1
WOOLBRIGHT ROAD OVER E-4 CANAL

BRIDGE NO. 934461

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

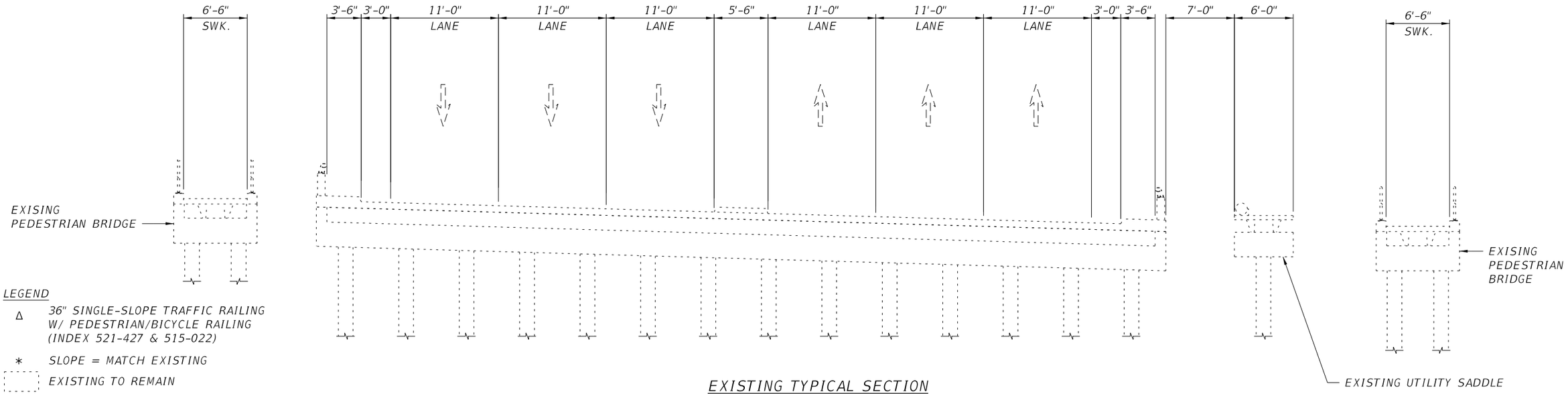
SHEET TITLE: TYPICAL SECTION ALTERNATIVE 1

REF. DWG. NO.

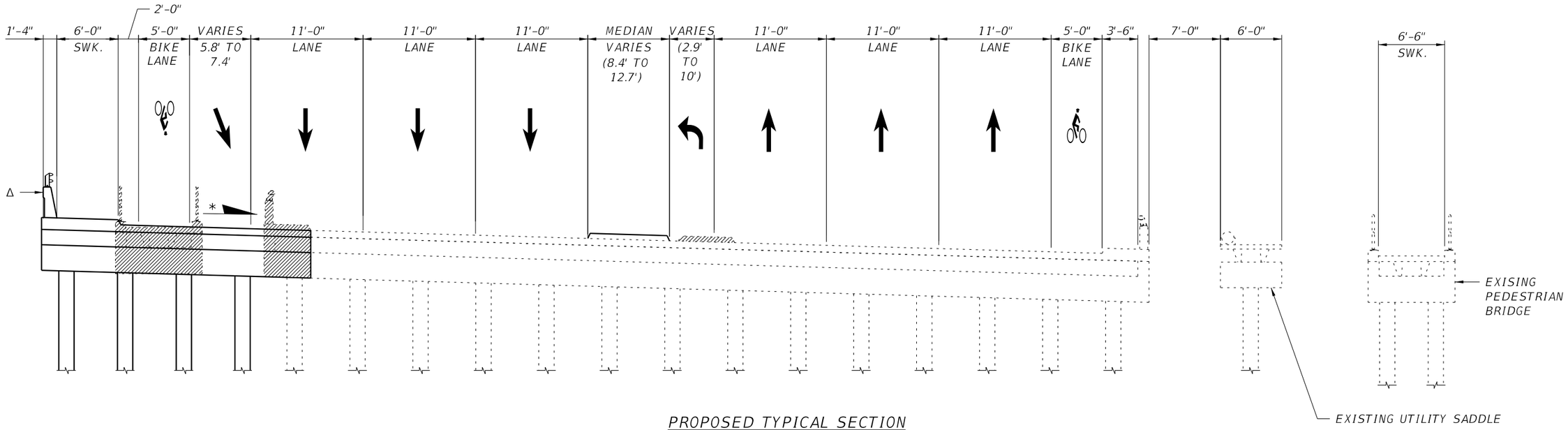
PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$



EXISTING TYPICAL SECTION
WOOLBRIGHT ROAD OVER E-4 CANAL



PROPOSED TYPICAL SECTION
WOOLBRIGHT ROAD OVER E-4 CANAL

BRIDGE NO. 934461

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

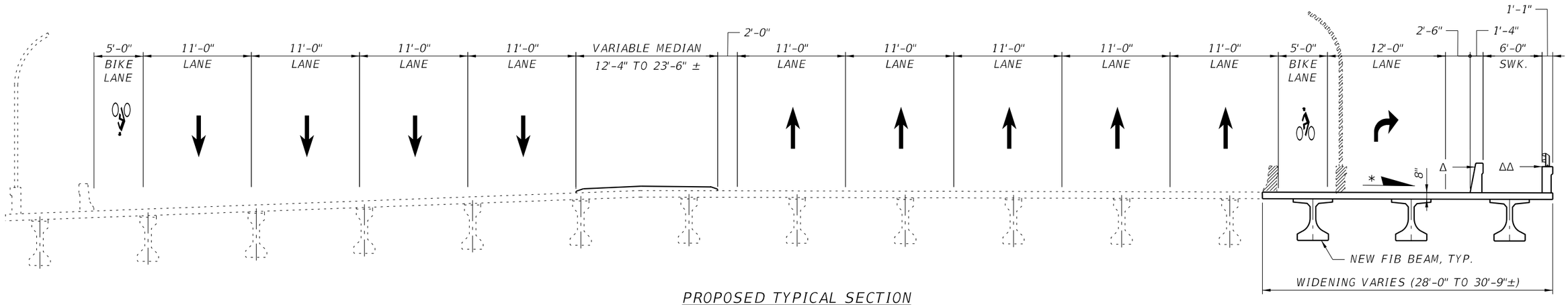
SHEET TITLE: TYPICAL SECTION ALL ALTERNATIVES

PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

REF. DWG. NO.

SHEET NO.

$USER$ $DATE$ $TIME$ $FILE$



PROPOSED TYPICAL SECTION
ALTERNATIVE 1
WOOLBRIGHT ROAD OVER SOUTH FLORIDA RAIL CORRIDOR

LEGEND

- Δ — 36" SINGLE-SLOPE TRAFFIC RAILING (INDEX 521-427)
- ΔΔ — 32" VERTICAL SHAPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-423 & 515-022)
- * — SLOPE = MATCH EXISTING
- EXISTING TO REMAIN
- NEW CONSTRUCTION
- EXISTING TO BE REMOVED

BRIDGE NO. 930263

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

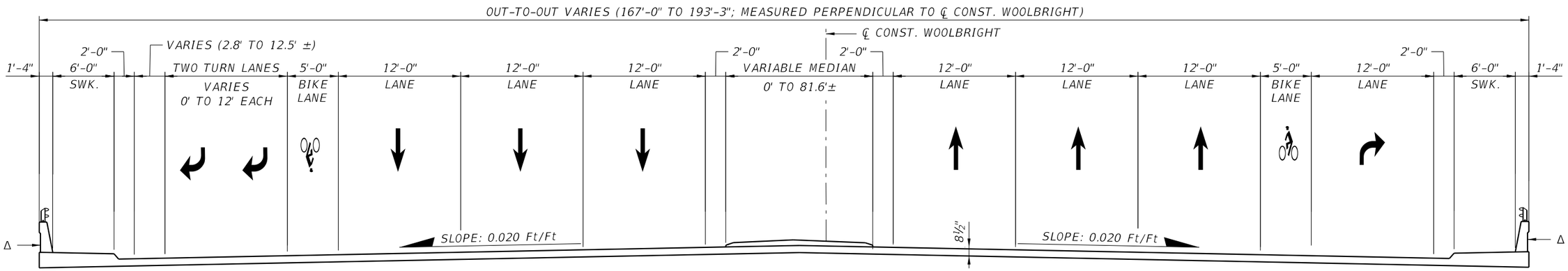
SHEET TITLE: TYPICAL SECTION ALTERNATIVE 1

REF. DWG. NO.

PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

SHEET NO.

$USERS $DATES $TIMES $FILES



PROPOSED TYPICAL SECTION
ALTERNATIVE 2
WOOLBRIGHT ROAD OVER SOUTH FLORIDA RAIL CORRIDOR

LEGEND

Δ 36" SINGLE-SLOPE TRAFFIC RAILING W/ PEDESTRIAN/BICYCLE RAILING (INDEX 521-427 & 515-022)

NEW CONSTRUCTION

BRIDGE NO. XXXXXX

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

SOHEILA SADOUGH, P.E.
P.E. LICENSE NUMBER 44130
ASA CONSULTANTS, INC.
510 SHOTGUN ROAD, SUITE 402
SUNRISE, FL 33326
CERTIFICATE OF AUTHORIZATION 30932

DRAWN BY: CMR 08-18
CHECKED BY: SS 08-18
DESIGNED BY: CMR 08-18
CHECKED BY: SS 08-18

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
SR 9	PALM BEACH	XXX

SHEET TITLE: TYPICAL SECTION ALTERNATIVE 2

REF. DWG. NO.

PROJECT NAME: WOOLBRIGHT ROAD OVER SR 9/I-95

SHEET NO.

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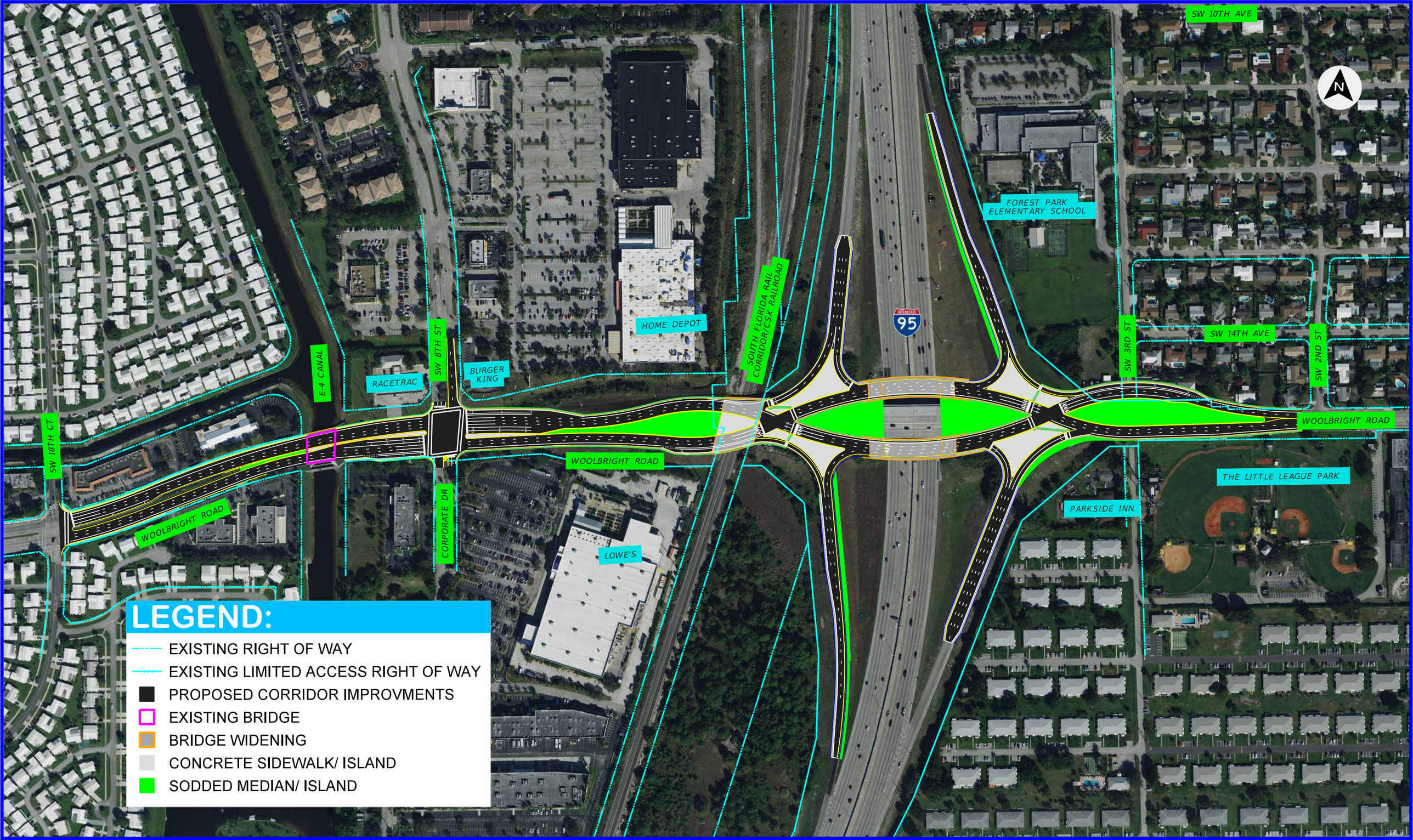


FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3200 WEST COMMERCIAL BLVD.
FORT LAUDERDALE, FL 33309

I-95/ SR 9 INTERCHANGE AT WOOLBRIGHT ROAD
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
FPID NO.: 437279-1-22-02
ETDM NO.: 14341

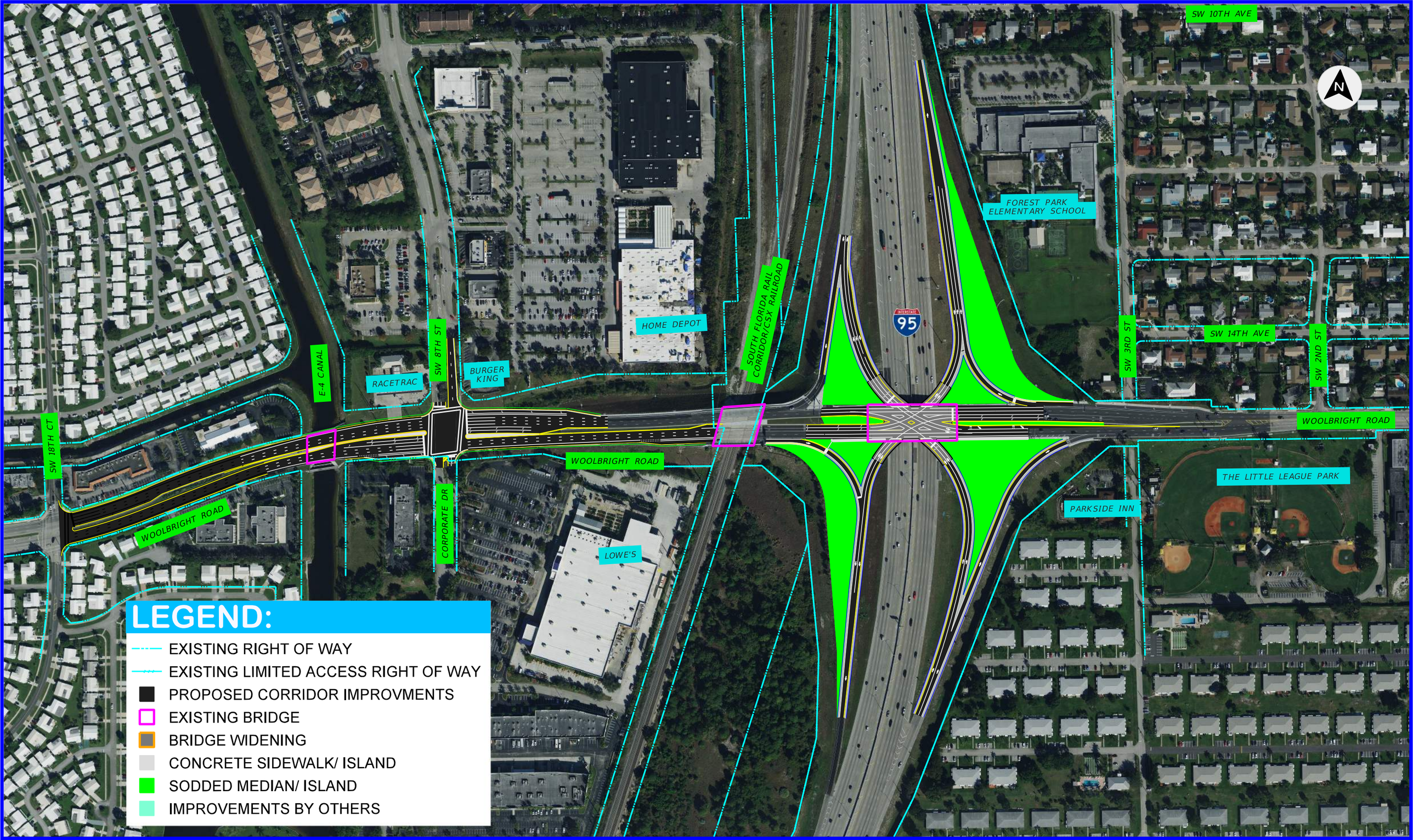
TITLE:

ALTERNATIVE 2
DIVERGING DIAMOND INTERCHANGE (DDI)

FIGURE:

2

Alternative 3 - SPUI



FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT FOUR
3200 WEST COMMERCIAL BLVD.
FORT LAUDERDALE, FL 33309

I-95/ SR 9 INTERCHANGE AT WOOLBRIGHT ROAD
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY
FPID NO.: 437279-1-22-02
ETDM NO.: 14341

TITLE:

ALTERNATIVE 3
SINGLE POINT URBAN INTERCHANGE (SPUI)

FIGURE:

3